

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

## **Membership**

**Cambridge City Council:** Cllrs Blencowe (Vice-Chair), Baigent, Bird, Price, C. Smart and Holt, Alternates: Herbert, Gawthrope and Moore

**Cambridgeshire County Council:** Cllrs Ashwood, Kenney, Nethsingha and Orgee, Alternates: Harford, Loynes and Taylor

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

**Date:** Wednesday, 19 August 2015

**Time:** 10.30 am

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

**Contact:** Sarah Steed

**Direct Dial:** 01223 457013

## **AGENDA**

### **Member Development Programme**

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

Viability refresher training

#### **1 Apologies**

To receive any apologies for absence.

#### **2 Declarations of Interest**

Members are asked to declare at this stage any interests that they may have in an item shown on this agenda. If any member of the Committee is unsure whether or not they should declare an interest on a particular matter, they should seek advice from the Head of Legal Services **before** the meeting.

#### **3 Minutes (Pages 7 - 10)**

To confirm the minutes of the meeting held on 15 July 2015 as a correct

record.

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

- 4        S/1236/15/FL and 15/0994/FUL - Proposed Cambridge North Rail Station with associated infrastructure *(Pages 11 - 126)***

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

- 5        15/0844/REM - 251 Residential units and A1 to A3 uses at Parcel 8A and 8B, Clay Farm, Trumpington *(Pages 127 - 190)***

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

- 6        15/1002/REM - 49 Residential units at Parcels 9A and 9B, Clay Farm, Trumpington *(Pages 191 - 230)***

**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.

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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**

15 July 2015

10.30 - 11.00 am

**Present:** Councillors Bard (Chair), Blencowe (Vice-Chair), Bird, Price, C. Smart, Holt, Ashwood, Orgee, Cuffley, de Lacey, Nightingale, Shelton and Van de Weyer

### **Officers present:**

Head of Planning Services: Patsy Dell

New Neighbourhoods Development Manager: Sharon Brown

Principal Planner: Janine Richardson

Legal Advisor: Penny Jewkes

Committee Manager: Sarah Steed

### **Other Officers Present:**

Cambridgeshire County Council, Highway Engineer Development Control: Ian Dyer

SCDC Team Leader, New Communities: Paul Mumford

### **Developer Representatives:**

Peter Biggs

Will Anstey

<b>FOR THE INFORMATION OF THE COUNCIL</b>
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### **15/28/JDCC      Apologies**

Apologies were received from Councillors Baigent, Hipkin and Kenney.

### **15/29/JDCC      Declarations of Interest**

No declarations of interest were made.

### **15/30/JDCC      Minutes**

The minutes of the meeting held on the 17 June 2015 were approved as a correct record subject to the amendment of the typographical error regarding Councillor Kenney's name on p2 of the minutes.

**15/31/JDCC      S/0994/15/RM - Trumpington Meadows**

Councillor Price was not present for the whole of the discussion regarding this item and therefore did not vote on this item.

The Committee received a reserved matters application for the primary road link from the end of the approved constructed road within the first phase of development, through the proposed local centre, to link the primary school to the penultimate junction before the southern junction with Hauxton Road.

The Committee noted the amendment sheet which detailed consultation responses from Anglian Water and County Archaeology, the wording of condition 6 was verbally amended by officers at the meeting to read as follows:

No development shall commence until a detailed level strategy for the road profile has been submitted to and approved in writing by the local planning authority. The strategy shall demonstrate that a 1 in 100 year flood event plus climate change can be accommodated within the road profile and that there are adequate exceedance routes. **The development shall be carried out in accordance with the approved strategy.**

Reason: To ensure that a satisfactory and sustainable means of surface water drainage and to prevent the increased risk of flooding to third parties in accordance with DP1 of the South Cambridgeshire Local Development Framework 2007 and policies CFS/2 and CSF/24 of the Cambridge Southern Fringe AAP 2008.

Peter Biggs the applicant's agent addressed the Committee in support of the application.

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

- i. The shared spaces on the through route did not encourage cycling. The design was not up to current thinking on cycle routes.
- ii. Expressed concern about traffic congestion on and around the site.
- iii. Questioned whether a cycle lane could be put on the road.
- iv. Expressed concern at the use of lime trees within the development, some of which could cause allergic reactions.
- v. Expressed concern that dropped curbs had not been provided.

In response to Members' questions the Principal Planner and the County Council Highway Engineer Development Control Officer advised as follows:

- i. At the time the Master Plan was drawn up the width of the road was sufficient; although the road was described as a spine road it was not intended to be a through route and vehicle flows should be relatively low.
- ii. Cyclists would cross the road to gain access to other strategic cycle routes along the cycle network.
- iii. The development had a 20 mph traffic calmed zone, which informed the development road layout. The traffic calmed areas were paved so that the area looked like a pedestrian area, this should encourage traffic to slow down.
- iv. A cycle lane on the road should not be required as this was a residential area.
- v. The road met the requirements of the outline permission.
- vi. A discussion had taken place with the Landscape Officer and the type of lime trees that were proposed (silver limes) to be used would not create allergic reactions.
- vii. A s38 adoption agreement could address the mobility and access issues, which had been raised by the Committee.
- viii. The levels on the site needed to be looked at to ensure that pools of water did not collect on the site and to ensure that water could be safely discharged into the balancing ponds on the site.

#### The Committee:

**Resolved (by 10 votes to 1)** to grant the application for reserved matters approval in accordance with the officer recommendation, for the reasons set out in the report and subject to the conditions recommended by the officer and in accordance with the revised condition 6, which had been verbally amended at the meeting to read as follows:

No development shall commence until a detailed level strategy for the road profile has been submitted to and approved in writing by the local planning authority. The strategy shall demonstrate that a 1 in 100 year flood event plus climate change can be accommodated within the road profile and that there are adequate exceedance routes. **The development shall be carried out in accordance with the approved strategy.**

Reason: To ensure that a satisfactory and sustainable means of surface water drainage and to prevent the increased risk of flooding to third parties in accordance with DP1 of the South Cambridgeshire Local Development Framework 2007 and policies CFS/2 and CSF/24 of the Cambridge Southern Fringe AAP 2008.

The meeting ended at 11.00 am

**CHAIR**

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

**Report by: Head of Planning Services**

**Date: 19 August 2015**

<i>Application Number</i>	S/1236/15/FL	<i>Agenda Item</i>	
<b>Date Received</b>	15 <sup>th</sup> May 2015	<b>Officer</b>	Katie Parry
<b>Target Date</b>	20 <sup>th</sup> August 2015		
<b>Parishes/Wards</b>	Milton Parish Council, Horningsea Parish Council and Fen Ditton Parish Council		
<b>Site</b>	Land at Chesterton Sidings, Cowley Road, Cambridge		
<b>Proposal</b>	Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line. .		
<b>Applicant</b>	Ms Katherine Scott, Network Rail Infrastructure Limited		
<b>Recommendation</b>	Approval		
<b>Application Type</b>	Major	<b>Departure:</b>	No

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<i>Application Number</i>	15/0994/FUL	<i>Agenda Item</i>	
<b>Date Received</b>	15 <sup>th</sup> May 2015	<b>Officer</b>	Thomas Webster
<b>Target Date</b>	20 <sup>th</sup> August 2015		
<b>Parishes/Wards</b>	East Chesterton		
<b>Site</b>	Land at Chesterton Sidings, Cowley Road, Cambridge		
<b>Proposal</b>	Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line. University of Cambridge		

<b>Applicant</b>	Ms Katherine Scott, Network Rail Infrastructure Limited		
<b>Recommendation</b>	Approval		
<b>Application Type</b>	Major	<b>Departure:</b>	No

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The above applications are 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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## **APPENDICES**

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A	Local Planning Policies
B	Draft Planning conditions – S/1236/15/FL
C	Draft Planning conditions – 15/0994/FUL
D	Plans and Images
E	Extant Planning Obligations
F	Cambridgeshire Quality Panel Report

## **1.0 INTRODUCTION**

- 1.1 Members of the Joint Development Control Committee (JDCC) considered an application for the new station at this location in December 2013. The extant permission was approved in July 2014 upon completion of the Section 106 Agreement. The County Council was the applicant for the extant permission and therefore the previous application was made under Regulation 3 of the Town and Country Planning General Regulations 1992.
- 1.2 For S/1236/15/FL and 15/0994/FUL the applicant is Network Rail. The scheme is largely unchanged from that considered and approved by members previously. The differences are:
- The platform length has been reduced from 270m to 254m due to a change in rail strategy.
  - The canopies length has been reduced from 80m to 40m
- 1.3 Carter Jonas (at the time acting on behalf of Cambridgeshire County Council) requested an EIA Screening Opinion (response issued 14.05.13) and an EIA Scoping Opinion (response issued 18.12.12). The screening opinion concluded that the proposed development was EIA development as the development was likely to have significant effects on the environment. The planning applications accompanied by an Environmental Statement were submitted on 15<sup>th</sup> May 2015 to both South Cambridgeshire District Council and Cambridge City Council, the applications were subsequently validated on 21<sup>st</sup> May 2015.

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

- 2.1 The planning applications seek approval for the location of the development proposal largely within the SCDC Parish of Milton, but with a small part lying within the City ward of East Chesterton, which is the reason why two planning applications have been submitted, but for the single proposal. To the north of the proposed site lies industrial development on Cowley Road, former railway engineering depot sidings, another operational aggregates rail terminal and Cambridge Sewage Works. To the east of the site is the main West Anglia main line railway flanked by primarily single storey residential development and land in industrial uses accessed off Fen Road, East Chesterton. To the west of the site is the St Johns Business Park and to the south of the site are the Nuffield Road allotments / Bramblefields Local Nature Reserve and wider residential area of East Chesterton.
- 2.2 The railway level crossing on Fen Road is located 305 metres from the proposed station building and access across the railway is controlled by an automatic barrier crossing monitored by CCTV. The location of the current rail access from the mainline into the freight reception track and associated sidings acts a constraint on the location of the proposed new station platforms at the site. Other existing railway

infrastructure (e.g. overhead electric lines) also influences the layout and scale of the station development proposed.

- 2.3 The proposed development site has no known linkages to any sites of international ecological importance (e.g. SAC / SPA), or to any national ecological designations i.e. SSSIs. However, it is adjacent to a Local Nature Reserve (Bramblefields LNR) which is a recognised site of County importance.
- 2.4 The proposed site lies within in Flood Zone 1 and approximately 400 metres from Flood Zone 2 and 3.

### **3.0 THE PROPOSAL**

- 3.1 The proposed Cambridge Station Interchange (CSI) comprises a new railway station, car park and an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links). The interchange facility will be linked into the existing 'Guided Busway' network at Milton Road by a length of new bus route. Part of this new link already has the benefit of planning permission from an earlier enabling Transport and Works Order issued by the Secretary of State relating to the wider Busway scheme. A short length of bus route would connect the proposed bus stops opposite the station square to the permitted Busway route. The station will operate from 05:30hrs to 01:00 hrs daily.
- 3.2 The proposed new railway station development will encompass a station building with passenger waiting facilities, toilets, a ticket office and amenity space. The development will also include two main line platforms and a bay platform with an elevated enclosed footbridge (with lifts to the platform ) providing access over the main lines and operational freight tracks from the station building to the new platforms. Other aspects of the development include car (approximately 450 spaces) and cycle parking (1,000) spaces, bus turning area and associated hard and soft landscaping. The application site also includes vehicular and pedestrian access from Cowley Road from the junction formed by the separate accesses to the aggregate rail terminals. The proposal also includes a number of cycle /pedestrian access points to the site notably from Cowley Road, access route alongside the Busway.
- 3.3 The station building will be located in the south of the application site with a gross external footprint of approximately 750 square metres. The building is predominantly 2 storeys high with a third storey section allowing access to the elevated enclosed 43 metre long over-line crossing. The crossing route then descends to the platforms via 2 covered stairwells. The platforms are 254 metres in length with 40 metres being covered. The height of the station building at the second storey is 6.9 metres which rises to 10.35 metres at the third storey level. The station building is 28.3 metres wide and 27.1

metres in depth. The main station building will have a green roof. The station building is made of and clad in a number of different materials, but the appearance of the building is dominated by the proposed use of perforated metal panels in the 'Game of Life' pattern. The exit from the station building opens on to a large (50 metres x 29 metres) public space. To the south of the station building is a large secure, covered cycle storage area. The saw tooth roofline of the cycle storage building is 6 metres high accommodating solar panels on the predominantly transparent roof.

- 3.4 The guided busway enters the site on the north west boundary and the bus route continues along the south western flank of the site, following, in part, the former alignment of the now removed branchline to St.Ives up to the bus stops and bus turning area.
- 3.5 The 450 space car park is located centrally within the site and interspersed with elements of landscaping such as planting beds and hedging. Adjacent to the car park and to the north of the station building is the taxi rank and a passenger pick up / drop off point.
- 3.6 The proposed development will use photo voltaic panels to deliver 10% of the station building's total energy requirements.
- 3.7 As part of the submission the applicants are seeking to deal with some of the pre-commencement conditions in order to reduce the number of conditions recommended on the application. The following information has been submitted in respect of the following pre-commencement conditions from the Extant permission:
  - 3.7.1 Condition 8 – Construction Environmental Management Plan (Biodiversity)
  - 3.7.2 Condition 9 – Ecological Design Strategy
  - 3.7.3 Condition 11 – Contaminated Land
  - 3.7.4 Condition 12 – Water Quality, Flood Risk and Drainage
  - 3.7.5 Condition 15 – Drainage
  - 3.7.6 Condition 16 – Construction Environmental Management Plan.
  - 3.7.7 Condition 25 – Noise Management Plan (submitted 23<sup>rd</sup> July)
  - 3.7.8 Condition 25 – Cowley Road Cycle Route – Discharge under C/0500/13/CC, information resubmitted under S/1236/15/FL and 15/0994/FUL
- 3.8 Additional information was submitted following consultee responses from the first round of consultation.

#### **4.0 RELEVANT SITE HISTORY**

- 4.1 With the exception of that part of the site along Cowley Road the

application land has been in railway use for many years. Within the application site is an active aggregates rail terminal consisting of one rail siding and adjacent ancillary land. This use was established in the late 1980's under permitted development rights. Initially it was operated by Foster Yeoman receiving stone from the Mendip Hills in Somerset but latterly has been operated by local company Frimstone Ltd handling recycled stone for the construction industry. The current aggregates rail siding will need to be re-located to permit the construction of the proposed development.

- 4.2 C/0500/13/CC – Extant permission made under Regulation 3 as set out above.

## **5.0 PUBLICITY**

### **Pre-submission publicity**

- 5.1 As the site benefits from an extant permission, extensive pre-submission consultation was undertaken by the previous applicants, Cambridgeshire County Council. The County Council undertook pre-submission consultation with key stakeholders, business and the local community. This included press releases, public exhibitions and letters.
- 5.2 The development proposal was presented to the Cambridgeshire Quality Panel on 17<sup>th</sup> June 2013 see Appendix F. The current application has not been reported back to the Panel for consideration, given the limited amount of changes to the original approved scheme.
- 5.3 The current application has benefited from 2 rounds of consultation, the first notified everyone who commented on the extant County application C/0500/13/CC. The second round of consultation was more focused as amendments were submitted to respond to particular comments raised through the first consultation.

## **6.0 Planning application publicity**

- 6.1 The submitted application has been the subject of extensive consultation and publicity. Local consultation letters, statutory press notices and site notices. Copies of the planning application and accompanying documentation were made available for public inspection at South Cambridgeshire Hall, Cambourne and Mandela House, Cambridge.
- 6.2 In addition to the consultation that has taken place on the current application that is before members for determination, the previous extant permission was consulted on widely including manned public exhibitions of the previous proposals which enabled members of the business and local community to examine the proposals together

with the opportunity to respond to them.

Press Advertisement: Yes  
Local Residents / Business Yes  
Site Notices (10) Displayed: Yes

## **7.0 PLANNING POLICY SUMMARY**

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

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and is an important material consideration in the determination of 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.

### **7.2 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.**

### **7.3 Local Development Plan Policy**

The proposed development constitutes a 'cross boundary application' and so policies for both South Cambridgeshire District Council and Cambridge City Council must be considered together with the adopted Minerals and Waste Local Development Framework. The Local Transport Plan (LTP3) Policies and Strategy 2011-2026 was adopted in March 2011.

### **7.4 Emerging Planning Policy**

Both Cambridge City Council and South Cambridgeshire District Council have submitted their draft submission Local Plans. Which are currently being examined by Laura Graham on behalf of the Secretary of State. 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. The consultation on the Issues and Options Report closed on 2 February 2015. The AAP is still under preparation; however it will establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted,

this will form part of the Development Plan for both South Cambridgeshire District Council and Cambridge City Council.

## **8.0 EXTERNAL AND INTERNAL CONSULTATIONS**

The views of the consultees are summarised as follows:

### SCDC - Environmental Health

- 8.1 Having considered all the application submissions EHO raise no objection in principle to the proposed development.
- 8.2 Noise and Vibration – any demolition / construction noise and residual operational noise associated with the proposed development should not give rise to significant adverse impact on the health and quality of life of existing residential premises and any other adverse noise impact can be minimized, providing proposed specific noise mitigation measures and controls for various noise activities / sources are approved and implemented in full by the imposition of conditions.
- 8.3 The CEMP submitted as part of the application is not considered sufficient to negate the need for the condition and therefore the same or similar condition as imposed on the extant permission should remain and be imposed if planning permission is granted.
- 8.4 Operational Noise Impacts – Recommends noise insulation scheme and attenuation / mitigation conditions are imposed for approval to ensure that any operational noise is mitigated and reduced to avoid significant adverse impact on the health and quality of life of existing residential premises arising as a result of the proposed new development and otherwise minimize any potential future intensification in station interchange use.
- 8.5 Air Quality – awaiting comments
- 8.6 Odour control - Odour / fume condition attached to the extant permission remains relevant and should be retained and imposed if planning permission is granted.
- 8.7 Artificial lighting – proposals acceptable in principle – recommended securing detailed artificial lighting design and impact mitigation by condition. Based on the requirements of a scoping opinion, EIA regulations and submissions it is considered that sufficient light assessment and information has been provided to allow the determination of the application with appropriate conditions requiring

approval for detailed lighting design, on the basis that the new station interchange will be part of the national rail network and will fall within the authority of Network Rail. Agreed with the ES conclusion that artificial lighting proposed within the Development, subject to approval of detailed design and mitigation as appropriate, is unlikely to result in material harm to the receptors within or surrounding the Site, and is therefore in accordance with Paragraph 125 NPPF, Cambridge City Council policies 3/4, 3/11, 3/12, 4/13, 4/15 and South Cambridgeshire District Council policies DP/1, DP/2, DP/3 and NE/14. Artificial lighting scheme and significance of impact assessment condition requested.

- 8.8 Contaminated Land – recommended to secure investigation and remediation as necessary by condition. Additional information has been submitted in relation to extant condition 11. The information submitted is sufficient to comply with section a), for sections b), c) and d) cannot be agreed as additional information is required. If this additional information and assessment is not available prior to the determination of any planning permission the extant condition 11 is necessary and should be imposed as prior to commencement.
- 8.9 Litter bin / street furniture – proposals are acceptable, secure management / details by condition. It is understood that for safety and security reasons litter bins may not be provided in and around the station or at the bus stop or car parking areas. If this is the case then litter management plan should be required by condition.
- 8.10 Public / staff toilet provision and staff welfare facilities – the toilet provision is in accordance with Table 5 of BS6465: Part 1 based on approximately 3000 passenger journeys across one day and an assumed peak flow of passengers of 1000 journeys.
- 8.11 EHO Conclusion – The final revised Environmental Statement is acceptable. Having considered all the application submissions we have no objection in principles to the proposed development subject to the recommended conditions being imposed if permission is granted.
- 8.12 The amendments submitted July 2015 do not change the previous comments from EHO.
- 8.13 Comments on Noise Management Plan submitted 23 July 2015. The submission contains some useful information but is lacking sufficient detail in a number of respects and concerns and is therefore currently unacceptable. Recommended that the condition from the extant permission is imposed, if planning permission is granted, to secure a Noise Management Plan.

### Urban Design

- 8.14 The proposals are considered to comply with section 7 of the NPPF (2012) and DP/2 of the South Cambridgeshire District Council Development Control Policies DPD ("007). Officers support the application in urban design terms. In the event the application is approved, officers recommend that conditions be attached to address the following:
- All building materials: including the erection of a sample concrete screen panel on site prior to construction to enable consideration of finishes, RAL colours, etc.
  - Landscape: including hard and soft landscaping, for all areas as well as for highway / road surfaces, walking routes, etc.
  - Landscape: including provision of lighting to be used and details on form and location of support systems, overhead wiring, etc.
  - Signage: including directional signage, building signage and any electronic notices etc.

### Landscape

- 8.15 There are no detailed soft or hard landscape plans available to make an assessment of the landscape design, and very limited design and materials specifications.
- 8.16 Details of planting and hard materials – layout and planting design, landscape materials and sundries, hard materials and landscape structures, landscape specifications, aftercare and management specifications, landscape implementation etc - should be secured by planning conditions covering the whole or agreed phased sections of the site.

### Ecology

- 8.17 No objection to the proposed development following amendments to the Ecology chapter in the Environmental Statement, Construction Environmental Management Plan (Biodiversity) and Ecological Design Strategy. Whilst there are still some ambiguities within the submitted documents the recent submission of amendments has improved the situation and updated the mitigation to a point where it is considered acceptable subject to the imposition of conditions similar to those proposed on the extant permission.

### EHO – Public Health Specialist

- 8.18 Following a review of the application using the HIA Review Package checklist contained in Appendix 3, the Health Impact assessment submitted has been assessed as grade B. Grade B meets the required standard of the HIA SPD policy.

#### Drainage

- 8.19 Following the submission of amendments to the application the development proposed is acceptable. The total allowable discharge from the non-permeable parts of the site is 2l/s/ha is acceptable. The information submitted in relation to extant condition 15 is not acceptable and therefore it is recommended that the condition is included on any new permission.

Cambridge City Council:

#### Walking and Cycling Officer

- 8.20 Supportive of the principals for the new station. The scheme has the potential to provide high quality cycle and pedestrian links and new connections through the site. The minimum 2.5m proposed for the Cowley Road, Nuffield Road and Moss Bank cycle and pedestrian links do not match the description of the infrastructure being high quality, wide, and above standard as set out in the Transport Assessment and Technical Note. The minimum for a shared path as set out in national guidance is 3m and a high quality route for significant levels of users should be 5m wide with segregation between modes. Providing high quality links at the outset will reduce conflicts that are experienced between cyclists and pedestrians. Concern has been raised from the Heritage Officer at SCDC regarding the light glow and its impact on the Fen Ditton Conservation area. Whilst the submitted plans do not adequately address this issue, the Environmental Health Officer is satisfied that the additional submitted information demonstrates that this impact can be mitigated. A planning condition is recommended to ensure that light glow will be appropriately controlled and mitigated.
- 8.21 An obvious solution to this would be to use the disused railway track (owned by Network Rail) to the south west of Cowley Road. This would provide a practical, accessible and safe route to the station for cyclists and pedestrians. Conditions are recommended to secure this link and the pedestrian and cycle links from Moss Bank and Nuffield Road.
- 8.22 The proposed 1000 covered cycle parking spaces is supported. A management plan should include land to be identified which could be used to increase the amount of cycle parking should there be demand for it in the future. The Management Plan should also include details of dealing with abandoned bicycles. No details of the

layout of the cycle parking to the south of station have been provided. A small area of payable secure parking should be considered to enable users to leave cycles overnight at the station.

- 8.23 A condition is recommended relating to the management plan and layout of the cycle parking.

#### Access Officer

- 8.24 Single lifts have been placed on each platform; this may prove inadequate at peak times in terms of capacity. Relying on a single mechanical device is very risky. If one lift breaks down the whole station becomes inaccessible. Recommended that each platform has two firefighting lifts. On the extant permission it was agreed that each stair case would have a folding platform lift fitted, that would be stored in a waiting position for use when other lifts fail. at least 5% of the car parking must be for Blue Badge parking and it must be located closest to the entrance. Signage and colour contrast must aid visually impaired people to wayfind. Ticket booth / machines must have heights suitable for wheelchair users and short people and hearing loops. Seating must be of various heights. The staff toilet could double as a 'changing place' standard toilet and be open to the public, it needs to be a little bigger and have a changing bench BS8300 recommends this.

#### Sustainability

- 8.25 The general approach to sustainable design and construction is welcomed. Further detail is required in relation to carbon calculations as detailed above, which can be dealt with by way of condition encourages the applicant to strive towards achievement of BREEAM 'very good' Condition to submit and gain approval of a renewable energy statement as been requested if planning permission is granted.
- 8.26 Additional comments were received following amendments to the application received in July 2015. Original comments remain, supportive of the overall approach although encourage the applicants to pursue BREEAM 'very good' instead of 'good'.

#### Environmental Health

- 8.27 Construction Environmental Management Plan – construction and delivery hours have been quoted as 0800-1800hrs Monday to Friday and 0800 – 1300 Saturday. These hours are considered acceptable and are in line with our standard recommended hours. The applicant should be aware that our standard time for construction delivery and collection hours mirror the standard

construction hours.

- 8.28 It is understood that some works will be carried out at night due to track safety. The MEP confirms that Cambridgeshire County Council will be notified at least 3 months in advance of any out of normal hour's works. As this application is to South Cambridgeshire District Council and Cambridge City Council the EHO's and SCDC and Cambridge City Council will also need to be given the same notice. The EMP states that residents who may be significantly impacted by works outside of hours will be given at least 4 weeks' notice. However, only 7 neighbours have been identified in table 6. Discussions will need to be held with SCDC and CCC to identify all potentially impacted receptors.
- 8.29 The Environmental Management Plan, read in conjunction with Section 11.3 of the Environmental Statement, provides the required detail and is therefore satisfactory.
- 8.30 The proposals for the management and monitoring of airborne dust on the site are deemed to be adequate.
- 8.31 Operational Noise – A number of conditions have been recommended to be repeated if this application receives consent. These are:
- Condition 18 – Control of noise from the station public address system
  - Conditions 19, 20, 21 and 22 – Control of noise from the pickup point and eastern platform.
- 8.32 Plant noise – the previous consent contained condition 17 (plant noise assessment) which should be repeated for this application if granted.
- 8.33 Odour Control – As no additional information has been provided in relation to Odour and fumes it is recommended that the pre-commencement odour control condition applied to the extant consent should be attached to this application if consent is to be granted.
- 8.34 Lighting – It is recommended that the lighting condition previously attached to the extant planning consent should be repeated on this application if consent is to be granted.
- 8.35 Contaminated Land – the desktop study dated March 2013 by Atkins is comprehensive and adequately addresses the site background. Previous comments were not addressed, therefore in line with previous comments further investigation is recommended to include:
- Further ground gas monitoring in order to adequately

- characterise the gassing regime on the site and
    - Further ground investigations around areas not previously accessible. On completions of the additional investigation a comprehensive contamination assessment is required to be submitted.
- 8.36 Air Quality – The development proposal as submitted does not provide enough detail on improvements to cycling and walking facilities; they are limited to the immediate area around the site. A comprehensive cycling and walking enhancement plan should be included in the proposal. Recommends air quality condition and informative are added to any subsequent permission.
- 8.37 Licensing – considers insufficient space and arrangements have been provided for taxis. A taxis rank should be provided as part of the application to allow adequate waiting space for vehicles. The station operator should consider appointing a licensed private hire operator to install a facility to take bookings for customers who would then be directed to a specific waiting vehicle; as Hackney Carriages can only operate in the area which issues their licence.
- 8.38 Having considered all the submissions there is no objection in principle to the proposed development. However, there are a number of environmental health issues and health determinants that need to be considered and effectively controlled by condition or similar to minimise potential adverse impacts on existing local residents and safeguard their health and quality of life. Where appropriate, recommendations for planning conditions have been included in the officer recommendation.

#### Landscape & Visual Impact

- 8.39 The City Council's landscape officer recommends that landscaping matters be addressed through the imposition of appropriate conditions.

#### Urban Design

- 8.40 The Urban Designers supports the design of the station. It is recommended that pre commencement condition 3, which requests that materials are submitted to and agreed by the Local Authority, is retained.

#### Travel Plan

- 8.41 The applicants have submitted information that would form a part of a travel plan. The applicants have, however, withdrawn this information and have recognised that the extant condition requiring them to submit a full travel plan will still need to be discharged. Accordingly, a travel plan condition is recommended.

### Other Matters

- 8.42 The Local Planning Authority is of the view that there is a very good opportunity to increase connectivity to the station by converting the old maintenance track, on Network Rail's land which sits below Cowley Road and above Cambridge Business Park, into a cycleway. The advantage of doing this is that it will lead to a reduction in greenhouse gas emissions and congestion, improve safety and widen the transport choice in this part of Cambridge. Therefore, our advice is that this is an option that should be rigorously explored.

### Cambridgeshire County Council Highways

- 8.43 The County Council has no objection to the application subject to:
- The Conditions and Obligations that were applied to the previous permission also being applied to this application;
  - The Travel Plan Condition being reworked to better reflect the more detailed proposals set out in the Transport Assessment submitted alongside this application and to clearly make the link with the wider Station Travel Planning project that is underway;
  - The importance of the applicant, working with the transport and planning authorities, to deliver the improved pedestrian / cycling facilities along the maintenance track given that this is within the ownership of the applicant; and
  - The detailed Rights of Way response attached at Annex A being brought to the attention of the applicant.

### Flood and Water Management Team

- 8.44 Object to the application the total discharge from the site is 14.2 l/s which is greater than the allowable 2 l/s/ha. The applicant has not demonstrated in the drawings where the permeable paving will be located or the extent of it. The applicant has detailed that maintenance of the site will be undertaken by Network Rail and Cambridgeshire County Council. Documentation needs to be provided to demonstrate CCC's agreement to undertake maintenance. The applicant must also provide a maintenance regime, detailing who will undertake the maintenance of the various features. A safe route of access and egress will need to be

shown from all new units to an area wholly outside the 1 in 100 chance in any year including an allowance for climate change floodplain. Where this cannot be achieved, an emergency flood plan should be agreed with the Local Planning Authority.

- 8.45 Comments were received on 30 July following the submission of amendments. The LLFA consider the application is acceptable as the applicant has demonstrated that surface water can be dealt with on site by using permeable paving, geocellular storage, lagoons and oversized pipes. The development is acceptable subject to the inclusion of planning conditions to secure the following: a surface water drainage scheme to be approved prior to commencement and prior to occupation the completion of a sustainable drainage scheme.

#### Cambridge Past, Present and Future

- 8.46 Quality of design, it is identical to the previous scheme, it is bulky and blocky and it is unclear how the design will sit within the context of the adjacent neighbourhoods. Would support quality materials and a structure that takes queues from the local vernacular. Connectivity, clear and well-designed connections between neighbourhoods and access is important to ensure way finding as well as visual integration of the site. Landscape and wildlife, previous concerns (on the extant permission) appear to have been mitigated through the detailed documentation included in the application. The council should ensure these measures are implemented. Concern about the impact on Bramblefields Local Nature Reserve from new lighting, hard landscaping and the intrusion from people going and coming to the new railway. Recommend that car parking provision is multi-storey to reduce the amount of tarmac and visual intrusion of cars. Is a designated cycle crossing provided as part of the scheme. Cambridge Past Present and Future support the proposal to reinstate an old rail line and build a new rail station. It is hoped that this will encourage the use of public transport in various forms and reduce the significant impact on the city centre.

#### Architectural Liaison Officer

- 8.47 Cycle crime – Cycle parking for the Cambridge Busway has seen high levels of crime along the route, concerned that crime at the new station will be problematic at the new station and will be a crime generator. It is noted that CCTV is to be installed covering the cycle parking. This systems needs to be fit for purpose. Clarification

sought on whether the system will be able to be monitored remotely if required. As the cycle parking falls within the jurisdiction of the British Transport Police they should be able to access the system remotely.

- 8.48 The unlit cycle path through the nature Reserve is a concern as it is secluded and unobserved and a risk to public safety.

Department for Communities and Local Government

- 8.49 Acknowledges receipt of ES, not comments to make on the application.

Highways England

- 8.50 Offer no objection.

Wildlife Trust

- 8.51 It is possible, should planning permission be granted, for the development to take place without a net loss of biodiversity. However, this is contingent on:
- The production of an environmental management plan which incorporates the suggestions from paragraph 6.3 of the invertebrate survey.
  - On-going management of the habitats on site to maintain their interest.
  - Longevity of the proposed mitigation areas.
- 8.52 Suggest a commitment to the installation of green roofs on the station building and cycle storage areas. They are described as green/brown roofs. Biodiverse green roofs would contribute more to potential on-site habitat gains than sedum roofs.
- 8.53 The submitted outline for the proposed Ecological Management Plan (EMP) is not comprehensive. If permission is granted, a condition should clarify that the scope of the EMP is still to be agreed.
- 8.54 A second comment was received from the Wildlife Trust: changes have been made on the ground such that aspects of the application documents may now not be accurate. Concern that the project may not be able to deliver the previously agreed mitigation in particular for invertebrates (as per the Invertebrate Survey which has not been submitted with the application). Should the proposal not be able to deliver the ecological mitigation / enhancements as previously agreed, the Wildlife Trust would object to the current application.
- 8.55 Following amendments to the application the Wildlife Trust

commented on 24<sup>th</sup> July. The Construction Environmental Management Plan (Biodiversity) is suitable for avoiding and mitigating negative impacts on wildlife during the construction phase and are pleased that it acknowledges the importance of the site for invertebrates. Intentions of the green roof are still unclear, and further details of how it will be established, species used and maintenance should be provided. From the information submitted the Wildlife Trust considers that there is enough information on existing ecological conditions and general outlines of mitigation proposals. Recommend that condition 9 from the extant permission is imposed to ensure that the further detail required in some areas is secured. The Wildlife Trust position remains that it should be possible, should planning permission be granted, for the development to take place without a net loss of biodiversity, if suitable long-term management of the habitats / mitigation areas is guaranteed.

Natural England.

- 8.56 Raise no objection; the proposal is unlikely to affect any statutorily protected sites or landscapes.

Historic England

- 8.57 The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Environment Agency

- 8.58 Object to the application as submitted and recommend refusal for the following reasons. The ES states that the surface water runoff is limited to 2l/s/ha, as the site is 3.836ha, the total allowable discharge from the site would be 7.7l/s. Table 14.7 of the ES includes proposed discharge rates of 7l/s from catchment 1 into the first public drain and 7.1l/s into the River Cam. EA are concerned that the discharge from the site has been double counted. Following amendments to the scheme the EA have confirmed that the development is acceptable subject to conditions imposed as set out below.
- 8.59 Comments received on extant conditions. Conditions 8 and 9 – details are acceptable in principle subject to including informatives relating to harmful weeds and invasive, non-native plants and preventing them from spreading. Condition 11 – unable to recommend the discharge of this condition as a Detailed Quantitative Risk Assessment is required. This is to demonstrate that the surface water quality is not compromised in the future by the contaminants on site. Condition 12 the water quality element is satisfactory. Condition 15 we are unable to recommend the

discharge of this condition for the reasons highlight under our objection.

Anglian Water

- 8.60 Foul Sewerage Network – Development will lead to an unacceptable risk of flooding downstream. A drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures.
- 8.61 Trade effluent; the application includes employment / commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires consent. Informative requested, if planning permission granted.

Cambridgeshire Fire and Rescue Service

- 8.62 Should the application be granted the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 Agreement or a planning condition.

Railfuture

- 8.63 Concern regarding the reduced length of canopies on the platforms; consider that the canopies should cover the length of 8 carriages on each of the three platforms. Supports the rationale of the building of this railway station; it will support the wider Cambridgeshire economy. Questions the capacity of the rail-side capacity of the new station, if it is to serve future needs of Cambridge it must have the future capacity to do so. The 'down' through (that is the northbound) platform is signalled as bi-directional to enable the reversing of trains at it and that the 'bay' platform line is extended northwards and split into two 12 car sidings (or 1 siding with a crossover from the 'down' through) that would enable trains that are out of service to be parked away from the platform. Suggested layouts were provided.

Abellio Greater Anglia

- 8.64 Object to the application on the following grounds. Impacts for the station layout on train service planning. This is primarily because the bay platform for trains terminating from the south is located to the west of the main lines. This could impact on the performance of the service and capacity of the route. Distance of the platforms from key facilities in the main station building. The length of the footbridge span means that certain facilities for customers should be replicated on the platforms. Primarily these include toilets and a heated waiting room. A reduction to the length of platform canopies, this can lead to overcrowding of certain parts of the train and unscheduled delays caused by longer boarding times. Recommend canopies are at least restored to the length specified in the previous application. Concerned that the car park will not be managed by the operator and Network Rail will retain control. Design of cycle parking, the proposal provides for 1000 cycle parking spaces in two cover areas using Sheffield

stands. Believe the design of the facility is inadequate because; it does not provide the range of cycle parking facilities, no facility for a secure compound for cycle storage, no facility for of gauge or disable cyclists, no provision for cycle hire or maintenance and the layout of the cycle parking appears to preclude future expansion.

#### Indigo Planning – on behalf of the Crown Estate

- 8.65 Access to the Business Park, current application pending consideration by Cambridge city Council for access points from the bus park to link to the Station. Requested a condition to secure a pedestrian and cycle link from the business park to the station.
- 8.66 Transport and Highways, concerned that the Transport Assessment does not adequately take into account the effects of the new station proposed mitigation works. The proposed mitigation transfers the queue. It is not clear whether the junctions have been linked when modelled and in particular if the proximity to the adjacent junction has been taken into consideration. Concern that the possibility of people using the nearby residential roads for drop off and pick up have not been included in the modelling. The modelling does not appear to have taken into account the anticipated redevelopment of the Cambridge Northern Fringe East Area Action Plan.
- 8.67 Cumulative impact, concerned that cumulative impacts of the wider Cambridge Northern Fringe East have not been taken into account in the Environmental Statement. In particular the intent of Brookgate and their development partners to bring forward CB4, consideration should be given as to whether an assessment of the cumulative impact needs to be included within the EIA.

#### Cambridge Cycling Campaign

- 8.68 The network Rail access track should be opened for use by pedestrian and cyclists as an alternative route for walking and cycling between the proposed station and the science park. Consider a condition should be attached to the application to secure this. Considers that the foundations for an ungated footbridge should be accommodated in the island platform to enable the installation at a later time for an ungated footbridge for pedestrians and cyclists from Fen Road to the Station entrance area. Due to the wider development of the Cambridge Northern Fringe East we believe that it will be a barrier to movement to force cyclists to cross the potentially busy railway square. Request that a cycleway is provided between the railway tracks and the station building. Concerned that 1000 cycle spaces is insufficient and that this should be increased to 3000. Request to see further detail to show that the pedestrian and cycle links to the station meet the minimum width requirements. The Transport Assessment refers to 'high-quality segregated cycle routes' however the specifications of these are yet to be made.

- 8.69 The Campaign is pleased to see that developers have taken on board a great deal of our advice throughout the development of the Chesterton Sidings. If the two conditions requested are included, then we would be able to remove our objection.

Fen Line Users Association

- 8.70 Support the application. Concern raised that at times of bad weather, during peak periods, there is a risk that crowds will back up the stairs of the covered footbridge, causing circulation and possibly safety problems.

Milton Parish Council

- 8.71 No Objections. More car parking spaces should be made available. There should be adequate provision for taxis that would be collecting and dropping off passengers. Any aggregate to be removed by lorries should have hours of operation stipulated.

Fen Ditton Parish Council

- 8.72 Object to the application on the basis of:  
The meadows being presented as an 'opportunity' for a Guided Busway Extension (or Phase 2) without a balancing identification of the River Cam Corridor and its designated features as 'constraints (D&A Statement Figure 13).
- 8.73 The Council broadly supports the remainder of the proposed development and providing an additional railway station in the north of Cambridge and welcomes: the recognition that Ditton Meadows and Stourbridge Common as water meadows forming the green River Cam Corridor, confirmation that they are part of a conservation area and confirmation that they are City wildlife site / Protected Open Space. Welcome the assumption that announcements will not be made during the night time hours of 23:00 to 05:30, request that this is controlled. Requests a baseline light levels and nuisance glare assessment is extended to include pedestrians on the river bank on both sides and in Ditton Meadows.
- 8.74 The Green Dragon Bridge and surrounding cycle ways should be included in the cycle traffic assessment. Request that baseline noise measurements are made along the river bank, if operational noise from the station PA or on-train PA proves to be a nuisance,

would seek a commitment from Network Rail to reassess the noise and examine the scope for further mitigation. Concern that the application doesn't address the projected high volume of local movement. Recommend that the main link and demand between the Science Park area and Addenbrookes should be managed.

Councillor Ian Manning

- 8.75 Broadly supportive of the application as it is similar to the one submitted by the council a year ago. Requested a condition to secure the network rail owned access track that runs parallel to Cowley road should be used as the cycle access to the station, providing sufficient funding is found from the Councils to enable these works. A revised plan for Cowley Road access should be brought before the JDCC using the access path, and removing the need for shared used pedestrian / cycle paths on Cowley Road.

Councillor Hazel Smith

- 8.76 Insufficient car parking provided. Considers a taxis rank needs to be provided as part of the plans. Lighting scheme on page 280 of the ES is out of date. Inconsistencies in the document about the platform lengths – clarification requested. ES drawing shows no cycle link to Moss Bank, but one through to Bramblefields – clarification sought. Polluted soil and ballast should only be allowed to be removed from the site out of peak hours and not too late at night.

**9.0 INDIVIDUAL REPRESENTATIONS**

- 9.1 10 Responses were received from local residents and local businesses The views expressed are summarised as follows:

- Concern about the probability of commuters parking in nearby residential streets
- Concern that no mitigation has been proposed for the impact on Lovell Road for rat-running and speeding between Kings Hedges Road (and beyond) to the station
- Concern that 1000 cycle parking spaces is insufficient and that space should be provided to expand the provision if needed
- 450 car parking spaces is insufficient.
- Object to the reduction in the length of canopies, canopies should cover at least 8 carriages on each of the three platforms
- Would like to see trains which currently terminate at Cambridge station to terminate at this station instead.

- Concern about dust during the construction phase of the development.
- Concern about the noise impact to nearby residential properties.
- Would like a high wooden fence along the train tracks so that residents cannot see or hear the trains and passengers are not able to look into nearby residential properties
- Seeking frosted glass on walkway over platforms to avoid overlooking of nearby residential properties.
- Concerned about more delays to the project
- Concerned that the reduction in platform length doesn't future proof the station
- Concern that the track layout will cause delays for trains arriving and departing from the station and that it will not be capable of being flexible and providing additional capacity to meet future requirements.
- Concern that bus services need to be improved to encourage passengers to use more sustainable modes of transport to get to the station.
- Questions raised about the lines and size of trains that will serve the station and whether this will impact on other stations on the line.
- The station will be a big asset to the area

## **10.0 ASSESSMENT**

- 10.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and is a material consideration in planning decisions. For decision-taking this means approving development proposals that accord with the development plan. Within the overarching roles of the planning system a set of core land-use planning principles should underpin both plan-making and decision-taking. The core principles that are most relevant to this are application are; core principle 3 which is to proactively drive and support economic development to deliver the infrastructure and thriving places that the country needs; core principle 8 encourages the effective use of land by reusing brownfield land providing it is not of high environmental value; and core principle 11 encourages Local Authorities to actively manage patterns of growth to make the fullest possible use of public transport and focus significant development in locations which are or can be made sustainable.
- 10.2 The planning system should promote sustainable growth which has three dimensions. The first of these is an economic role – contributing to building a strong responsive and competitive

economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and co-ordinating development requirements, including the provision of infrastructure. The NPPF puts significant weight on the need to support economic growth (para 19 NPPF). Secondly a social role supporting vibrant communities, creating high quality development with accessible local services reflecting the needs of the community. Thirdly an environmental role in protecting and enhancing our natural, built and historic environment, helping to improve biodiversity, foster prudent use of resources, minimise waste and pollution whilst moving towards a low carbon economy.

10.3 In respect of promoting sustainable transport the NPPF highlights the need for a balanced transport system in favour of sustainable transport modes giving people a real choice about how they travel. Para 31 NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies of viable infrastructure necessary to support sustainable development. Encouragement is also provided to schemes which support reductions in greenhouse gas emissions and reduce congestion. Decision makers should consider whether the opportunities for sustainable transport modes have been taken up, that safe and suitable access to the site can be achieved for all users and that improvements to the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (para 32 NPPF). Para 118 of the NPPF advises that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for, and benefits of, the development in that location clearly outweighs the loss.

10.4 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. Amendments to the extant permission
2. Principle of the development
3. Environmental Impact Assessment
4. Walking and cycling routes
5. Transport and Access
6. Car parking provision
7. Cycle parking provision
8. Bus Service
9. Design, layout and materials
10. Landscape and visual impact
11. Ecology

- 12.Access Officer comments
- 13.Noise, vibration and air quality
- 14.Lighting
- 15.Drainage
- 16.Sustainability
- 17.Archaeology
- 18.Public Art
- 19.Conditions

#### **11.0 Amendments to the extant permission**

- 11.1 As part of the current applications before members for determination the applicants, Network Rail, have amended the scheme and are seeking to deal with some of the pre-commencement conditions ahead of determination so as to minimise the need for imposition of pre-commencement conditions. The information submitted in relation to previous conditions is dealt with under Section 27 of this report.
- 11.2 The platform length has been reduced in this application from 270m in the extant permission to 245m. This is as a result of a change in rail strategy for the intercity programme. The applicants have confirmed that the platforms remain capable of accommodating 12 car trains. In addition this will not inhibit future running of the trains as passive provision for the platforms to be extended at a later date has been included within the development.
- 11.3 The canopy length as also been reduced from 80m to 40m.

#### **12.0 Principle of the development**

- 12.1 The proposed development is identified in policy SP/17 of South Cambridgeshire Site Specific Policies DPD (January 2010). Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility. Therefore given this and the previous County Council permission, the development of a new railway station in this location is considered acceptable in principle.

#### **13.0 Environmental Impact Assessment**

- 13.1 A Screening Opinion was issued by Cambridgeshire County council on 14.05.13 and a Scoping Opinion was issued on 18.12.12. The screening Opinion concluded that the proposed development was EIA development as it was likely to have significant effects on the environment. The current application was supported by an updated Environmental Statement submitted 15<sup>th</sup> May 2015 to both South Cambridgeshire District council and Cambridge City Council.
- 13.2 Comments received on the application questioned whether the cumulative impacts in the Environmental Statement (ES) should have included an assessment of the wider Cambridge Northern Fringe East. The ES must demonstrate how any cumulative impact with relevant

development sites in the surrounding area have been assessed. The cumulative Impact assessment contained in the ES considers committed development, this is either development with planning permission or is allocated for development through the Development Plan. The comments question whether the wider Cambridge Northern Fringe East Area Action Plan Area (CNFE AAP) should be considered in the cumulative impact assessment. In order to assess the significant impacts of the development there needs to be sufficient certainty about the type and quantum of development proposed. Allocated sites have this degree of certainty.

- 13.3 The wider CNFE AAP area is proposed to be allocated through the both the South Cambridgeshire and Cambridge City Local Plans (Policies SS/4 and Policy 14 respectively). Given the stage of the Local Plan examinations it is not possible to accurately quantify or have certainty about the wider development sufficient to include this level of detail in a cumulative impact assessment. In addition although a public consultation has been undertaken on the CNFE AAP this was an issues and options stage, which put forward 4 options of varying uses and quantum of development, similarly although a landowner in the CNFE area has made public their intention to develop part of this land (Brookgate's 'CB4' proposals) these proposals are not at such a stage as to be accurately quantified for the purposes of EIA. Therefore, to conclude it is not considered possible to accurately quantify the impacts from the wider CNFE AAP area in the cumulative assessment at this time. On this basis, the Cumulative Impact Assessment in the ES is considered satisfactory.

#### **14.0 Walking and cycling routes**

- 14.1 Cycle and pedestrian links are proposed to link the site with the Chisholm Trail via Moss Bank and a cycle pedestrian link via Nuffield Road. Comments received from Cambridge City Council Walking and Cycling Officer raises concern that the provision of walking and cycling routes are not consistent with the aspiration of the applicants to provide a high quality and above standard provision. The cycle pedestrian links for Cowley Road, Nuffield Road and Moss Bank are 2.5m wide. This is in accordance with the minimum standards set out in Cambridgeshire County Councils Highway and Policy Standards.
- 14.2 Since the submission of the application Network Rail have submitted a request to determine whether they could provide a segregated pedestrian and cycle link along the maintenance track adjacent to the first public drain. This is considered to be Permitted Development by SCDC and Cambridge City Council as Local Planning Authority and therefore Network Rail does not require planning permission to implement this link. As the maintenance track was not secured under the extant permission and the scheme was considered acceptable without its provision it is difficult to secure its provision through the current application. However, the LPAs are exploring a way of securing its

provision through the Section 106 Legal Agreement. It is considered that the maintenance track would be a preferable link to the proposed link along Cowley Road. The access track is owned by Network Rail and as the current applicant they are committed to implementing this link. As such a Grampian condition has been recommended to require the link to be implemented prior to the operational phase of the development. Please see suggested condition 29 (Appendix B) and suggested condition 20 (Appendix C).

- 14.3 The extant permission included a condition to establish a pedestrian cycle link from the guided busway to Bramblefields Local Nature Reserve (LNR). As part of the amendments that were submitted for this application this link has been removed. Early in 2015 the City Council conducted public consultation in relation to this link and concluded that this link through the Local Nature Reserve should not be made. It was therefore not considered appropriate to pursue this link as part of this application. In addition comments from Cambridge City Council New Neighbourhoods Team confirm that this link is not deliverable and is within the ownership of Cambridge City Council.
- 14.4 The Highways Authority have confirmed that although the removal of the proposed Bramblefields link does result in a loss of connectivity, it is not considered so significant as to undermine the proposal to a degree where the Highway Authority would object.
- 14.5 The owners of the business park submitted an application to Cambridge City Council which originally included 3 proposed access routes to link the business park with the station. Two of the proposed access points would link to the maintenance track and one to the guided busway. The link to the guided busway has been removed from the application which has now been approved. This was because the conflicts with the guided busway was considered to impact on both the operation of the guided busway and cause a highway safety risk. The owners of the business park have requested that a condition is placed on this application to require the land owner Network Rail to implement the connection on their land. It is not considered reasonable to condition this link as this can be implemented under permitted development. In addition the access links to the business park will be controlled access so only commuters who work at the business park will be able to use these links. An informative is recommended to encourage the applicant to discuss this proposal with the adjacent land owner.

## **15.0 Transport and Access**

- 15.1 The impact and mitigation measures for the local highway network are consistent with the extant permission. Cambridgeshire County Council has recommended that the same planning conditions and obligations are sought as those from the extant permission.

- 15.2 The development of a new train station in this location will have benefits for the highway network outside of the immediate area for example southbound movements on past the site entrance on Milton Road and car trips within Cambridge City Centre as a result of trips transferring from Cambridge Station to the proposed station.
- 15.3 As part of the proposal there will be changes to the Chesterton junction level crossing. The development will increase the total barrier downtime at the Chesterton Level Crossing per hour, the increase will be minimal and will have a minimal impact on vehicles using Fen Road to cross the railway line. The Transport Assessment (TA) assesses the delay to vehicles taking into account the average barrier down time and an increase in downtime of 20 seconds. It concludes that taking into account both scenarios all vehicles will be able to clear the crossing after each barrier down cycle before the next barrier down cycle is called. It concludes that as only four trains an hour will be subject to any increase in downtime (two of which will be subject to a few seconds delay) it is likely that most motorists using Fen Road will not notice any difference in their journey times. In addition Network Rail are proposing to improve the safety of the Fen Road level crossing for pedestrians and cyclists. This is being dealt with through a separate process and is not the subject of this planning application.
- 15.4 Through the consultation responses a number of detailed points were raised in relation to highways impacts. Concerns were raised that the proposed mitigation works for Cowley Road would transfer the traffic queue from the northern to the southern junction. The Transport Assessment submitted with the application considers the performance of Cowley Road / Milton Road South junction (see tables 19 and 20 of the Transport Assessment). If the results from the 'with' and 'without station' analyses are compared these show that station-related traffic has no significant impact on the operation of the northern approach to this junction. There are therefore no significant increases in queues and delays at this junction that be attributed directly to the station.
- 15.5 A number of consultation responses have raised a concern that the development will lead to nearby residential areas becoming congested with people being dropped off / picked up. Section 8.5 of the applicant's Transport Assessment assesses the level of pick-up/drop off trips associated with the station and suggests that these will amount to 242 arrivals / departures per day which is considered a reasonable estimate by the Highway Authority. This level of demand has been included and assessed via the modelling in the Transport Assessment submitted with the application. It is considered that there is adequate provision to accommodate these movements at the proposed pick-up / drop-off bay and access road outside the station which should reduce the demand for more remote pick-up and drop-off in residential areas. In the event that there are off-site parking issues, it is proposed that this be monitored via surveys and that the measures, funded by the applicant could be implemented if they are supported by the local community at

this stage. The monitoring requirement is proposed to be secured through a Section 106 planning obligation.

- 15.6 A consultation response raised concerns that the Transport Assessment has not taken account of the anticipated redevelopment of the wider Cambridge Northern Fringe East (CNFE) Area. The Transport Assessment for the station does not take account of the level of growth anticipated in some of the potential scenarios for wider development of CNFE. However, that development if/when it comes forward through the planning process will need to be accompanied by appropriate transport measures to address its impact.
- 15.7 The extant permission included a condition requiring that the development shall not be occupied until a Travel Plan has been submitted and approved in writing by the LPA. Although a Travel Plan for both Cambridge Station and the proposed station has been developed by Station's Travel Plan project, this has not been submitted for consideration with the application. It is therefore considered appropriate to recommend a condition to secure the submission and implementation of a Travel Plan.

## **16.0 Car Parking Provision**

- 16.1 The car parking layout and quantum is the same as in the extant permission. 450 car parking spaces are provided to the north of the main station building and located in a landscaped fan shaped design. The level of provision was considered acceptable for the extant permission. The level of car parking provided is in line with the range of forecasts undertaken by the applicant. Over provision of car parking could encourage access by car at the expense of other modes of transport such as public transport, walking and cycling. To conclude 450 car parking spaces is considered an appropriate level of car parking provision for this facility.
- 16.2 Local Residents have raised concerns about the probability of passengers parking in the surrounding residential streets. As part of the Section 106 legal agreement secured with the extant permission contained an obligation for the applicant to survey local roads in the vicinity of the station and monitor parking before and after the opening of the station. In the event that parking in residential streets has increased in the area the need for a parking control scheme would be considered by the County Council as the Highway Authority. It is proposed that this obligation is included in a new Section 106 agreement and would be an obligation on the new applicant (Network Rail).
- 16.3 Some representations have raised the level charges for the car parking. It is important that the charges are set at an appropriate level so as to not encourage passengers who could use alternative modes of transport to drive to the station, this would happen if the charges are

set too low, or to set them too high so that passengers avoid parking at the station and seek alternative parking in residential streets. The parking charges will be set and reviewed by the operator of the car park.

- 16.4 To summarise, the Highway Authority has not objected to the quantum of car parking and it is considered that the level of car parking and the obligations proposed through the Section 106 agreement are sufficient to both encourage passengers to travel to the station using alternative modes and provides a mechanism for monitoring potential over spill parking in residential streets. The level of car parking provision is therefore considered, on balance, to be acceptable.

## **17.0 Cycle parking provision**

- 17.1 The proposed scheme provides 1000 secure covered cycle spaces, Sheffield stands are proposed. Consultation responses have raised concerns that there is insufficient provision for 'of gauge' cycles, such as trailer bikes and wheelbarrow bikes.
- 17.2 The applicants have confirmed that due to the arrangement of the Sheffield stands the layout can accommodate of-gauge bicycles such as tricycles, cargo bicycles and disability bicycles. These bicycles can be accommodated within the current layout for the cycle parking at the ends of rows where there is sufficient space to accommodate 'of-gauge' bicycles. The applicants have confirmed that passengers using these types of bikes will be directed to the end of rows with appropriate signage. This would allow for 86 such cycles to be accommodated, at nearly 10% of the spaces this is considered acceptable. The proposed cycle parking quantum and arrangement is considered acceptable.

## **18.0 Bus service**

- 18.1 The Transport Assessment (TA) identifies proposals for the Busway and Citi2 services to be extended to serve the interchange. The bus service to the station will travel along a separate bus service road.
- 18.2 It is anticipated that the existing Citi 2 service will be diverted into the site and provide a north-south link through the site every 10 minutes between Addenbrookes Hospital, the City Centre and Milton. An assessment of the passenger bus trips throughout the day shows peak use of the bus interchange between 08:00 and 10:00 and again between 17:00 and 19:00. The main flows inbound from 08:00 with people arriving on trains and outbound from 18:00 onto trains, this reflects travel to and from the workplace locally.
- 18.3 The number of passengers predicted to arrive at the proposed station by bus and guided bus could increase in the future, however the committed infrastructure being provided through the extension of the

Busway would be able to accommodate a significant increase in Busway services with minimal impact.

- 18.4 There are expected to be four buses that will use the bus turning area (which has 2 bus stands) every 10 minutes. In the event that four bus arrive together as the turning area is located past the bus stands there is sufficient space for busses to wait without impacting on other users. The width of the carriageway adjacent to the bus stands provides sufficient space to allow busses to pass each other in a safe manner.
- 18.5 The bus service provision and arrangements for bus stands and turning at the station are considered sufficient to accommodate the bus service of 4 vehicles every 10 minutes and potential additional growth.

#### **19.0 Design, layout and materials**

- 19.1 The design and layout of the proposed development is the same as the extant permission. The extant permission was subject to pre-application engagement with officers from Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council which led to a number of amendments and alterations to the scheme. The scheme as submitted is supported by Urban Design Officers in terms of massing, design and layout.
- 19.2 The Cambridgeshire Quality Panel reviewed the proposal on 17 June 2013 (before the previous application was formally submitted). The panel considered that the proposed development is an exciting and important scheme and one which had huge potential in terms of transport but also wider implications in terms of setting a high standard for the regeneration of this part of the city. On the basis of a scheme presentation (some elements of which were still under review) the key issues raised by the panel reflecting their view of the importance of this new 'gateway' to Cambridge are summarised in table 1 below:

<b>Quality Panel</b>	<b>Applicant's response</b>
Station facility needs to retain the ability to expand in the future and provide a range of user facilities	Design permits easily permits expansion of the modular construction elements to facilitate expansion of the main station building if needed in the future e.g. two storey. Similarly the cycle storage has capacity for expansion should it be needed as there is currently single storey storage, butt there is scope for the delivery of double height storage should it be needed.

Whilst a good location in relation to residential and business uses further consideration required on how linkages to the site will perform now and in the future	The key points of access to the site are essentially fixed e.g. Cowley Road and connections to the Bus way. Future work as part of the joint AAP will have to consider in greater detail how linkages to the station site can be extended. The applicant did review possible wider site linkages as part of their design work and showed that the proposed site layout would not prejudice successful development patterns (streets, blocks, frontages, etc.) emerging north and west of the station site in future.
Concerns raised about conflicts of users and access	Further information provided in supplementary information
Greater reference and connection to Cambridge and science park should inform design	Use of Game of Life cladding design proposed
More information should be provided on the design process, internal building design and the 'journeys' of those using the facility.	Has provided a plan illustrating how users from the local area (including the Science Park) are expected to interact with the development. The applicant has also committed to monitor where and how people access the site during its early operational phase.
Design of building should be improved to reflect status as a new station being both durable and flexible to accommodate change. Feeling that design was too "stiff" and uninspiring	See comments in paragraphs below
Outside areas need more sense of enclosure	Enclosure is provided, but not in a rigid fashion. Two lines of trees enclose the square on its north and south sides. There is a clear delineation of the edges of the square being aligned with the main façade of the station building.
Landscape design should be re- considered and simplified	Scheme provides for landscaping of the site
Include 'fun ' elements and make it	Novel use of Game of Life

a pleasurable experience. Role of public art	pattern cladding to building and walkways provides focus for the enquiring mind to research further
Important to use swales as part of drainage design to provide both landscape character and sustainability	Swales likely to feature in surface water strategy under consideration
Liked the use of photo voltaic panels on the cycle shed	Submitted information outlining arrangements for demonstrating the angle and implementation of the photovoltaic panels on the cycle storage building which provide both elements of innovation and sustainability in the design.
Thought that the applicant should provide additional details about the public facilities (toilets) and the retail space.	Additional information proposing more public conveniences and passive provision within the retail space provided
Importance of long life design and self-sufficiency	Noted
Questioned whether the station was self-sufficient in energy use	A scheme for renewable energy generation forms part of the submitted scheme seeking to address the policy requirement
Concerns raised regarding amenity issues such as the impact of noise and visual amenity on the nearby Gypsy and Traveller community	A full noise assessment has been undertaken and submitted as part of the planning application. The impact on residents at Sunningdale Caravan Park has been taken into consideration and a visual/noise barrier to the rear of the eastern platform has now been proposed as part of the development.
The Panel welcomed the incorporation of the 'Game of Life' to the design of the building but stated that its design should be made to work for the scheme rather than being controlled by it.	A sample and further drawings and artists impressions have been submitted to illustrate the use of the detailed treatment of the cladding further information about the proposed perforated "Game of Life" panels and how different patterns and widths of perforations would be used to improved visibility from

	the bridge creating better vistas whilst reducing visibility to the south of the site to minimise overlooking on residential properties. There is considerable use of the panels but this is deliberate as it creates a unified feature across the building. To insert more materials in different facades could result in less cohesive looking appearance.
Highlighted importance of signage/branding in contributing to local image	Will consider further at detailed design stage re signage and marketing
Panel noted the context of the scheme within a wider redevelopment of the area and welcomed the proposed preparation of an Area Action Plan by the local authorities. AAP boundary may need to be wider than currently scoped.	Have provided some indicative plans showing what the area might look like with further development, but this is not to be regarded as part of the formal submission or a material consideration in the determination of the planning application.

19.3 Full copies of the Panel's comments are attached as Appendix F.

19.4 Following the comments received from the Quality Panel the design of the scheme was amended in October 2013. The design contained within this current application is the same as that approved under C/05001/13/CC. the comments received from both SCDC and Cambridge City Urban Design Officers are supportive. Therefore it is considered that the proposed design is acceptable.

## **20.0 Landscape and Visual Impact**

20.1 The details have been assessed by the landscape officer, the proposals are considered broadly acceptable subject to imposing a condition to require detailed full details of hard and soft landscaping to be submitted and approved by the Local Planning Authority and thereafter implemented. An additional condition has been recommended to secure the hard and soft landscaping details for the car park area. Although not forming part of this application, Network Rail is considering moving the car park to a new location (partly outside the red line of this application). Clearly, any new application will need to be considered on its merits and changes to conditions on this application in no way give agreement to a future proposal for a new location of the car park, however separating the landscape conditions in this way would facilitate a Section 73 application to vary the

conditions if a different car park location was approved under a separate application. For the avoidance of doubt the 2 conditions cover the same information as was secured under the extant permission.

## **21.0 Ecology**

- 21.1 Concerns were raised on the initial consultation, since then additional information has been submitted and a focused consultation has been undertaken on the revised ecological information. The additional information was submitted in order to bring the Environmental Update to date and reflect a true baseline and to submit a number of supplementary documents for consideration as part of this application.
- 21.2 The development will result in a loss of existing habitat, vegetation will be retained where possible and where not required for construction purposes, in order to minimise impact. The loss of habitat is mitigated through the creation of new habitat and enhancement of Bramblefields Local Nature Reserve. The ecological mitigation and enhancement measures have been designed to minimise probably negative effects of the Development in order to maintain its conservation value.
- 21.3 The information submitted and mitigation measures are considered acceptable subject to the inclusion of planning conditions on any subsequent permission.
- 21.4 The applicant sought to address the requirements contained in 2 ecological pre-commencement conditions through the submission of additional information submitted as part of this application. A Construction and Environmental Management Plan (Biodiversity) and an Ecological Design Strategy were submitted as part of the application and revised following comments from the initial round of consultation. Both the Construction Environmental Management Plan (Biodiversity) and the Ecological Design Strategy are considered insufficient and therefore submission of this information will be required prior to the commencement of development. Please see suggested conditions 9 and 10 (Appendix B) and suggested conditions 7 and 8 (Appendix C).

## **22.0 Access Officer Comments**

- 22.1 Cambridge City Council Access Officer has raised a substantial concern that the provision of a single lift for each platform is inadequate as there is no alternative provision when the lifts break down. The Access Officer has recommended that a stair lift is provided to enable people with reduced mobility to access the station. The applicants have confirmed that the scheme is designed to comply with the current standards for 'persons of reduced mobility'. The applicants have stated that where they have used stair lifts in other station on the line, these are now being removed as they have not been found to be reliable and the feedback from passengers using them is that they felt unsafe.

- 22.2 This response has not been considered acceptable by the Access Officer and therefore a new condition is proposed to ensure that adequate arrangements can be made in the event of a mechanical fault or failure of the lifts. This ensures that the Local Planning Authority can approve details which allow all passengers to access the station. With the inclusion of the condition the scheme is considered acceptable.

### **23.0 Noise vibration and air quality**

- 23.1 The capacity of the proposed development to generate noise and disturbance has been highlighted by consultation responses. The nature of vibration experienced by land uses (including residential properties) close to the station will change and is unlikely to give rise to significant environmental impact as most passenger trains will be either calling at or terminating at the station as opposed to passing through at speed. As part of the noise mitigation measures to reduce noise impact of the development on nearby residential properties, two acoustic barriers are proposed. The first along the length of platform 1 is a 70m long, 19cm thick precast concrete barrier which is 3m above existing ground level. The second is a woven willow acoustic barrier between the station and the gardens of the properties on Long Reach Road. This barrier is 115m long and 2.5m above existing ground level.
- 23.2 A noise Management Plan was submitted on 23<sup>rd</sup> July, this is not considered satisfactory by SCDC and Cambridge City Council Environmental Health Officers, therefore the condition to require a noise management plan has been recommended, please see below.
- 23.3 In addition to the barriers detailed above several conditions have been suggested to ensure that noise disturbance from the site is at an acceptable level and where possible minimised. Conditions have been suggested to cover the following:
- 23.3.1 Control of noise from the operation of plan and equipment shall not exceed 26dBLAeq,T at the application site boundary.
  - 23.3.2 Prior to the use of the station a scheme for the mitigation of noise from the public address system shall be submitted and approved by the Local Planning Authority and thereafter implemented in accordance with the approved details.
  - 23.3.3 Prior to the use of the development a scheme to mitigate the noise emissions from the pickup point / taxi rank and eastern platform effecting nearby residential properties has been submitted, approved and implemented in full and thereafter maintained.
  - 23.3.4 The car park shall only operate between 0500 and 0100 hours.
  - 23.3.5 Submission approval and implementation of a Noise Management Plan for the operational phase of the development.
  - 23.3.6 The public address system shall only operate between 0500 and 2300 hours.

- 23.4 The noise assessment is robust and any demolition / construction noise and residual operational noise should not give rise to significant adverse impact on the health and quality of life of existing residential premises and any other adverse noise impact should be minimised providing the proposed specific noise mitigation measures and controls are controlled by condition as detailed above.

#### **24.0 Lighting**

- 24.1 Lighting has been proposed for the station interchange to enable safe access of the station platforms, car park, bus stops, pick-up and set down areas, cycleways and walkways. The proposed lighting is considered acceptable in principle subject to the inclusion of a condition to allow for the light spill from the lighting scheme to be assessed.
- 24.2 It is considered that sufficient light assessment and information has been provided to allow the determination of the application subject to imposing appropriate conditions requiring the approval of detailed lighting scheme, please see recommended condition 8 (Appendix B) and condition 6 (Appendix C).

#### **25.0 Drainage**

- 25.1 The Environmental Statement sets an appropriate level of discharge of 2l/s/ha for the impermeable parts of the site. The Environmental Statement confirms that no discharge of surface water is possible directly to the River Cam via Moss Bank due to outfall levels, therefore it is proposed that storm water is collected in the southern part of the site and pumped back to a single discharge to the first public drain.
- 25.2 Additional information was submitted as part of this application to negate the need for additional drainage details to be reserved by condition. Whilst the information submitted in the relation to condition 15 from the extant permission, a Surface Water Drainage scheme, was considered satisfactory from the Environment Agency's perspective and the drainage officer advising both SCDC and Cambridge City Council jointly, considers that the information submitted is insufficient and recommends the condition be imposed on any new permission.
- 25.3 Due to a locally high perched water table no drainage system will be able to discharge directly to ground. Therefore, it is proposed that there will be retention of stormwater within the void spaces of the subgrade in the parking combined with other geocellular storage where required. The preferred drainage system will include source control, lined permeable pavements and kerb gulleys discharging to oversized pipes and under car park storage and piped system ultimately flowing to the First Public Drain. The application proposes the following source control measures, green / brown roofs for station buildings and bioretention area for car park and open plaza area before the station

entrance.

- 25.4 The proposed drainage system is considered acceptable in principle subject to the inclusion of the recommended conditions. Sufficient information has been submitted with the application to negate the need for condition 12 from the extant permission to be imposed; therefore a new condition 12 has been recommended to require the development to be carried out in accordance with these details. The other drainage conditions from the extant permission have been recommended to be included in full.

## **26.0 Sustainability**

- 26.1 A Sustainability and Energy Statement has been submitted with the application, additional information is contained in the Design and Access Statement and plans. In general the measures being implemented are supported, notably:
- 26.1.1 The use of perforated metal cladding to allow for a passively secure means of bringing light and air into the building, whilst also providing solar shading to help prevent over heating. A low pressure drop mechanical ventilation system with heat recovery is also to be employed in the accommodation areas.
  - 26.1.2 The use of green / brown roofs on the station building, which will help attenuate surface water runoff, provide insulation for the building and enhance biodiversity.
  - 26.1.3 Proposals to divert 98.3% of construction waste from landfill, through the reuse of materials on site, off-site and recycling /treatment.
  - 26.1.4 The use of SuDS measures including the green roof, permeable paving and bioretention areas in the public square between the station and the car park, please see further comments on this in the drainage section of the report.
  - 26.1.5 The use of LED light sources throughout the scheme as far as practicable.
- 26.2 As part of the Sustainability and Renewables Energy Statement, BREEAM pre-assessments have been submitted, these show that the strategy being taken will achieve as a minimum a score of BREEAM 'good' with an aspiration to achieve the higher rating of BREEAM 'very good'. As there is no policy place to require a specific BREEAM rating for this scheme, the applicants are encouraged to focus on achieving BREEAM 'very good'.
- 26.3 This application falls below the threshold at which Policy NE/3 Renewable Energy Technologies (SCDC Development Control Policies DPD, 2007) applies and Policy 8/16 of the Cambridge Local Plan (2006). The applicant has set out their commitment to achieving the requirements of these policies, which is supported by officers. The applicants are proposing the use of a source heat pump to provide heating and hot water and photovoltaic panels to be located on the

cycle shelters. The use of these technologies is supported. Subject to the inclusion of a condition to submit, approve and implement a renewable energy statement the proposal is considered acceptable.

## **27.0 Archaeology**

- 27.1 On the extant permission the County Archaeologist advised that there is a possibility of disturbing archaeological remains but that effective mitigation can be secured through the use of a planning condition in this case. A scheme of archaeological works will need to be submitted to and approved in writing prior to the commencement of development.

## **28.0 Public Art**

- 28.1 Policy SF/6 of the SDCD Development Control Policies DPD (2007) seeks to encourage the provision of public art within a development as a way of enhancing the quality of the development by creating a sense of place. A scheme of Public Art was not submitted as part of the extant permission and was controlled by condition. It is recommended that the same condition be imposed on any subsequent application. Please see recommended condition 34 Appendix B. Given that the policy wording is to encourage the provision of public art, and national guidance confirms that public art cannot be secured under Section 106 obligations as development would not be considered unacceptable in planning terms without its provision. The recommended condition is considered an appropriate way to secure public art on the site.

## **29.0 Conditions**

- 29.1 From the extant permission Members of the JDCC requested that amendments or discharge of certain conditions were not delegated and should therefore be brought before the JDCC for determination. It is proposed that for consistency purposes the same conditions are not delegated to officers for determination, for the avoidance of doubt for the SDCD draft conditions, these are:

- 29.1.1 Recommended condition 14 – contaminated land, verification report
- 29.1.2 Recommended condition 15 – cease development if contamination not previously identified is found until a remediation strategy is submitted, approved and implemented.
- 29.1.3 Recommended condition 18 – control of noise from the operation of plant and equipment.
- 29.1.4 Recommended condition 19 – control of noise from the public address system.
- 29.1.5 Recommended condition 20 – control of noise from the pickup point and eastern platform.
- 29.1.6 Recommended condition 21 – restricting the operating hours of the car park.
- 29.1.7 Recommended condition 22 – submission, approval and

- implementation of an operational noise management plan.
- 29.1.8 Recommended condition 27 – footway / cycleways submitted, approved and implemented.
- 29.2 For the Cambridge City draft conditions these are:
- 29.2.1 Recommended condition 12 – Contaminated land, verification report
- 29.2.2 Recommended condition 13 – cease development if contamination not previously identified in found until a remediation strategy is submitted, approved and implemented.
- 29.2.3 Recommended condition 18 – details of footway / cycleways submitted, approved and implemented.
- 29.3 Please note that not all conditions are recommended for both applications as each authority can only control development within its administrative boundary. It is therefore not appropriate for all conditions to be imposed on both permissions. The recommended conditions for S/12/36/15/FL are available at Appendix B and the recommended conditions for 15/0994/FUL are available at Appendix C.
- 29.4 The County Council discharged condition 25 under the extant permission. The plans approved by members for the Cowley Road Pedestrian Cycle link have been submitted as part of this application and therefore condition 25 has been amended to reflect that the Cowley Road Pedestrian Cycleway is recommended to be approved as part of this application. A condition has been included for the implementation of the Cowley Road pedestrian / cycleway in accordance with the approved drawings, detailed in the condition, and a revised condition 25 (condition 27 Appendix B and condition 18 Appendix C) has been included for the remaining pedestrian cycleways as details for these have not been provided as part of this application. It is proposed that recommended condition 27 (appendix B) and recommended condition 18 (appendix C) are brought back to Members of the JDCC for determination.
- 29.5 Condition 12 from the extant permission is one that the JDCC requested back for determination. Additional information was submitted as part of this application to avoid the need for this pre-commencement condition to be imposed on a new permission. Following consultation with the Environment Agency they have recommended that the information submitted in relation to this condition is acceptable. Therefore condition 12 has been amended to require the developers to carry out works in accordance with 'Chesterton Interchange, Summary of Works Completed to Date to Discharge Planning conditions (PC11 & 12) by Volker Fitzpatrick Limited dated 9 April 2015.
- 29.6 As part of the submitted application documents additional information has been submitted in relation to extant Conditions 8, 9, 11, 15 and 16. Comments received from specialists officers on these conditions have advised that the information submitted is insufficient. Therefore, the

extant conditions have been recommended for inclusion on a subsequent permission, please see appendix B and C.

- 29.7 A Noise Management Plan was submitted in relation to extant condition 21. Advice from both SCDC and Cambridge City Environmental Health officers was that the information was not sufficient to comply with the requirements of the condition. Therefore a wider consultation was not undertaken at this time and the condition from the extant permission is recommended here, please Appendix B and C.
- 29.8 In addition to the above changes and additional conditions were highlighted in specific sections of the report, an amendment is proposed to some of the pre-commencement conditions to allow underground enabling works to commence prior to the discharge of condition. For the conditions where this has been proposed it is considered that underground enabling works can take place without prejudicing the scheme or details that require agreement from the Local Planning Authority ahead of commencement. The development will not be able to progress beyond underground enabling works until the conditions are discharged; this is considered an appropriate approach the enable construction to site whilst conditions are being discharged. It is not appropriate for all pre-commencement conditions to be amended in this way and the following will need to be discharged before commencement of the development on the site:
- 29.8.1 Ecology conditions Construction Environmental Management Plan (Biodiversity) and Ecological Design Strategy
  - 29.8.2 Contaminated Land condition
  - 29.8.3 Surface Water Drainage Scheme condition
  - 29.8.4 Construction Environmental Management Plan condition
  - 29.8.5 Programme of Archaeological Work condition

### **30.0 Planning Obligations (Section 106 Agreement)**

- 30.1 A section 106 agreement was entered into for the extant permission, it is recommended that, where appropriate, these obligations are transferred to the new applicant and a new Section 106 Agreement is entered into. It is proposed that South Cambridgeshire District Council, Cambridge City Council, Cambridgeshire County Council and Network Rail (the applicant) are signatories to the agreement. It may not be appropriate for all obligations to be transferred to Network Rail and some may remain with Cambridgeshire County Council as the Highway Authority. For ease of reference the completed Section 106 agreement from the extant permission has been included in Appendix E.

### **31.0 Conclusion**

- 31.1 This application is for a major infrastructure project. The land at Chesterton sidings benefits from an extant permission which is very similar to the application before members now. The application submitted to SCDC and Cambridge City County has been submitted to

allow Network Rail to implement the construction of the station. They are unable to implement the extant permission as this was made under Regulation 3 of the Town and Country planning Act.

- 31.2 These proposals will result in local environmental impacts as detailed in the report above, most notably a modest net loss of biodiversity of county significance and noise and vibration impacts for the closest residential properties. However it is considered that the mitigation measures including acoustic fencing and ecological mitigation measures.
- 31.3 It is considered that the proposal will contribute to the economy of the local area by acting as a catalyst for redevelopment of the surrounding area. It will have a positive impact on accessibility to homes and jobs and provide a sustainable alternative for commuting by car.
- 31.4 Concerns have been raised through the consultation period on the application and conditions have been recommended to secure additional information where required. The application is considered acceptable and accords with the Development Plan.

## **32.0 Recommendation**

- 32.1 **That authority to approve application S/1236/15/FL be delegated to the SCDC Head of New Communities upon the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act as detailed above and subject to the conditions in Appendix B.**
- 32.2 **That authority to approve application 15/0994/FUL be delegated to the City Council Head of Planning upon the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act as detailed above and subject to the conditions in Appendix C.**

## **Appendix A**

### **South Cambridgeshire District Council Policies**

#### **Development Control Policies Development Plan Document (DPD) (July 2007)**

DP/1	Sustainable Development
DP/2	Design of New Development
DP/3	Development Criteria
DP/7	Development Frameworks
SF/6	Public Art and New Development
NE/1	Energy Efficiency
NE/2	Renewable Energy
NE/3	Renewable Energy Technologies in New Development
NE/4	Landscape Character Areas
NE/6	Biodiversity
NE/7	Sites of Biodiversity or Geological Importance
NE/8	Groundwater
NE/9	Water and Drainage Infrastructure
NE/10	Foul Drainage- Alternative Drainage Systems
NE/11	Flood Risk
NE/12	Water Conservation
NE/14	Lighting Proposals
NE/15	Noise Pollution
NE/16	Emissions
CH/2	Archaeological Sites
TR/1	Sustainable Travel
TR/2	Car and Cycle Parking Standards
TR/3	Mitigating Travel Impact
TR/4	Non-motorised Modes

#### **Site Specific Policies Development Control Document (DPD) (January 2010)**

SP/17	Rail Infrastructure
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#### **Supplementary Planning Documents (SPDs)**

District Design Guide (March 2010)  
Biodiversity (July 2009)  
Landscape in New Development (March 2010)  
Public Art (January 2009)  
Health Impact Assessment (March 2011)

## **Cambridge City Council Policies**

### **Cambridge Local Plan (2006)**

3/1	Sustainable Development
3/2	Setting of the City
3/3	Safeguarding Environmental character
3/4	Responding to Context
3/6	Ensuring Coordinated Development
3/7	Creating Successful Places
3/11	The Design of External Spaces
3/12	The Design of New Buildings
4/3	Safeguard Features of Amenity or Nature Conservation Value
4/4	Trees
4/6	Protection of Sites of Local Nature Conservation Value
4/8	Local Biodiversity Action
4/9	Scheduled Ancient monuments / Archaeological Areas
4/13	Pollution and Amenity
4/14	Air Quality management Areas
4/15	Lighting
8/2	Transport Impact
8/3	Mitigating Measures
8/4	Walking and Cycling Accessibility
8/6	Cycle Parking
8/10	Off-Street Car Parking
8/16	Renewable Energy in Major New Development
8/18	Water, Sewerage and Drainage
9/6	Northern Fringe

**Appendix B**  
**Draft Conditions S/1236/15FL**  
**Implementation**

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

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

**Approved Plans**

2. The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and supporting documents as amended by the conditions stated on this decision notice and the following drawings:
  - Landscape/Ecology Mitigation Plan – 5110967/L/P/00/001 REVB
  - Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange Area –5110967/L/P/00/002 REV B
  - Landscape/Ecology Mitigation Plan - Cowley Road ETC.- 5110967/L/P/00/003
  - Landscape Sections Sheet 1 of 2 –5110967/LP/00/005
  - Landscape Sections Sheet 2 of 2 –5110967/LP/00/006
  - Location Plan –5110967/A/L/00/001 REV B
  - Location Plan – 5134906/A/L/00/P01 REV A
  - Proposed Location Plan – 5134906/A/L/00/P03 REV C
  - Proposed Site Plan – 5134906/A/L/00/P04 REV B
  - Existing Site Plan – 5134906/A/L/00/P02 REV B
  - Construction site Access and potential Contractors Compound – 5134906/A/L/00/P07 REV A
  - Proposed Concourse Level Plan – 5134906/A/L/00/P10 REV A
  - Proposed Elevations South, West and North – 5134906/A/E/00/P02 REV A
  - Proposed Elevations East – 5134906/A/E/00/P03 REV A
  - Proposed Mezzanine Level Plan – 5134906/A/L/00/P11 Rev A
  - Proposed Bridge Level Plan – 5134906/A/L/00/P12 REV A
  - Proposed Roof Plan – 5134906/A/L/00/P13 REV A
  - Proposed Cycle Parking Roof Plan and Elevations – 5134906/A/L/00/P14 REV A
  - Existing Site Plan Cleared Vegetation – 5134906/A/L/00/P16 REV A
  - Proposed Sections Sheet 1 – 5134906/A/S/00/P10 REV A
  - Proposed Sections Sheet 2 – 5134906/A/S/00/P11 REV A
  - Transport Mode Overlay – 5134906/A/L/00/P15 REV B

**Reason:** To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2, DP/3 the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.

### **Material Samples**

3. No development shall commence, except for underground enabling works, until samples of the materials to be used in the construction of the external surfaces, including the hard surfaces such as parking areas of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the appearance of the external surfaces is appropriate in accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.

### **Landscaping**

4. No development shall commence, except for underground enabling works, until full details of soft landscape works for the car park have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. Details shall include:

Finished levels or contours means of enclosure, car parking layouts, vehicle and pedestrian access and circulation to the car park, hard surfacing materials below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.

5. No development shall commence, except for underground enabling works, until full details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. These details shall relate to the entire site except for the car park, including details of improvements to the western boundary of the site. Details shall include;

Finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** *In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.*

### **Sustainability**

6. No development shall commence, except for underground enabling works, until a renewable energy statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources. The statement shall include the total predicted energy requirements of the development and shall set out a schedule of proposed on-site renewable energy technologies, their respective energy contributions, location, design and a maintenance programme. The approved renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** *In the interests of reducing carbon dioxide emissions in accordance with policies DP/1, NE/1 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/16 of the Cambridge City Local Plan 2006 and Supplementary Planning Document Sustainable Design & Construction 2007.*

### **Signage**

7. Prior to the erection of any signage a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of signs including direction signage, building signage and electronic notices that are required as part of the approved development. Signage on site shall be constructed in accordance with the approved details unless the Local Planning Authority gives its written

consent to any variation. The signage scheme shall be implemented prior to the bringing into use of the approved development.

**Reason:** *To provide attractive, direct and safe walking and cycling routes within the development connecting key destinations. In accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.*

### **Lighting**

8. Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as external street, floodlighting, security, platform and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward Light Ratio requirements. The artificial lighting scheme strategies must be sensitively design for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP).

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

**Reason:** *To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 4/15 of the Cambridge City Council Local Plan 2006.*

### **Ecology**

9. Construction Environmental Management plan (Biodiversity)

No development shall commence (including demolition, groundworks, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working

- practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location, timing and minimisation of sensitive works to avoid harm to biodiversity features.
  - e) The times during construction when specialist ecologists need to be present on site to oversee works.
  - f) Responsible persons and lines of communication.
  - g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person.
  - h) Use of protective fences, exclusive barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented in full through the construction period, unless otherwise agreed in writing by the Local Planning Authority.

***Reason:*** *To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

10. Ecological Design Strategy (protection, mitigation, compensation & enhancement)

No development shall commence until an ecological design strategy (EDS) addressing mitigation, compensation, enhancements and restoration for protected species (common reptiles, breeding birds), invertebrates, open mosaic habitat and other habitats (e.g. trees) and eradication of Schedule 9 species (e.g. Japanese Knotweed) has been submitted to and approved in writing by the Local Planning Authority.

The EDS shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives. Consideration should be given to what contribution the green roof on the building could play in biodiversity enhancement. Key notable invertebrate species and species assemblages identified within the extended invertebrate surveys must be targeted for detailed habitat creation, making use of existing onsite materials as appropriate.
- d) Extent and location/area of proposed works on appropriate scale plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works, such as ECoW.
- h) Details of initial aftercare and long-term maintenance
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.

The EDS shall include off-site compensation measures.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter.

**Reason:** *To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

11. Landscape and Ecological Management Plan

The operational phase of the development shall not commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of the work schedule (including an annual work plan capable of being rolled over for the entire operational phase, such as 25 years).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.

**Reason:** *To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/3, 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

**Contaminated Land**

12. Unless otherwise agreed in writing by the Local Planning Authority no development shall commence until:

- a) The application site has been subject to a detailed desk study and site walkover, which has been submitted to and approved in writing by the Local Planning Authority.

- b) Following approval of (a), a detailed scheme for the investigation and

recording of contamination and remediation objectives (which have been determined through risk assessment) has been submitted and approved in writing by the Local Planning Authority.

- c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.
- d) The works specified in the remediation method statement have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

**Reason:** *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/18 of the Cambridge City Council Local Plan 2006.*

#### **Water Quality, Flood Risk and Drainage**

- 13. The development shall be carried out in accordance with the works identified in 'Chesterton Interchange, Summary of Works Completed to Date to Discharge Planning conditions (PC11 & PC12) by Volker Fitzpatrick Limited dated 9 April 2015.

**Reason.** *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

- 14. No part of the development shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

**Reason:** *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected*

*waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

15. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

**Reason:** *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

16. No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall demonstrate that the surface water run-off generated up to and including the critical storm event (inclusive of climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The submitted scheme shall also specifically relate to the protection of groundwater and include a management plan. The approved scheme shall be implemented in full prior to the bringing into use of the approved development and thereafter maintained in accordance with the approved scheme.

**Reason:** *To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the National Planning policy Framework (paragraph 109) and the Environment Agency's Groundwater Protection (GP3:2012) position statements G1 to G13 inclusive, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

## **Construction Environmental Management Plan**

17. No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:
- a) Indicative site wide construction and phasing programme.
  - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement.
  - c) Construction hours.
    - i. Construction hours and days for work undertaken within the boundaries of the operational railway
    - ii. Construction hours and days for work undertaken within the remainder of the site
  - d) Delivery times for construction purposes.
  - e) Outline Waste Management Plan (OWMP).
  - f) Maximum noise mitigation levels for construction equipment, plant and vehicles.
  - g) Maximum vibration levels.
  - h) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
  - i) Site lighting.
  - l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
  - m) Screening and hoarding details.
  - n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
  - o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
  - p) External safety and information signing and notices.
  - q) Liaison, consultation and publicity arrangements including dedicated points of contact.
  - r) Consideration of sensitive receptors
  - s) Prior notice and agreement procedures for works outside agreed limits.
  - t) Complaints procedures, including complaints response procedures.
  - u) Membership of the Considerate Contractors Scheme.
  - v) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on

Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.

The approved plan and schemes shall be implemented in full throughout the construction phase of the development. The compliance of the CEMP shall be reviewed at monthly intervals.

**Reason:** *To protect / safeguard nearby residents from the adverse levels any operational noise and ensure that noise does not give rise to a significant adverse impact on the health and quality of life (amenity) of existing residential premises in accordance with paragraphs 109, 123 of the National Planning Policy Framework March 2012 and Policy, DP/1, DP/3, DP/6 and NE/15 – Noise Pollutions of the adopted SCDC LDF 2007.*

#### **Control of noise from the operation of plant and equipment**

18. Unless otherwise agreed in writing by the Local Planning Authority the Rating Level of noise attributable to the operation of plant and equipment associated with the development (excluding the public address system), as defined and assessed in accordance with BS4142:2014, shall not exceed 26dBLAeq,T at the application site boundary. Rating levels may be measured directly or derived from a combination of measurement and calculation using propagation corrections. All measurements shall be carried out in accordance with the requirements of BS4142:2014.

**Reason:** *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

#### **Control of noise from the station public address system**

19. The station shall not be used until a scheme for the mitigation of noise from the public address system or similar on the railway which has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall include hours of operation, number, location and sound power of loudspeakers and permissible noise levels with consideration of noise mitigation / limiting measures as appropriate and a programme of maintenance. Any public address / announcement or voice alarm sound system associated with the approved development / use shall only be used for operational, health & safety, security and emergency announcements.

Following installation and prior to commissioning and operation of

the approved sound system scheme a post installation PA sound system noise assessment and a monitoring programme to be approved by the LPA shall be undertaken to demonstrate compliance with the agreed permissible noise levels.

The public announcement system shall thereafter only be used in accordance with the approved details and shall be retained thereafter.

**Reason:** *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

**Control of noise from the pickup point and eastern platform**

20. The development shall not be used until a scheme to mitigate noise emissions from the pickup point/taxi rank and eastern platform affecting residential properties in Long Reach Road and Sunningdale Caravan Park has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall be maintained thereafter.

Where environmental noise barriers or similar are promoted in any scheme they shall be installed only once the LPA has given written approval for their size / dimensions (height and length), sound / acoustic absorption and airborne performance specifications as appropriate, appearance and location.

The approved scheme shall be maintained thereafter.

**Reason:** *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

21. Unless otherwise agreed in with the Local Planning Authority in writing the car park shall only operate between 0500 and 0100 hours.

**Reason:** *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

22. No development shall commence until an Operational Noise

Management Plan (ONMP) for the operational phase of the development has been submitted to and approved in writing by the Local Planning Authority. The ONMP shall include: noise sources; the time, duration, and frequency of noise occurrences; noise control measures; noise levels to be achieved at the boundary of the site; methods to monitor noise and report the findings; reports of mitigation measures undertaken on site; procedures to accept, investigate and resolve noise complaints. The approved plan shall be implemented in full.

**Reason:** *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

23. Unless otherwise agreed in writing by the Local Planning Authority the Public Address system shall only operate between 0500 and 2300 hours.

**Reason:** *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

24. Within 3 months of the first operation of the development an Operational Noise Validation /verification Report shall be submitted to the Local Planning Authority to ensure operational noise from the site and all its mechanical plant and equipment comply with the noise impact assessment (as contained in the submitted application, Environmental Statement noise chapter principles) at sensitive receptor locations and any noise / vibration related insulation scheme and or attention / measures related conditions. The assessment shall include and consider all noise mitigation related conditions to cover verification of all noise sources collectively.

**Reason:** *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

**Odour / Fume:**

25. Prior to the occupation of the premises by a use or undertaking which requires the installation of extraction or filtration equipment or systems for the purpose of extraction, filtration and/or abatement of

fumes and or odours, details of the extraction or filtration equipment and systems will be submitted to and approved by the LPA. The approved system / scheme details shall be installed before the said use or undertaking is commenced and shall be maintained and operated thereafter in accordance with manufacturer specification to ensure its continued satisfactory operation.

**Reason:** *To protect the health and quality of life / amenity of nearby and future residential premises in accordance with South Cambridgeshire District Council Local Development Framework Development Control Policies DP/3, NE/16 Emissions.*

### **Transport and Access**

26. The development shall not be occupied until a Travel Plan has been submitted and approved in writing by the Local Planning Authority. The station Travel Plan will use SMART objectives and monitoring surveys, together with other appropriate parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by network rail and retail suppliers, and put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details.

**Reason:** *In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

### **Cycle and Pedestrian Access**

27. Prior to the occupation of the development the details in drawings CSPSIW-ATK-HGN-00-DR-D-001 REV P06, CSPSIW-ATK-HGN-00-DR-D-002 REVP05 shall be implemented in full including a route to a minimum width of 2.5 metres along Cowley Road.

**Reason:** *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

28. The development shall not be occupied until details of the footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented.

**Reason:** *In the interests of highway safety and to mitigate the*

*impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

29. The development shall not be occupied until the Busway has been extended to the station and shall include a 4m wide footway/cycleway alongside with connections to Nuffield Road and Moss Bank.

**Reason:** *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

30. The development shall not be occupied until the maintenance track adjacent to the first public drain and Cowley Road has been converted to a pedestrian cycleway and thereafter maintained to provide public access to the Station.

**Reason:** *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridgeshire City Council Local Plan (2006).*

### **Monitoring**

31. The use of the station interchange shall not commence until a scheme for monitoring the usage of the facility for the first two years of occupation has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented with regular reports being provided to the Local Planning Authority at a frequency to be agreed within the scheme.

**Reason:** *In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

### **Traffic Management**

32. Prior to the commencement of development, except for underground enabling works, a Traffic Management Plan for all modes of transport

including taxis shall be submitted to an agreed in writing by the Local Planning Authority. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.

**Reason:** *In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3 TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006).*

### **Archaeology**

33. No development shall take place until a programme of archaeological work has been undertaken in accordance with a written scheme of investigation which has been submitted to and approved writing by the Local Planning Authority.

**Reason:** *To secure the provision of archaeological excavation and the subsequent recording of any remains in accordance with policy CH/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### **Amenity**

34. The development shall not be occupied until a Litter Management Plan has been submitted and approved in writing by the Local Planning Authority. The plan shall include details of regular litter picking around the site and the provision of additional litter bins on site considering but not exclusively the station entrance, bus stops and car parking areas, as appropriate, shall be submitted in writing to the Local Planning Authority for approval. The approved plan shall be implemented in full.

**Reason:** *In the interests of the visual amenities of the locality and to protect the amenities of nearby residential occupiers appropriate in accordance with policies DP/1, DP/2, of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006*

35. Prior to the commencement of construction of the station building and public square, except for underground enabling works, a phased scheme for the delivery of public art shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.

**Reason:** *In the interests of high quality design in accordance with policy SF/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/7 of the Cambridge City Council Local Plan (2006).*

36. No development shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

**Reason -** *To ensure an adequate water supply is available for emergency use.*

37. Prior to the commencement of the development, except for underground enabling works, an emergency procedure strategy for access to the station for disabled people in the event of mechanical fault or failure of the lifts provided at each platform has been submitted and improved in writing to the Local Planning Authority. The approved strategy shall be fully implemented prior to the occupation of the development and maintained thereafter.

**Reason:** *To ensure that adequate provision is made for disabled passengers in the event of mechanical fault or failure of the lifts.*

38. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No connection to the public foul sewerage system shall be made until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

**Reason:** *To prevent environmental and amenity problems arising from flooding.*

## **Informative**

### **Enabling Works**

1. Enabling works for the purpose of the above conditions is defined as earth movement, site preparation and piling (instalment of pile caps and ground beams).

This is because enabling works and piling will not prejudice the discharge of conditions worded as 'no development shall commence, except for enabling works'.

### **Condition 11**

2. In relation to condition 11 – For the avoidance of doubt the information

submitted with planning application S/1236/15/FL is sufficient to comply with Part a of condition 11.

### **Noise and vibration assessment**

3. For any noise / vibration assessment and or noise insulation scheme related condition due regard should be given the current government / industry standards, best practices and guidance and South Cambridgeshire District Council's Supplementary Planning Document – "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 – Environmental Health and in particular Appendix 6.

### **Water Resources Act**

4. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for a proposed works or structures in, under, over or within 9.00 metres of the top of the bank of the main river (Cam).

### **Surface Water Drainage**

5. In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:
  - a) A clearly labelled drainage layout plan showing pipe networks and any attenuation features, permeable paving and oversize pipes. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
  - b) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365/CIRIA 156.
  - c) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
  - d) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
  - e) Detail the proposed discharge rate to each outfall source (i.e. surface water, drain) to ensure that the total discharge rate does not exceed the allowable amount.
  - e) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.
  - f) Provide a detailed management and maintenance plan for the lifetime of the development. This should provide details of the organisation who will maintain the drainage features.
  - g) Provide further clarification to demonstrate that discharge rate has

been calculated using the total impermeable area and not the total site area.

**6. Air Quality: Work with partners to facilitate provision of electric charging hubs for all types of vehicles including bikes**

- To satisfy the condition relating to air quality, the applicant should provide an assessment to include the following specific measures and information designed to encourage and improve non-motorised vehicle access:
- Provide clear and coherent cycling and walking routes to the proposed Station. The development will attract more traffic movements in the area, both motorised and non-motorised than the current site use and therefore these impacts should be mitigated.
- Cycling and pedestrian access to the site from the Science Park, the Busway and other locations on the north of Milton Road should be made less complicated and easier to understand and use.
- The Busway route is also now used by many cyclists and a clear route to the Interchange should be provided.
- A traffic-light controlled pedestrian and cycle crossing running alongside the Busway extension should be included.
- The Citi2 bus service should serve the Interchange.
- Clarification should be provided to confirm the frequency of Citi2 stops at the Interchange.
- The Busway should be unguided between the Science Park and the Interchange to ensure that the Cambridge Northern Fringe East (proposed mixed use) is not physically isolated from the area south of Cowley Road.
- The footbridge from Milton should be linked to the new Interchange by clearly marked walking and cycling routes, preferably separated from road space.
- A new pedestrian and cycle bridge across the river via Fen Road is required because the narrow Water Street bridge will not be adequate to cope with the demand. This will also create access to the Interchange from the Fen Ditton, Abbey and Cherry Hinton areas of Cambridge.
- There should be adequate provision for cycle parking including secure parking facilities.
- This could additionally include some or all of the following example measures (although other measures may be proposed):
  - Reduction of parking provision on the development
  - Provision of a managed car share scheme available to station users
  - Production and implementation of a site travel plan
  - Improvements in building insulation over and above the requirements of the Building Regulations
  - Incorporation of solar water heating to reduce the impact from onsite boilers

7. **Access links from the Business Park**

The applicants should facilitate the pedestrian cycle links to between the train station and the Cambridge Business Park. Access points to the Cambridge Business Park are the subject of planning application 15/0919/FUL

8. **Travel Plan**

The travel plan should form a discrete document that sits within and forms part of the developing a Stations Travel Plan for both Cambridge stations.

Should the Cambridge Stations Travel Plan not be completed and implemented by the time a Travel Plan is required for the station at Chesterton, a full travel plan document will be required.

## **Appendix C**

### **Draft Conditions for 15/0994/15/FL**

#### **Implementation**

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

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

#### **Approved Plans**

2. The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and supporting documents as amended by the conditions stated on this decision notice and the following drawings:
  - Landscape/Ecology Mitigation Plan – 5110967/L/P/00/001 REVB
  - Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange Area –5110967/L/P/00/002 REV B
  - Landscape/Ecology Mitigation Plan - Cowley Road ETC.- 5110967/L/P/00/003
  - Landscape Sections Sheet 1 of 2 –5110967/LP/00/005
  - Landscape Sections Sheet 2 of 2 –5110967/LP/00/006
  - Location Plan –5110967/A/L/00/001 REV B
  - Location Plan – 5134906/A/L/00/P01 REV A
  - Proposed Location Plan – 5134906/A/L/00/P03 REV C
  - Proposed Site Plan – 5134906/A/L/00/P04 REV B
  - Existing Site Plan – 5134906/A/L/00/P02 REV B
  - Construction site Access and potential Contractors Compound – 5134906/A/L/00/P07 REV A
  - Proposed Concourse Level Plan – 5134906/A/L/00/P10 REV A
  - Proposed Elevations South, West and North – 5134906/A/E/00/P02 REV A
  - Proposed Elevations East – 5134906/A/E/00/P03 REV A
  - Proposed Mezzanine Level Plan – 5134906/A/L/00/P11 Rev A
  - Proposed Bridge Level Plan – 5134906/A/L/00/P12 REV A
  - Proposed Roof Plan – 5134906/A/L/00/P13 REV A
  - Proposed Cycle Parking Roof Plan and Elevations – 5134906/A/L/00/P14 REV A
  - Existing Site Plan Cleared Vegetation – 5134906/A/L/00/P16 REV A
  - Proposed Sections Sheet 1 – 5134906/A/S/00/P10 REV A
  - Proposed Sections Sheet 2 – 5134906/A/S/00/P11 REV A
  - Transport Mode Overlay – 5134906/A/L/00/P15 REV B

**Reason:** To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2, DP/3 the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.

### **Material Samples**

3. No development shall commence, except for underground enabling works, until samples of the materials to be used in the construction of the external surfaces, including the hard surfaces such as parking areas of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the appearance of the external surfaces is appropriate in accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.

### **Landscaping**

4. No development shall commence, except for underground enabling works, until full details of soft landscape works for the car park have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. Details shall include:

Finished levels or contours means of enclosure, car parking layouts, vehicle and pedestrian access and circulation to the car park, hard surfacing materials below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.

5. No development shall commence, except for underground enabling works, until full details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. These details shall relate to the entire site except for the car park, including details of improvements to the western boundary of the site. Details shall include;

Finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** *In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.*

### **Lighting**

6. Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as external street, floodlighting, security, platform and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward Light Ratio requirements. The artificial lighting scheme strategies must be sensitively design for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP).

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

**Reason:** *To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 4/15 of the Cambridge City Council Local Plan 2006.*

## **Ecology**

### **7. Construction Environmental Management plan (Biodiversity)**

No development shall commence (including demolition, groundworks, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location, timing and minimisation of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusive barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented in full through the construction period, unless otherwise agreed in writing by the Local Planning Authority.

***Reason:*** *To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

### **8. Ecological Design Strategy (protection, mitigation, compensation & enhancement)**

No development shall commence until an ecological design strategy (EDS) addressing mitigation, compensation, enhancements and restoration for protected species (common reptiles, breeding birds), invertebrates, open mosaic habitat and other habitats (e.g. trees) and eradication of Schedule 9 species (e.g. Japanese Knotweed) has been submitted to and approved in writing by the Local Planning Authority.

The EDS shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives. Consideration should be given to what contribution the green roof on the building could play in biodiversity enhancement. Key notable invertebrate species and species assemblages identified

within the extended invertebrate surveys must be targeted for detailed habitat creation, making use of existing onsite materials as appropriate.

- d) Extent and location/area of proposed works on appropriate scale plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works, such as ECoW.
- h) Details of initial aftercare and long-term maintenance
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.

The EDS shall include off-site compensation measures.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter.

***Reason:*** *To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

## 9. Landscape and Ecological Management Plan

The operational phase of the development shall not commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of the work schedule (including an annual work plan capable of being rolled over for the entire operational phase, such as 25 years).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the original approved scheme. The approved plan shall be implemented in accordance with the approved details.

**Reason:** *To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/3, 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

### **Contaminated Land**

10. Unless otherwise agreed in writing by the Local Planning Authority no development shall commence until:
- a) The application site has been subject to a detailed desk study and site walkover, which has been submitted to and approved in writing by the Local Planning Authority.
  - b) Following approval of (a), a detailed scheme for the investigation and recording of contamination and remediation objectives (which have been determined through risk assessment) has been submitted and approved in writing by the Local Planning Authority.
  - c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.
  - d) The works specified in the remediation method statement have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

**Reason:** *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/18 of the Cambridge City Council Local Plan 2006.*

### **Water Quality, Flood Risk and Drainage**

11. The development shall be carried out in accordance with the works identified in 'Chesterton Interchange, Summary of Works Completed to Date to Discharge Planning conditions (PC11 & PC12) by Volker Fitzpatrick Limited dated 9 April 2015.

**Reason.** *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July*

2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.

12. No part of the development shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

**Reason:** To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.

13. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

**Reason:** To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.

14. No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall demonstrate that the surface water run-off generated up to and including the critical storm event (inclusive of climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The submitted scheme shall also specifically relate to the protection of groundwater and include a management plan. The approved scheme shall be implemented in full prior to the bringing into use of the approved development and thereafter maintained in accordance with the approved scheme.

**Reason:** To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the National Planning policy Framework (paragraph 109) and the Environment Agency's Groundwater Protection (GP3:2012) position statements G1 to G13 inclusive, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.

### **Construction Environmental Management Plan**

15. No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:
  - a) Indicative site wide construction and phasing programme.
  - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement.
  - c) Construction hours.
    - i. Construction hours and days for work undertaken within the boundaries of the operational railway
    - ii. Construction hours and days for work undertaken within the remainder of the site
  - d) Delivery times for construction purposes.
  - e) Outline Waste Management Plan (OWMP).
  - f) Maximum noise mitigation levels for construction equipment, plant and vehicles.
  - g) Maximum vibration levels.
  - h) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
  - i) Site lighting.
  - j) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
  - k) Screening and hoarding details.
  - l) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
  - m) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
  - n) External safety and information signing and notices.
  - o) Liaison, consultation and publicity arrangements including dedicated points of contact.
  - p) Consideration of sensitive receptors
  - q) Prior notice and agreement procedures for works outside agreed limits.
  - r) Complaints procedures, including complaints response procedures.

- s) Membership of the Considerate Contractors Scheme.
- t) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.

The approved plan and schemes shall be implemented in full throughout the construction phase of the development. The compliance of the CEMP shall be reviewed at monthly intervals.

**Reason:** *To protect / safeguard nearby residents from the adverse levels any operational noise and ensure that noise does not give rise to a significant adverse impact on the health and quality of life (amenity) of existing residential premises in accordance with paragraphs 109, 123 of the National Planning Policy Framework March 2012 and Policy, DP/1, DP/3, DP/6 and NE/15 – Noise Pollutions of the adopted SCDC LDF 2007.*

### **Transport and Access**

16. The development shall not be occupied until a Travel Plan has been submitted and approved in writing by the Local Planning Authority. The station Travel Plan will use SMART objectives and monitoring surveys, together with other appropriate parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by network rail and retail suppliers, and put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details.

**Reason:** *In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

### **Cycle and Pedestrian Access**

17. Prior to the occupation of the development the details in drawings CSPSIW-ATK-HGN-00-DR-D-001 REV P06, CSPSIW-ATK-HGN-00-DR-D-002 REVP05 shall be implemented in full including a route to a minimum width of 2.5 metres along Cowley Road.

**Reason:** *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

18. The development shall not be occupied until details of the footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented.

**Reason:** In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)

19. The development shall not be occupied until the Busway has been extended to the station and shall include a 4m wide footway/cycleway alongside with connections to Nuffield Road and Moss Bank.

**Reason:** In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)

20. The development shall not be occupied until the maintenance track adjacent to the first public drain and Cowley Road has been converted to a pedestrian cycleway and thereafter maintained to provide public access to the Station.

**Reason:** In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006).

### **Traffic Management**

21. Prior to the commencement of development, except for underground enabling works, a Traffic Management Plan for all modes of transport including taxis shall be submitted to an agreed in writing by the Local Planning Authority. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.

**Reason:** In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3 TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006).

### **Archaeology**

22. No development shall take place until a programme of archaeological work has been undertaken in accordance with a written scheme of investigation which has been submitted to and approved writing by the Local Planning Authority.

**Reason:** To secure the provision of archaeological excavation and the

*subsequent recording of any remains in accordance with policy CH/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007)*

23. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No connection to the public foul sewerage system shall be made until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

**Reason:** *To prevent environmental and amenity problems arising from flooding.*

## **Informative**

### **Enabling Works**

1. Enabling works for the purpose of the above conditions is defined as earth movement, site preparation and piling (instalment of pile caps and ground beams).

This is because enabling works and piling will not prejudice the discharge of conditions worded as 'no development shall commence, except for enabling works'.

### **Condition 11**

2. In relation to condition 11 – For the avoidance of doubt the information submitted with planning application S/1236/15/FL is sufficient to comply with Part a of condition 11.

### **Water Resources Act**

3. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for a proposed works or structures in, under, over or within 9.00 metres of the top of the bank of the main river (Cam).

### **Surface Water Drainage**

4. In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:
  - a) A clearly labelled drainage layout plan showing pipe networks and any attenuation features, permeable paving and oversize pipes. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
  - b) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365/CIRIA 156.
  - c) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
  - d) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
  - e) Detail the proposed discharge rate to each outfall source (i.e. surface water, drain) to ensure that the total discharge rate does not exceed the

allowable amount.

e) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

f) Provide a detailed management and maintenance plan for the lifetime of the development. This should provide details of the organisation who will maintain the drainage features.

g) Provide further clarification to demonstrate that discharge rate has been calculated using the total impermeable area and not the total site area.

**5. Air Quality: Work with partners to facilitate provision of electric charging hubs for all types of vehicles including bikes**

- To satisfy the condition relating to air quality, the applicant should provide an assessment to include the following specific measures and information designed to encourage and improve non-motorised vehicle access:
- Provide clear and coherent cycling and walking routes to the proposed Station. The development will attract more traffic movements in the area, both motorised and non-motorised than the current site use and therefore these impacts should be mitigated.
- Cycling and pedestrian access to the site from the Science Park, the Busway and other locations on the north of Milton Road should be made less complicated and easier to understand and use.
- The Busway route is also now used by many cyclists and a clear route to the Interchange should be provided.
- A traffic-light controlled pedestrian and cycle crossing running alongside the Busway extension should be included.
- The Citi2 bus service should serve the Interchange.
- Clarification should be provided to confirm the frequency of Citi2 stops at the Interchange.
- The Busway should be unguided between the Science Park and the Interchange to ensure that the Cambridge Northern Fringe East (proposed mixed use) is not physically isolated from the area south of Cowley Road.
- The footbridge from Milton should be linked to the new Interchange by clearly marked walking and cycling routes, preferably separated from road space.
- A new pedestrian and cycle bridge across the river via Fen Road is required because the narrow Water Street bridge will not be adequate to cope with the demand. This will also create access to the Interchange from the Fen Ditton, Abbey and Cherry Hinton areas of Cambridge.
- There should be adequate provision for cycle parking including secure parking facilities.
- This could additionally include some or all of the following example measures (although other measures may be proposed):
  - Reduction of parking provision on the development
  - Provision of a managed car share scheme available to station users
  - Production and implementation of a site travel plan
  - Improvements in building insulation over and above the requirements of the Building Regulations

- Incorporation of solar water heating to reduce the impact from onsite boilers

6. **Access links from the Business Park**

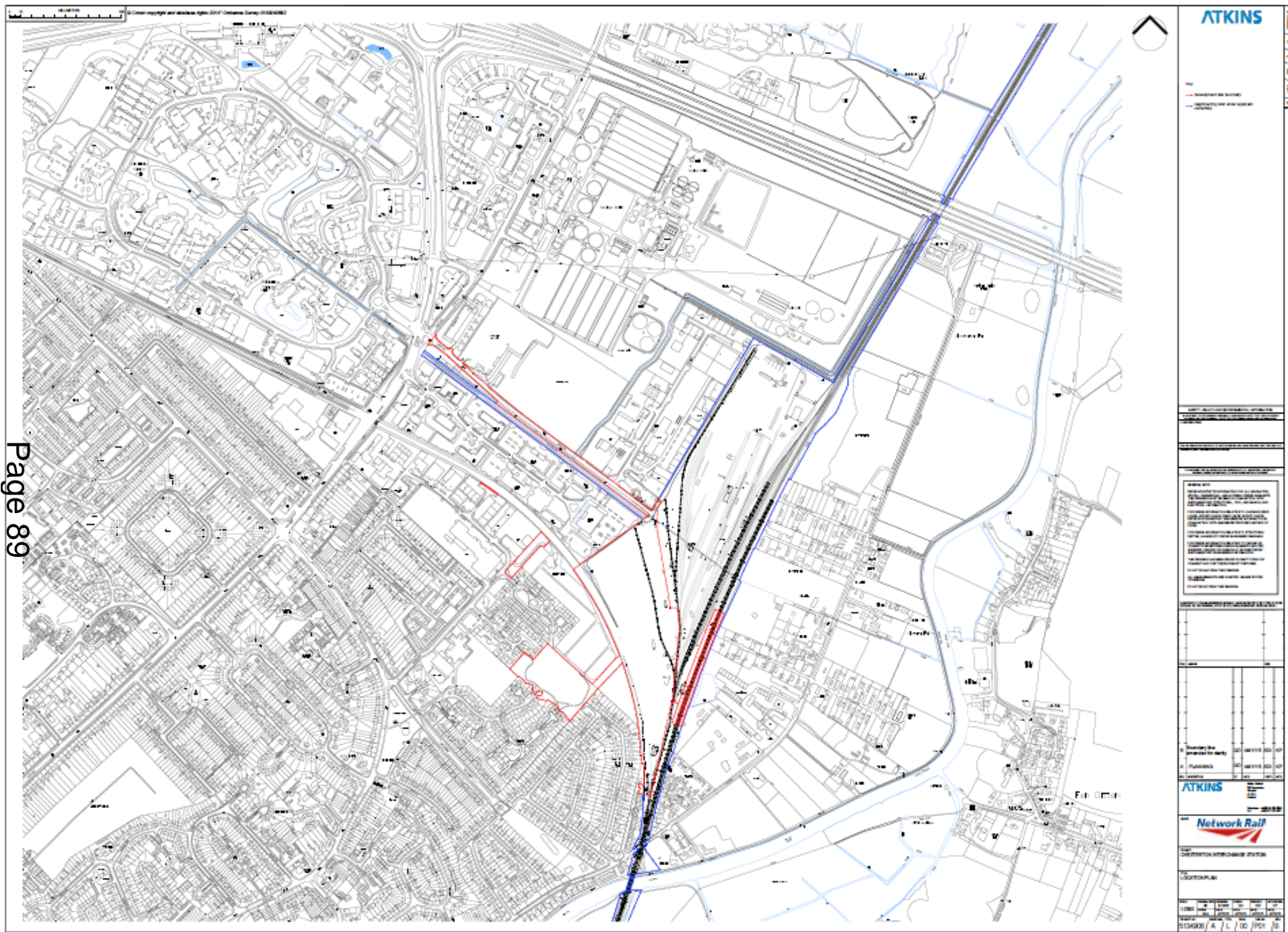
The applicants should facilitate the pedestrian cycle links to between the train station and the Cambridge Business Park. Access points to the Cambridge Business Park are the subject of planning application 15/0919/FUL

7. **Travel Plan**

The travel plan should form a discrete document that sits within and forms part of the developing a Stations Travel Plan for both Cambridge stations.

Should the Cambridge Stations Travel Plan not be completed and implemented by the time a Travel Plan is required for the station at Chesterton, a full travel plan document will be required.

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APPROACH FROM WEST LOOKING EAST



APPROACH FROM NORTH LOOKING SOUTH



PART ELEVATION



APPROACH FROM WEST LOOKING EAST

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DATED

18 July

2014

**PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN & COUNTRY  
PLANNING ACT 1990 RELATING TO LAND AT COWLEY ROAD AND  
NUTTFIELD ROAD CHESTERTON CAMBRIDGE**

*Nuffield*

Between

**CAMBRIDGESHIRE COUNTY COUNCIL**

and

**CAMBRIDGE CITY COUNCIL**

and

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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THIS DEED is dated 18<sup>th</sup> July 2014

- (1) CAMBRIDGESHIRE COUNTY COUNCIL of Shire hall Castle Hill Cambridge Cambridgeshire CB3 0AP ("**County Council**")
- (2) CAMBRIDGE CITY COUNCIL of The Guildhall, Market Square, Cambridge CB2 3QJ ("**City Council**")
- (3) SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL of South Cambridgeshire Hall Camborne Business Park Camborne Cambridgeshire CB23 6EA ("**District Council**")

#### **BACKGROUND**

- (A) The Planning Application has been made to authorise the construction and use of the Development pursuant to the Planning Permission upon the Property
- (B) The obligations contained in this Deed are planning obligations for the purposes of Section 106 of the 1990 Act
- (C) The Councils are the local planning authorities for the area (including the cross border Development at the Property located within the City Council's and the District Council's administrative areas)
- (D) The County Council is the local highway authority for the purposes of the Highways Act 1980 for the area in which the Property is situated.
- (E) The County Council owns that part of the Property contained in title number CB351342 and The City Council owns that part of the Property contained in title numbers CB290220, CB107910, CB290241, CB288631, CB114792 and CB287925 and other parts of the Property are unregistered.
- (F) The Councils established the Joint Development Control Committee: Cambridge Fringes to determine applications for the area in which the Property is located.
- (G) The Councils are satisfied that the restrictions and provisions contained in this Deed are necessary to make the Development acceptable in planning terms, that they are directly related to the Development and are fairly and reasonably related in scale and kind to the Development.
- (H) The Councils consider that the highway and transport improvement works will be of benefit to the public.
- (I) The County Council has made the Planning Application under Regulation 3 Town and Country Planning General Regulations 1992 on 28 June 2013 and is proposing to carry out the Development.

- (J) The Planning Application was resolved to be approved by the Joint Development Control Committee: Cambridge Fringes on 18<sup>th</sup> December 2013 subject to satisfactory completion of this Deed.
- (K) The District Council has agreed to enter into this Deed in order to enforce the planning obligations contained in this Deed during such time that it is the Enforcing Authority.
- (L) The parties are prepared to enter into this Deed on the terms and conditions set out below.

## **AGREED TERMS**

### **1. INTERPRETATION**

- 1.1 The definitions and rules of interpretation in this clause apply in this deed:

**1990 Act** means the Town and Country Planning Act 1990 (as amended)

**Commencement of Development:** the carrying out in relation to the Development of any material operation as defined by section 56(4) of the TCPA 1990 but disregarding for the purposes of this deed and for no other purpose, the following operations: demolition works; site clearance; ground investigations; site survey works; temporary access construction works; archaeological investigation; and erection of any fences and hoardings around the Property.

**Commenced** and **Commences** shall be construed accordingly.

**Commencement Date:** the date of Commencement of Development.

**Councils** means together the City Council, the District Council and the County Council

**Cowley Road/Milton Road Works:** means those works to be undertaken by the County Council to provide highway improvement works to the southbound road markings at the northern Cowley Road/Milton Road junction which is shown edged blue on Plan 2 to comprise lane redesignation with on street parking to be controlled through traffic regulation orders located along the entire length of Cowley Road

**Development:** the development of the Property described in the Planning Application.

**Enforcing Authority:** shall mean for the purposes of enforcing the Obligations the District Council for so long as the County Council are owners of any part of the Property and after the County Council cease to be owners of all parts of the Property that it owns as at the date of this Agreement then the County Council shall be the Enforcing Authority

**Guided Busway:** means the public transport scheme which forms part of the transport corridor consisting of road improvements, bus lanes and bus priority

measures, of which 16 miles (25 km) is dedicated for the use of the Guided Busway. The Guided Busway connects the population centres of Cambridge, Huntingdon and St Ives in Cambridgeshire

**Joint Development Control Committee:** means the Committee formed by resolutions of the Councils pursuant to section 101(5) Local Government Act 1972 or a, set up to determine planning applications and related development control matters within North West Cambridge, Cambridge Southern Fringe, Cambridge East, and Cambridge Fringe East and comprising member representatives from the City Council, the District Council and the County Council

**Obligations:** means those obligations contained in clause 3 and in the First Schedule

**Off-Site Biodiversity Mitigation Measures:** means measures to mitigate ecological impacts of the Development to be undertaken on nearby land to be developed as part of the Guided Busway and which shall be subject to the discharge of Condition 4 of the Cambridgeshire Guided Busway Order 2005 Work No 12 as shown on Plan 5

**Plans:** Plan 1, Plan 2, Plan 3, Plan 4 and Plan 5 attached to this Agreement

**Property:** the freehold land and buildings at Cowley Road, land and buildings on the north east and south east side of Nuffield Road, land lying to the north east of Cam Causeway and land lying to the north of Long Reach Road Cambridge shown edged red on the Plan 4 being part of the land registered at HM Land Registry with absolute title under title numbers CB351342, CB290220, CB107910, CB290241, CB288631, CB114792 and CB287925 and part of which is unregistered

**Planning Application:** an application for planning permission for the Cambridge Science Park Station Interchange comprising a new railway station and car park together with an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links). Linkages into the existing Guided Busway network by a new bus route within the site to connect to a longer section of the Guided Busway to its junction with Milton Road. Associated landscaping and public realm works which is registered by the County Council on 28<sup>th</sup> June 2013 under reference numbers C/05001/13/CC and S/1497/13/CM.

**Planning Permission:** the planning permission to be granted by the Councils in respect of the Planning Application.

**Bramblefield Biodiversity Enhancement;** the biodiversity ecological management plan to be prepared by the City Council within 6 months of the date of this agreement for the areas edged blue on Plan 3

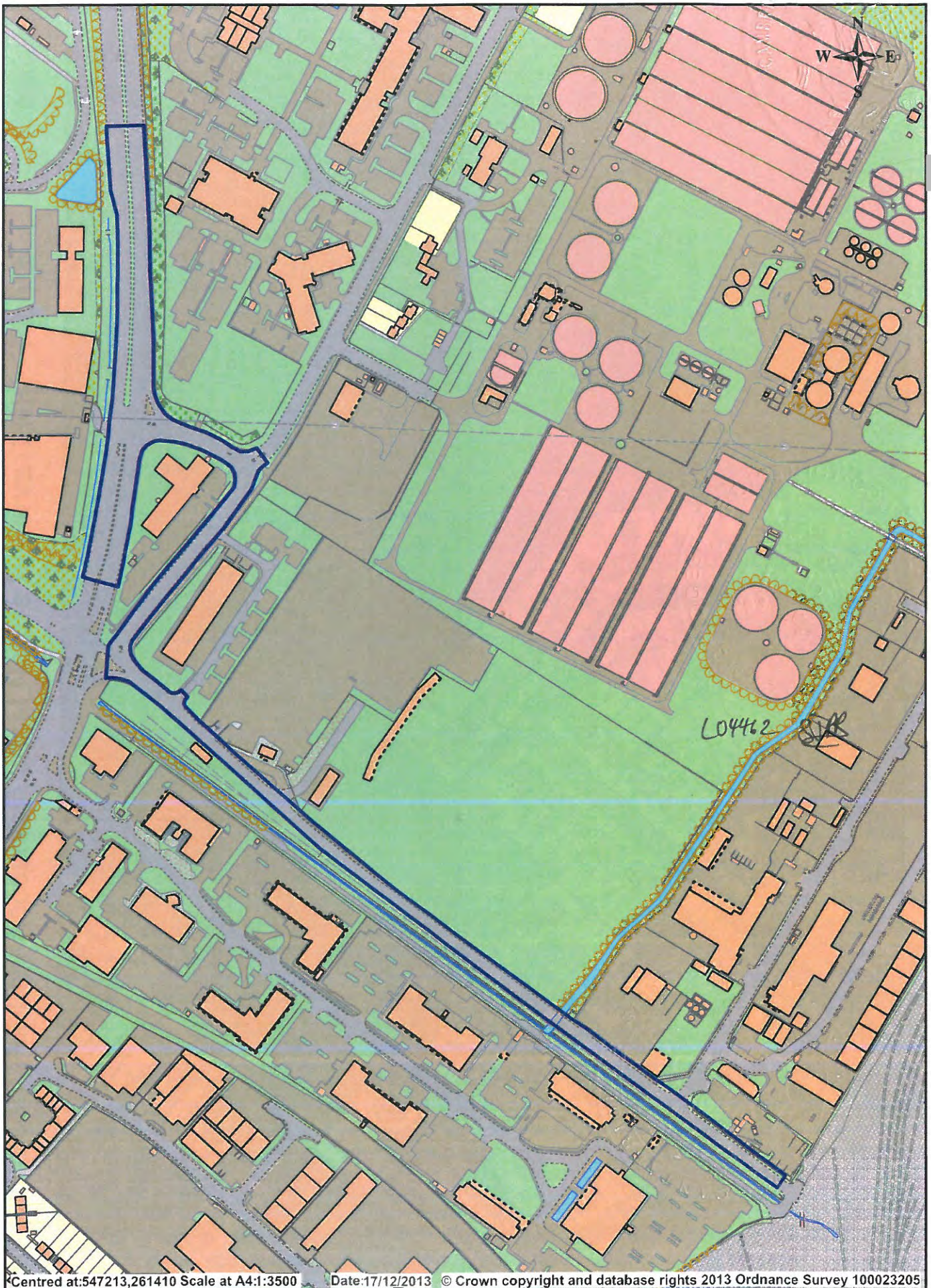
**Working Day:** a day other than a Saturday, Sunday or public holiday in England when banks in London are open for business.

- 1.2 Clause headings shall not affect the interpretation of this deed.
- 1.3 A person includes a natural person, corporate or unincorporated body (whether or not having separate legal personality).
- 1.4 A reference to a company shall include any company, corporation or other body corporate, wherever and however incorporated or established.
- 1.5 Unless the context otherwise requires, words in the singular include the plural and in the plural shall include the singular.
- 1.6 Unless the context otherwise requires, a reference to one gender shall include a reference to the other genders.
- 1.7 A reference to any party shall include that party's personal representatives, successors or permitted assigns and in the case of the Council the successors to its respective statutory functions.
- 1.8 A reference to a statute or statutory provision is a reference to it as amended, extended or re-enacted from time to time; provided that, as between the parties, no such amendment, extension or re-enactment shall apply to the deed to the extent that it would impose any new or extended obligation, liability or restriction, on, or otherwise adversely affect the rights of, any party].
- 1.9 A reference to a statute or statutory provision shall include any subordinate legislation made [from time to time under that statute or statutory provision.
- 1.10 A reference to writing or written does not include faxes or e-mail.
- 1.11 A reference to "this deed" or to any other agreement or document referred to in this deed is a reference to this deed or such other document or deed as varied or novated (in each case, other than in breach of the provisions of this deed) from time to time.
- 1.12 References to clauses and plans are to the clauses and plans of this deed.
- 1.13 An obligation in this deed on a person not to do something includes an obligation not to agree or allow that thing to be done.
- 1.14 Any phrase introduced by the terms including, include, in particular or any similar expression shall be construed as illustrative and shall not limit the sense of the words preceding those terms.

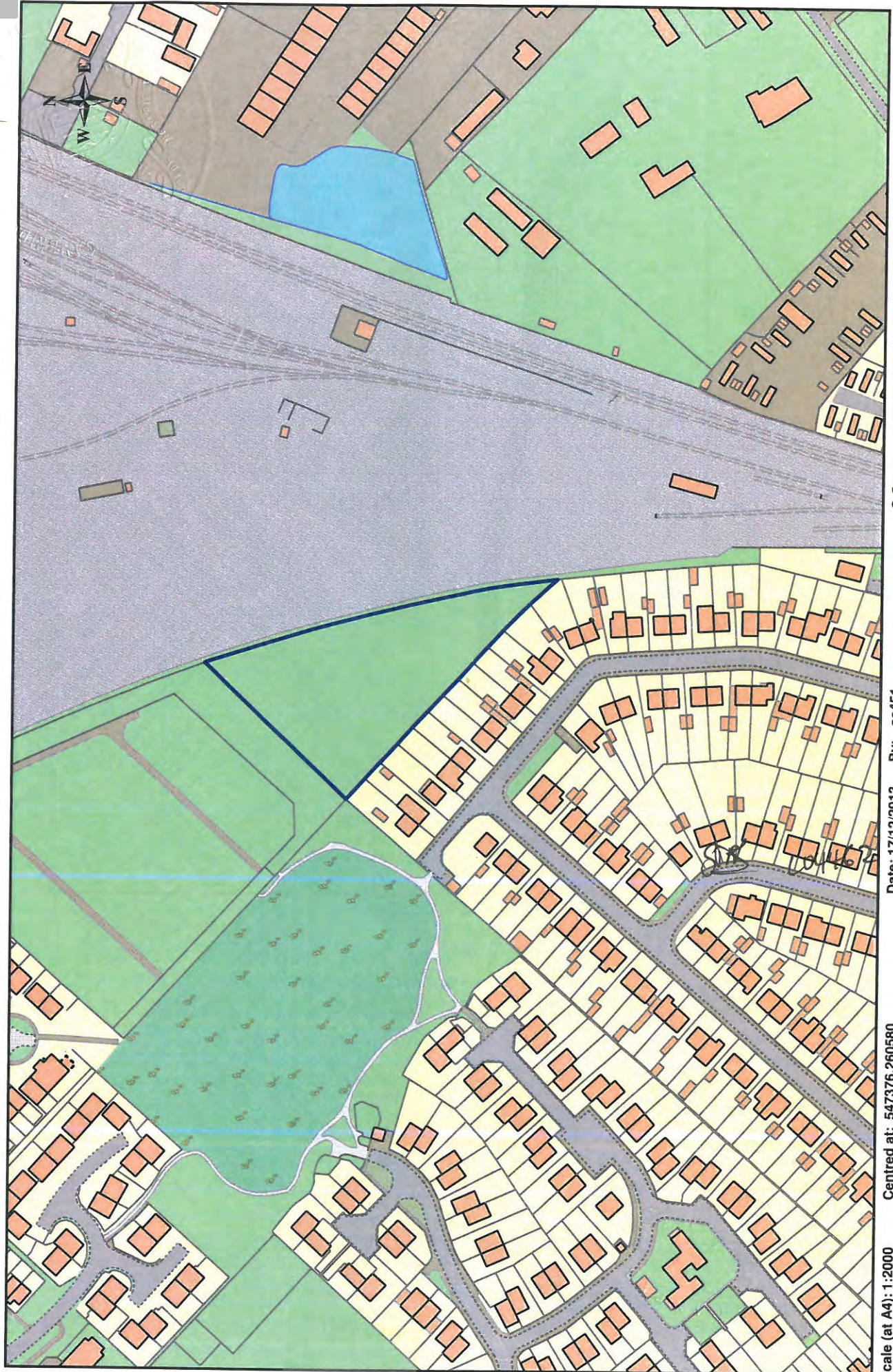
# Cambridge Science Park Station Interchange - Plan 1



# Milton Road / Cowley Road - Plan 2



# Not at Present Publicly Accessible Local Nature Reserve (LNR) - Plan 3

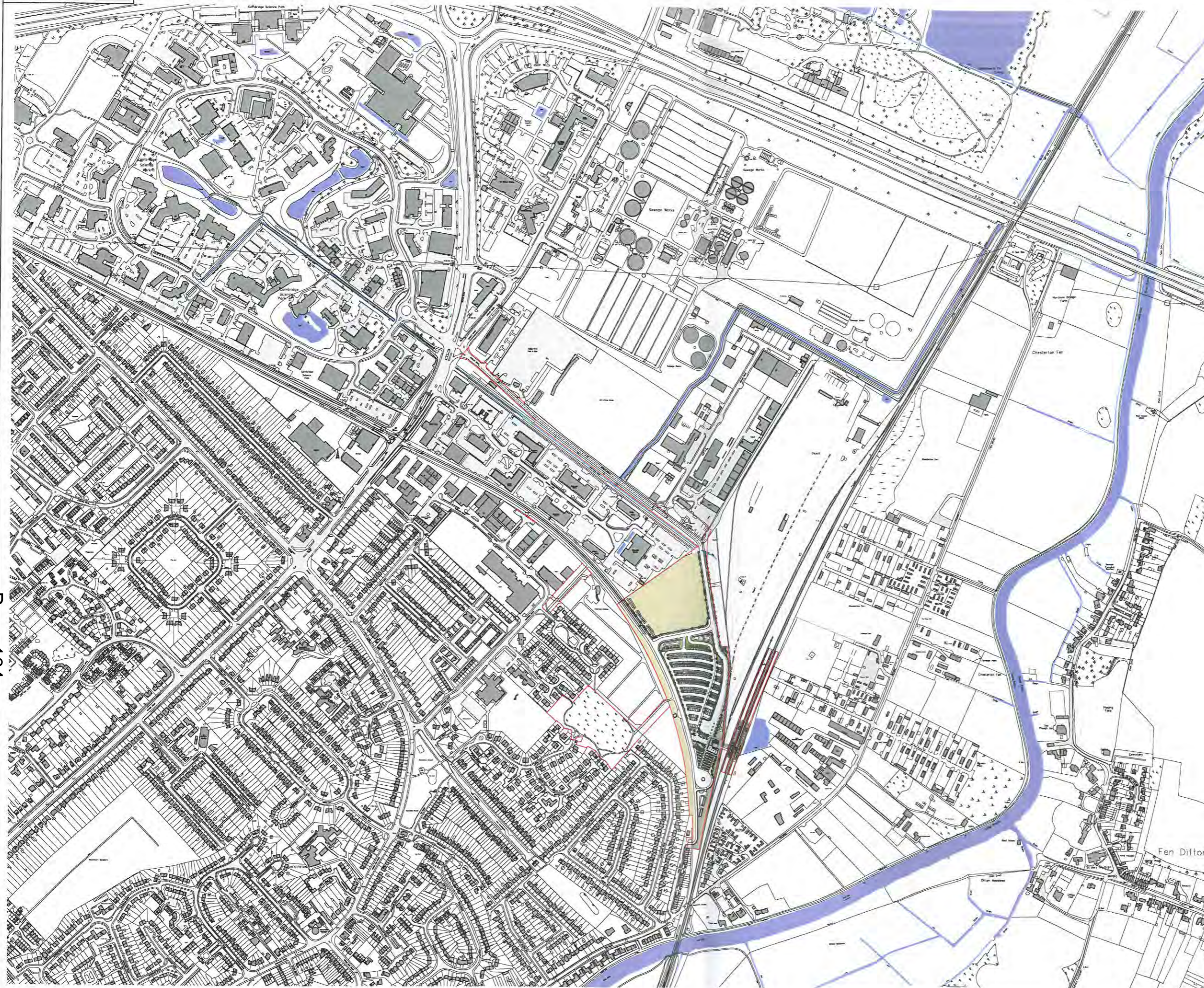


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Date: 17/12/2013 By: aa451

Centred at: 547376,260580

Scale (at A4): 1:2000



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:**  
IN ORDER TO THE MAXIMUM POSSIBLE EXTENT TO BE AVOIDED, THE USER OF THIS DRAWING MUST BE AWARE OF THE FOLLOWING INFORMATION:  
CONSTRUCTION

FOR INFORMATION RELATING TO THE CLIMATE AND ENVIRONMENT, SEE THE FILE  
ENVIRONMENT (CLIMATE) (FUTURE)

IT IS ADVISED THAT ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE  
LATEST VERSIONS OF THE FOLLOWING STANDARDS:

**GENERAL NOTE**  
REFER ARCHITECT'S INFORMATION FOR ALL LEGISLATIVE  
SPATIAL, DIMENSIONAL, AND MATERIAL DESIGN ELEMENTS  
THIS DRAWING MUST BE READ IN CONJUNCTION WITH  
SUPPLEMENTARY STRUCTURAL, CIVIL, MECHANICAL, AND  
ELECTRICAL INFORMATION  
FOR DESIGN INFORMATION RELATIVE TO LOADINGS, DRIVING  
LOADS, WIND, EARTHQUAKE, DRAINAGE, IMPACT LOADS  
REFER SUPPLEMENTARY ENGINEERING INFORMATION IN  
CONJUNCTION WITH ENGINEERS PROPOSED METHODS OF  
FIXING  
FOR DESIGN INFORMATION RELATIVE TO STRUCTURAL  
SETTLES, SHORES ETC REFER ENGINEERS DRAWINGS  
FOR DESIGN INFORMATION RELATIVE TO DRAINAGE OR  
CONNECTIONS BETWEEN DRAINAGE SYSTEMS, REFER  
ENGINEERS' WORKS OR OTHERWISE SCHEDULED REFER  
SUPPLEMENTARY ENGINEERING INFORMATION  
THIS DRAWING HAS BEEN ISSUED IN DRAFT FORM FOR  
COMMENT AND COST DEVELOPMENT PURPOSES  
DO NOT SCALE FROM THIS DRAWING  
ALL MEASUREMENTS ARE IN METRIC UNLESS STATED  
OTHERWISE  
DO NOT BUILD FROM THIS DRAWING

IN ACCORD WITH THE CONSTRUCTION INFORMATION, ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE  
LATEST VERSIONS OF THE FOLLOWING STANDARDS:

REV	NO	DATE	BY	CHKD	APPD
1	1	15/11/12	JD	SD	

REV	NO	DATE	BY	CHKD	APPD
2	2	15/11/12	JD	SD	

REV	NO	DATE	BY	CHKD	APPD
3	3	15/11/12	JD	SD	

REV	NO	DATE	BY	CHKD	APPD
4	4	15/11/12	JD	SD	

REV	NO	DATE	BY	CHKD	APPD
5	5	15/11/12	JD	SD	

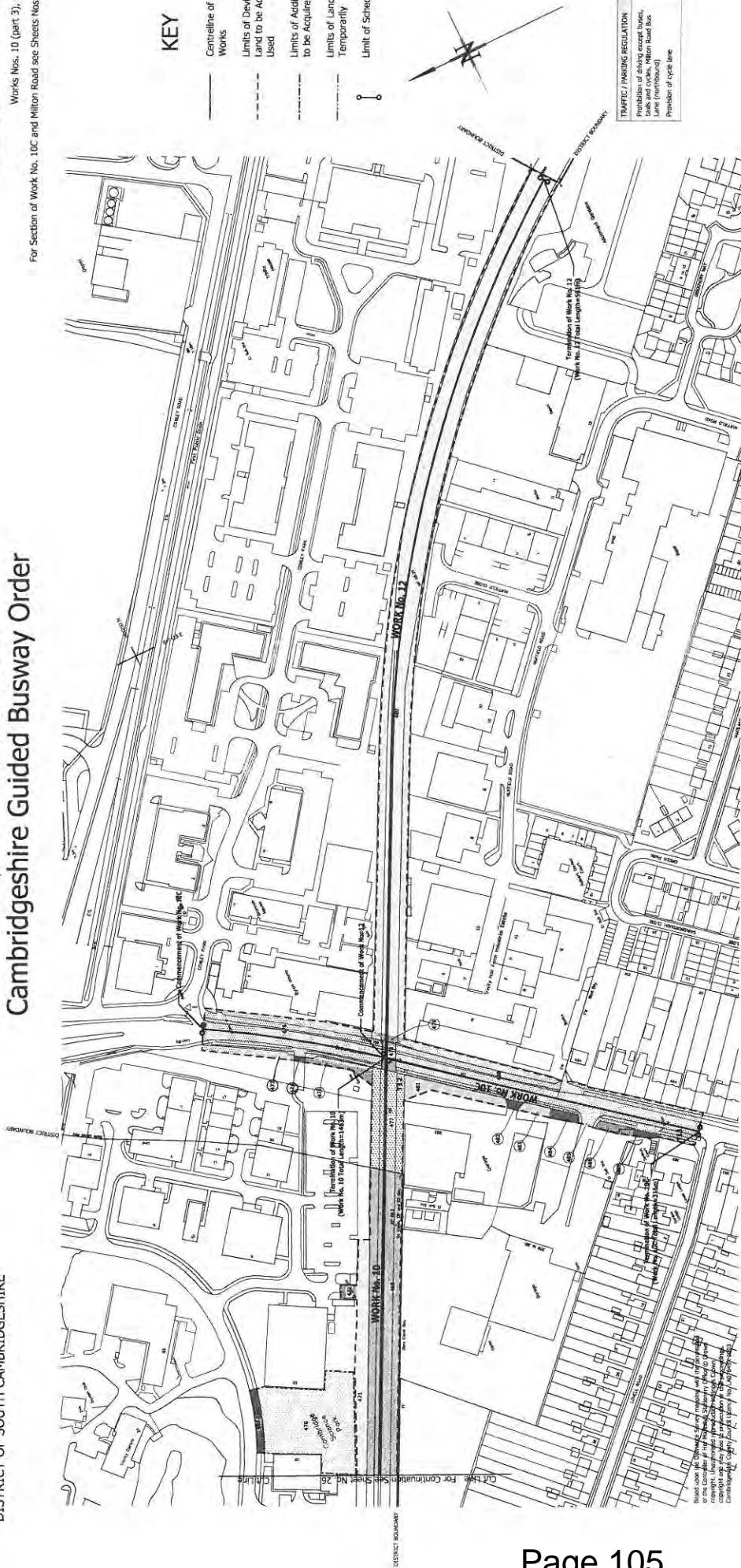
REV	NO	DATE	BY	CHKD	APPD
6	6	15/11/12	JD	SD	

REV	NO	DATE	BY	CHKD	APPD
7	7	15/11/12	JD	SD	

462

# Transport and Works Act 1992 Cambridgeshire Guided Busway Order

Works and Land Plans Sheet No. 27  
Works Nos. 10 (part 3), 10C and 12  
For Section of Work No. 10C and Milton Road see Sheets Nos. 38 and 40

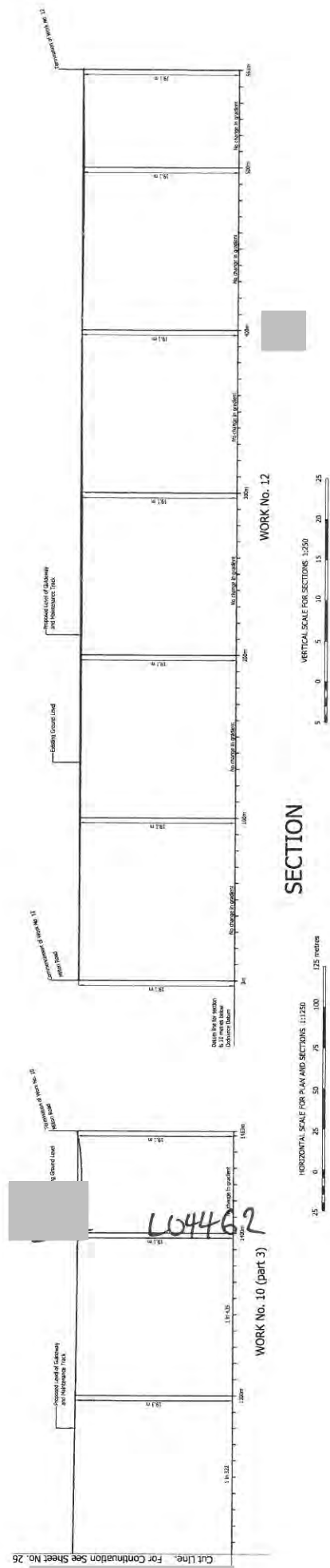


## KEY

- Centreline of Scheduled Works
- Limits of Deviation and of Land to be Acquired or Used
- Limits of Additional Land to be Acquired or Used
- Limits of Land to be Used Temporarily
- Limit of Scheduled Works

TRAFFIC / PARKING REGULATION	
Prohibition of driving except buses, taxis and cycles, when loaded bus	712 - 713
Prohibition of cycle lane	

## PLAN



## SECTION

## **AIMS AND OBJECTIVES OF LOCAL INFORMATION FORUMS**

The main purpose of an Information Forum is to facilitate communication and understanding between interested parties. Set out below are the suggested Aims and Objectives for local information forums and some general points as to the operation of the local information forums.

### **1. OBJECTIVES OF THE LOCAL INFORMATION FORUM**

*To provide an informal forum to appraise representatives of interested parties of progress on site development.*

- *To give local residents an opportunity to discuss any matters arising from the site operations.*
- *To enable any questions that they might have to be addressed by the operator and regulatory bodies.*

### **2. AIMS OF THE LOCAL INFORMATION FORUMS**

- a. *Maintain liaison and rapport between the site operator, the County Council, local Councils and the local community.*
- b. *Develop lines of communication between the site operator, the County Council and local community in order that majority of issues and items of concern can be addressed directly and efficiently.*
- c. *Provide a forum for discussion and, where possible, a resolution of problems not achieved by b.*
- d. *Provide a means of communicating progress on the site, through site visits and discussion of regulatory bodies' monitoring of the site and the operators compliance with the approved scheme of operations as detailed in the planning permission(s) and where appropriate Waste Management Licence(s).*
- e. *Provide an opportunity to inform interested parties of any new proposals, or any submissions to amend or vary the approved scheme of operations.*
- f. *Provide a forum to discuss particular aspects of the operation and where appropriate invite participation by specialist bodies.*

### **3 GENERAL**

- a. *Only matters relating directly to the Site and its environs shall be discussed.*

- b. *A Chairperson and Secretary shall be appointed at the first meeting of the Forum. Professional representatives of regulatory bodies **cannot** be considered for the Chairmanship of the Forum.*
- c. *Minutes shall be kept by the Secretary and subsequently approved by the Forum. Minutes and Agenda to be circulated at least 1 week before next meeting.*
- d. *The Forum is not empowered to take executive decisions or vote on any item*
- e. *Forums are normally convened at quarterly intervals but this can be varied by agreement at the Forum meeting.*
- f. *A local venue for the meeting is arranged*
- g. *Meetings are usually held in the early evening as convenient for Forum members*

- 1.15 Where an obligation falls to be performed by more than one person, the obligation can be enforced against every person so bound jointly and against each of them individually.

## **2. STATUTORY PROVISIONS**

- 2.1 This deed constitutes a planning obligation for the purposes of section 106 of the TCPA 1990, section 111 of the Local Government Act 1972 and any other enabling powers.
- 2.2 The obligations contained in clause 3 and the First Schedule of this deed are planning obligations for the purposes of section 106 of the TCPA 1990 and are entered into by the County Council with the intention that they bind the interests held by those persons in the Property and their respective successors and assigns.
- 2.3 This deed shall come into effect on the date of grant of the Planning Permission.
- 2.4 The obligations contained in clause 3 of this deed are enforceable by the District Council in accordance with section 106 of the TCPA 1990 (or by the County Council once it no longer holds a freehold interest in the Property).

## **3. COVENANTS WITH THE ENFORCING AUTHORITY**

The County Council covenants with the Enforcing Authority:

- (a) to perform the Obligations contained in First Schedule

## **4. WAIVER**

No waiver (whether expressed or implied) by the Enforcing Authority of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Enforcing Authority from enforcing any of the relevant terms and conditions or for acting upon any subsequent breach or default

## **5. RELEASE**

No person shall be liable for any breach of an obligation, restriction or covenant contained in this Deed after parting with all of its interest in the Property, except in respect of any breach subsisting prior to parting with such interest.

**6. DETERMINATION OF DEED**

This Deed shall be determined and have no further effect if the Planning Permission:

- (a) expires before the Commencement of Development;
- (b) is varied or revoked other than at the request of the County Council;  
or
- (c) is quashed following a successful legal challenge.

**7. LOCAL LAND CHARGE**

This Deed is a local land charge and shall be registered as such by the District Council.

**8. OWNERSHIP**

The County Council and the City Council warrant that no person other than the County Council and the City Council have any legal or equitable interest in the Property except for those parts of the Property which is unregistered.

**9. CHANGE IN OWNERSHIP**

The County Council and the City Council each agree to give the Enforcing Authority written notice forthwith of any change in ownership of their respective interests in the Property occurring before all the obligations under this Deed have been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Property or unit of occupation purchased by reference to a plan

**10. NOTICES**

10.1 Any notice or other communication required to be given under this deed shall be in writing and shall be delivered personally, or sent by pre-paid first class post or recorded delivery or by commercial courier, to any person required to receive the notice or communication at its address as set out below:

- (a) County Council: Head of Growth and Economy Shire Hall Castle Hill  
Cambridge Cambridgeshire CB3 0AP
- (b) City Council: The Section 106 Monitoring Officer The Guildhall,  
Market Square, Cambridge CB2 3QJ
- (c) District Council: Legal and Democratic Services Manager South  
Cambridgeshire Hall, Cambourne Business Park Camborne  
Cambridgeshire CB23 6EA

or as otherwise specified by the relevant person by notice in writing to each other person.

10.2 Any notice or other communication shall be deemed to have been duly received:

- (a) if delivered personally, when left at the address and for the contact referred to in this clause;
- (b) if sent by pre-paid first class post or recorded delivery, at 9.00 am on the second Working Day after posting; or
- (c) if delivered by commercial courier, on the date and at the time that the courier's delivery receipt is signed.

## **11. THIRD PARTY RIGHTS**

No person other than a party to this Deed, and their respective successors and permitted assigns, and the District Council and the successors to its respective statutory functions shall have any rights to enforce any term of this deed.

## **12. SEVERANCE**

12.1 If any court or competent authority finds that any provision of this Deed (or part of any provision) is invalid, illegal or unenforceable, that provision or part-provision shall, to the extent required, be deemed to be deleted, and the validity and enforceability of the other provisions of this Deed shall not be affected.

12.2 If any invalid, unenforceable or illegal provision of this Deed would be valid, enforceable and legal if some part of it were deleted, [the provision shall apply with the minimum modification necessary to make it legal, valid and enforceable.

## **13. GOVERNING LAW**

This Deed and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and construed in accordance with the law of England and Wales.

**14. COSTS**

The County Council agrees to pay to the District Council's and City Council's reasonable costs in connection with the preparation and completion of this Deed

The County Council agrees to pay to the District Council's reasonable costs of Eight Hundred Pounds (£800.00) in connection with the monitoring of the obligations contained in this Deed

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

The **COMMON SEAL** of  
**SOUTH CAMBRIDGESHIRE**  
**DISTRICT COUNCIL**

was affixed in the presence of:-

*for Chief Executive*

The **COMMON SEAL** of  
**CAMBRIDGESHIRE**  
**COUNTY COUNCIL**

was affixed in the presence of:

*Solicitor*

The **COMMON SEAL** of  
**CAMBRIDGE CITY COUNCIL**

was affixed in the presence of:

**HEAD OF LEGAL SERVICES**

## FIRST SCHEDULE

The County Council covenants:

1. Not to commence the Development until it has produced or procured a baseline survey of incidence and distribution of on-street parking upon the adopted highway and/or as permissible on private roadway(s) in the locality of the Development as edged blue on Plan 1.
2. No later than 12 months from the date of the bringing into use of the Development to undertake or procure further surveys (the "Further Surveys") of the on-street parking in the locality of the Development as edged blue on Plan 1 and where the results of the Further Surveys show that measures are required to address impacts arising from on-street parking associated with the Development then the County Council will develop and publish a scheme of appropriate measures to control parking, which would be introduced in consultation with local residents and businesses and in accordance with the Cambridgeshire County Council On-street Parking Policy and which shall then be implemented by the County Council in so far as reasonably possible to accord with the published scheme.
3. Prior to the bringing into use of the Development to complete or procure completion of the Cowley Road/Milton Road Works in the area edged blue on Plan 2.
4. As soon as reasonably practicable having regard to all material circumstances and in any event no later than 5 years following the Commencement of Development to publish or procure publication of an option/feasibility study report into the possible construction of a cycle/footbridge bridge over the River Cam at Chesterton
5. To co-operate with the City Council as owners of Bramblefields Local Nature Reserve to deliver the Bramblefield Biodiversity Enhancement.
6. To undertake the Off-Site Biodiversity Mitigation Measures and thereafter to manage those enhancements for a period of 10 years
7. To submit to the City Council an annual report on the progress of the Off-Site Biodiversity Mitigation Measures which shall also include any recommendations for the future management.
8. Prior to Commencement of the Development to establish and provide a local liaison forum with stakeholders (the aims and objectives of which local liaison forum are as set out in Appendix 1 of this Deed) and to ensure that such local liaison forum holds regular meetings during construction and for a period of

up to 3 months following the completion of the works to complete the Development as a forum to communicate and discuss matters arising from the Development and its impact.

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## **APPENDIX F: CAMBRIDGESHIRE QUALITY PANEL REPORT**

### **CAMBRIDGESHIRE QUALITY PANEL**

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

**Scheme:** Cambridge Science Park Station and Interchange

**Date:** 17<sup>th</sup> June 2013

**Venue:** Shire Hall Room 128, Shire Hall, Cambridgeshire County Council,  
Cambridge

**Time:** 12:30-16:30 (includes site visit)

#### **Quality Panel Members**

Robin Nicholson (Chair)

David Prichard

Canda Smith

George Hazel

Lynne Sullivan

Simon Carne

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

Juliet Richardson (Cambridgeshire County Council)

Antony Proietti (Cambridgeshire County Council)

Judit Carballo (Cambridgeshire County Council)

#### **Local Authority Attendees**

Tim Watkins (Development Management Officer, Cambridgeshire County Council)

David Atkinson (County Planning, Minerals and Waste Business Manager, Cambridgeshire County Council)

John Pym (Senior Planning Officer, South Cambridgeshire District Council)

Bonnie Kwok (Senior Urban Designer, South Cambridgeshire District Council)

Mike Salter (Transport Assessment Manager, Cambridgeshire County Council)

Sophie Pain (Senior Planning Officer, Cambridge City Council)

Glen Richardson (Head of Urban Design, Cambridge City Council)

Ian Dyer (Lead Engineer Cambridgeshire County Council)

### **Applicant and Representatives**

Chris Poultney (Team Leader-Public Transport Projects, Cambridgeshire County Council)

Stan Doyle (Director, Atkins Global)

Quintin Doyle (Lead Architectural Designer, Atkins Global)

Duncan Whatmore (Urban Designer, Duncan Whatmore Urban Design & Architecture)

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

Architect/Designer Atkins Global

Developer Cambridgeshire County Council

Planning status Pre-determination

## **2. Overview**

The Cambridge Science Park Station and Interchange application proposes a new railway station, and an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links).

The proposed new railway station development will include a station building with passenger waiting facilities, toilets, a ticket office, retail floor space and amenity space. The development will also include two main line platforms and a bay platform with a footbridge (with lift) providing access over the main lines and operational sidings from the station building to the platforms. Other aspects to the development include car parking (approximately 450 spaces) and cycle parking, hard and soft landscaping and vehicular access from Cowley Road.

The development seeks to create an interchange facility providing access onto the wider public transport network. Chesterton Interchange will enable travellers to switch between all modes with access for pedestrians and cyclists, bus users, car drivers and passengers, and heavy rail users. The interchange will be linked into the existing guided 'Busway' network by a short length of new bus route to implement a longer section of busway, which has planning permission, but not yet built. As confirmed by Mark Prisk, Minister for Housing, the Government recognises the important role the creation of the new Cambridge Science Park Station will play in serving the development of Northstowe.

The site covers approximately 13 hectares and it is located within the ward of Milton. To the north of the proposed site lies industrial development on Cowley Road; former railway engineering depot sidings, an operational aggregates rail terminal and Cambridge Sewage Works. To the east of the site is the main West

Anglia main railway, and beyond the railway line gypsy and travellers' sites and land in industrial uses off Fen Road. To the west of the site is the St Johns Business Park and to the south of the site are the Nuffield Road allotments / Bramblefields Local Nature Reserve and wider residential area of East Chesterton.

An Area Action Plan (AAP) is currently being prepared, which will consider holistically the longer term development proposals for the Station and wider, surrounding area. South Cambridgeshire District Council and Cambridge City Council will be consulting on the AAP during the summer.

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

#### **Introduction**

The Panel were pleased to see the scheme at the pre-determination stage and welcomed the intention for the proposals to form part of a wider development area. The Panel considered this to be both an exciting and important scheme which had huge potential in terms of transport but also wider implications in terms of setting a high standard for the regeneration of this part of the city.

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter.

#### **Community**

The Panels comments on the community aspects of the scheme principally covered the site in relation to the wider area. The Panel noted that given the links to the main business centres to the north of the City the area has the potential to expand from being just a station to containing facilities for the wider community. The Panel therefore questioned whether the station was of the right size with the right level of facilities, and planned opportunities for expansion.

Given the importance of the wider context the Panel welcomed that an Area Action Plan (AAP) was being developed for the wider area and that this process

was being led by the local authorities, working collaboratively together to develop a shared vision.

The Panel considered that the AAP needs to envisage and anticipate how the site and wider area may evolve and highlight the tensions that may arise (e.g. the likely increase in land value to the east of the railway line). Currently there is a large number of Gypsy and Travellers' pitches located the east of the proposed railway station. Concerns over amenity issues such as the impact of noise and visual amenity on the nearby Gypsy and Traveller community were raised by SCDC officers at the meeting. Given the significant implications and pressures on the land to the east of the railway line, the Panel considered that this area should be included in any development proposals and assessment.

The Panel acknowledged the problems that smells from the sewage treatment works could cause to the site and looked forward to the modernisation of the facility.

### Connectivity

The Panel welcomed the proximity of the station to a number of key business areas in Cambridge, such as the Science Park, Business Park and St Johns Innovation Centre; and residential neighbourhoods such as Fen Ditton and Chesterton. Proximity to these areas gives a good opportunity for the site to maximise access to the station by sustainable modes of transport. The Panel also welcomed the potential for future railway connections with London, Ely, King's Ling and Birmingham.

However, the Panel considered that not enough work had been undertaken on where people were coming from and the links into the site, particularly from key areas such as the Science Park and from the south west of the site. They questioned whether this work has been done and if so how it can be best represented.

The Panel had concerns regarding the circulation of users and access across the site. For example:

- Bus stop – clarity required as to whether cyclists and buses were coming down the same road;
- Potential conflict between cyclists coming from the north and pedestrians using the ‘square’;
- Taxis and private cars – are they going to use the same drop-off point? If so need to make sure that enough space is provided to allow the traffic to move smoothly.
- Are there any plans to slow down specific users, using the landscape, when they are arriving at the train station?
- Concerns were raised over the lack of escalators in this large-scale railway station, as the proposals only include lifts, and how this could impact on accessibility within the station building and the platforms.

The Panel recommended that analysis is carried out, as part of the application, to provide details of; where people are coming from (and how), how they move around the site and the areas of potential conflict are minimised, and how these elements may change over time.

The Panel queried the nature of the bike storage and how it was going to be delivered. In particular the Panel questioned whether the bike sheds would incorporate double-stacking bike storage.

### Character

The Panel highlighted the significance of the scheme as a ‘gateway’ to Cambridge. For a number of people this will be their first impression of Cambridge and this part of the city. As such the character of the area is of great importance. However, the Panel considered that currently the scheme has not captured the magic of arriving in Cambridge. There needs to be more work undertaken on this aspect and a greater reference in the design to the local Cambridge and Science Park context reflected in the scheme (in terms of architecture and landscape).

The Panel liked a number of elements of the scheme design (including PVs on roof of cycle shed, links to history through the Game of Life proposals), but needed to know more regarding the evolution of the design process and what has shaped the design of the building.

The Panel noted that there was very little information provided on the inside of the building and challenged whether the experience/journey from departing a train to arriving outside the station building could be explained. This simple journey through the building needs to be celebrated.

The Panel acknowledged the functionality of the building design but considered the architecture to be quite stiff and uninspiring. The design work needs to reflect that the new station belongs to the 21<sup>st</sup> century. In particular the Panel considered that the site and building should be built to last and be able to evolve in the future. Considerations of future expansion are essential (e.g. leave room for future inclusion of an escalator rather than just lifts and stairs) and the Panel thought that the nature of the building design as it is could be problematic when designing future capacity.

The quality of the architecture helps define the space. The Panel considered that the outside areas need more enclosure as places are usually defined by their edges.

The design of the landscape elements of the site are critical and it is important that the landscape character matches the architecture in terms of it being logical, robust and maintainable. However, the Panel considered that the current geometry was wrong and that there were areas of land which will become eroded away due to people's desire lines. The Panel recommended that the landscape proposals were simplified in order to provide an improved design.

The Panel suggested that fun elements needed to be added to the proposals to make it a pleasurable experience. These could be small elements (e.g. levers at Boston station were used as an example) which add a sense of fun to the experience and at a low cost. In particular the Panel were interested in regards to what could be accommodated within the space at the front of the building which can help transform it into a 'place' e.g. innovative use of ticketing at the front of the building or replication of Game of Life design on pavement. There is

opportunity for hi-tech elements given the link to the neighbouring Science Park. These elements, which have the potential to be incorporated into art projects for the scheme, need to be investigated further.

Other comments that the Panel had on the character aspects of the scheme are as follows:

- Too much emphasis on the stair views, which needs to be illustrated;
- The proposed bridge between platforms should be more than just a link and the architecture (and structure) of this element of the scheme needs to be improved e.g. because this element terminates a vista;
- Question whether public toilets are located before entering the platforms?
- Is there protection/enclosure provided from those moving from the building to the bus stops?
- The Panel welcomed the incorporation of the 'Game of Life. However, need to ensure that it is made to work for the scheme rather than being controlled by it.
- How is the name of the scheme (Cambridge Science Park Station) reflected and represented? Links to signage/logo. How does this relate to the Science Park image?
- Less concern by 3-storey size of building or the impact on the land to the east.

### Climate

The Panel highlighted the importance of long life design and questioned whether the Station was self-sufficient in terms of energy use, and if not why? The Panel suggested that a clear, visual reminder of energy consumption would help focus attention as to how much energy was being used, which could be innovatively presented with possible links to public art proposals on site.

The Panel commented on the use of swales, which as well as providing sustainability benefits can also help provide landscape character.

#### **4. Conclusion**

The Panel acknowledged that this is a fantastic and intriguing project which is a huge opportunity to develop something important, that can be one of the Cambridge landmarks and gateway into the city. But it needs to be excellent to achieve this.

However, the Panel noted that the current designs do not yet show this. The design needs to improve to elevate the scheme about a normal train station, with the Panel believing that it would not be too onerous to make improvements to the design quality that would quite dramatically alter and improve the development.

The key issues raised by the Panel are highlighted below (these replicate the comments made in the main body of the report, further details of which can be found above):

- The station area needs to retain the ability to expand in the future and provide a range of community facilities;
- Good location in relation to key business and residential areas. However, further work required on links to the site, where people are coming from, and how this may change in the future;
- Concerns regarding circulation of users and access within the site; there are a number of areas of potential conflict. Further analysis required on this aspect;
- Greater reference and connection to local Cambridge and Science Park context within design of the scheme;
- More information required on design process;
- More information required on internal building design and the 'journeys' of those using the facility, demonstrating how the station design, e.g. through architectural language, built form, materials, etc., would help create a memorable experience for visitors;
- Design of building needs to improve (currently quite stiff and uninspiring) and reflect status as new station belonging to the 21<sup>st</sup> century;

- Station building needs to be built to last and be able to evolve and expand in the future (e.g. include enough space to introduce escalators if needed in the future);
- Outside areas need more sense of enclosure (places often being defined by their edges);
- Landscape design needs to be re-considered and simplified (designed around desire lines);
- Include 'fun' elements and make it a pleasurable experience (opportunity to link with hi-tech nature Science Park/incorporate as part of public art proposals). In particular, opportunity to use space in front of the buildings;
- Importance of long life design and self-sufficiency – visual reminder of energy use;
- Use of swales – no details. Important both in terms of sustainability and providing landscape character.

The Panel appreciated that a number of these elements may have already been undertaken; however, the presentation didn't fully cover all the aspects of the scheme.

The Panel considered that the importance of the scheme demands that the changes highlighted above are made and further work is undertaken.

The Panel noted that although this review was for the Station scheme it had a wider context and forms a larger area of development. The long term future implications need to be considered now to avoid creating any tensions and issues, which in the future become showstoppers. The Local Authorities need to be taking the lead in the long-term planning proposals for the wider area.

The Panel therefore welcomed the news that an AAP was going to be developed for the wider area and that Cambridge City Council and South Cambridgeshire District Council are working in partnership to develop this document. However, notwithstanding the concerns raised by the LPA regarding the existing use of land as gypsy and traveller sites (one of area's most significantly deprived

populations), the Panel suggested that the land to the east side of the railway line is included within any plans.

The Panel considered that the AAP needs to envisage and anticipate how the site and wider area may evolve and the tensions that may arise (e.g. with land to the east of the railway line). In the wider context the AAP will provide more direction of what type of place we would like to live in. Given the potential pressure on land to the east of the railway, now is the time to be considering the issues in regards to the wider area.

The Panel recognised that the area is going to be very popular once the Station is built, and the properties and surrounding land will increase in value. The Panel questioned whether there is any opportunity to capture this value to help fund further improvements to the area (e.g. relocation of sewage treatment works).

The Panel would welcome seeing the plans again, at a later stage, as part of the iterative design process. Ongoing Panel input is important and will help to refine and develop the proposals. The Panel would also encourage being consulted on the draft AAP for the area, in order to help ensure that the quality for the wider area is embedded as early as possible.

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# Agenda Item 5

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

**Report by:** Head of Planning Services

**Date:** 19 August 2015

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<b>Application Number</b>	15/0844/REM	<b>Agenda Item</b>	
<b>Date Received</b>	5 May 2015	<b>Officer</b>	Mark Parsons
<b>Target Date</b>	21 August 2015 (PPA)		
<b>Ward</b>	Trumpington		
<b>Site</b>	Parcels 8A and 8B 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 251 mixed tenure dwellings including 40% affordable housing, 967 sqm of retail floorspace, public open space, drainage and associated infrastructure on Parcels 8A and 8B of the Clay Farm development site.		
<b>Applicant</b>	Countryside Properties (UK) Ltd		
<b>Application Type</b>	Major	<b>Departure:</b>	No

The above application has been reported to the Joint Development Control 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) The scheme provides for both residential (including 40% affordable housing) and commercial uses that complement the mixed use, high density local centre.
<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 251 dwellings on parcels 8A & 8B (130 units and 121 respectively) situated centrally within the Clay Farm site. The applicant is Countryside Properties, developers of the nearby parcels 1B, 2 and 5 (known for marketing purposes as Aura) and the adjacent parcels 6 & 7 which received reserved matters approval in February 2015.
- 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 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 open to pedestrians.
- 0.3 Since July 2011 JDCC has granted reserved matters approval for all the residential parcels on the Clay Farm site save for parcels 8 and 9 which are both presented to this committee. In addition permission has been granted for the secondary school, Central Square and community centre. Implementation of these schemes is well underway. More recent permissions include 208 dwellings on Parcel 21 and 165 dwellings on parcels 6 & 7. There are around 589 occupations (May 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 and together the parcels cover an area of 2.57 hectares.
- 1.2 The site sits relatively central to the overall Clay Farm scheme close to the local centre, north of the Cambridge Busway route and is split either side

of the Spine Road with parcel 8A to the west and 8B to the east. To the north of parcel 8B is the site of the new secondary school and associated all weather pitch. Hobson's Square and the new Community Centre sit to the south of this site along with Parcel 21 (Quad, now known as 'Viridio'). To the west of Parcel 8A are the properties that front Foster Road/Paget Close which back onto the parcel.

- 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 is a reserved matters (access, appearance, landscaping, layout and scale) approval for 251 dwellings, including 40% (100) affordable homes, the remainder of the local centre retail units, public open space, roads, footways, cycleways and drainage infrastructure. The development would have an overall density of about 97 dwellings per hectare (gross). Storey heights across the parcels range from 2 storeys to 5 storeys.
- 2.2 The scheme is broken down into two parcels. Parcel 8A provides for 130 of the 251 units (63 private and 67 affordable units), and parcel 8B provides for the remaining 121 units (88 private and 33 affordable units). Of the units 84% of the properties are apartments, ranging from studio units to three bedroom units, with 16% of the properties proposed being 3 and 4 bedroom houses, which reflects the local centre, high density nature of the proposal.
- 2.3 The proposal also includes some retail units to be located within parcel 8B, on the ground floor fronting onto new public realm (Hobson's Walk), which extends the public square (Hobson's Square) north easterly. Four A1 units are proposed (ranging from 110sqm in size to 381sqm) of which the largest unit is envisaged to be a local convenience store, and one A3 unit (Restaurant/café) which measures 201sqm.
- 2.4 The proposal also includes complementary infrastructure in terms of access roads, bin stores, cycle spaces and open space. A new landscape square (Garden Square) is located within Parcel 8A, and a public realm area (Hobson's Walk). Car parking spaces are provided at a ratio of one space for one unit, save for the seven studio flats which are car free.
- 2.5 The application is accompanied by the following documents:
- Planning Statement
  - Design and Access statement (inc Design Code compliance statement)
  - Planting Schedule
  - Landscape Strategy
  - Specification for the Hard and Soft Landscape Works
  - BREEAM Ecology Report

- CfSH Ecology Report
- Ecological Conservation Management Plan
- Sustainability Statement
- Energy Assessment
- Noise Assessment
- Daylight and sunlight assessment
- Infrastructure statement
- Code for Sustainable homes pre assessment
- Demolition, Construction Noise and Vibration Impact Report
- Construction Environmental Management Plan
- Ventilation Statement (Non-domestic)

2.6 In addition to this Reserved Matters Application currently under consideration, a number of conditions that were applied to the outline approval have been submitted for determination in parallel. The information to discharge the conditions are included within the submitted drawings and within the suite of documents above. The conditions are:

- Condition 7 Design Code Compliance
- Condition 8 Materials
- Condition 10 Play provision
- Condition 14 Landscape design
- Condition 16 Landscape Management Plan
- Condition 19 Tree Survey
- Condition 26 Housing Tenure Plan
- Condition 27 Lifetime Homes
- Condition 31 Renewable Energy
- Condition 39 Surface Water Drainage Strategy
- Condition 42 Ecological Conservation Management Plan
- Condition 54 Cycle Parking
- Condition 55 Foul Water Drainage
- Condition 56 Levels
- Condition 59 Detailed Construction Method Statement
- Condition 60 Demolition, Construction noise and Vibration Impact Report
- Condition 61 Noise Report
- Condition 62 Noise from Plant
- Condition 63 Noise attenuation scheme
- Condition 65 Detailed Waste Management Plan
- Condition 68 Waste Storage

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

- Detailed design changes to overcome consultee comments
- Highway kerbs amended to enable tracking compliance
- Detailed changes to swale profile and tree pit detail
- Ownership plan for adoption purposes
- Maintenance requirements for CHP

- Note on affordable housing clustering
- Updated Demolition, Construction noise and Vibration Impact Report
- Updated Detailed Construction Method Statement

2.8 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



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**

Cambridge Southern Fringe Area Development Framework (January 2006)

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

### **External**

#### Cambridgeshire County Council

- 6.1 Holding objection based on need for applicant to apply to realign footpath no. 46 (east-west) and no.117 (north-south). An objection is made to the surface of 117 being hoggins rather than tarmac, and that the impact of the close proximity between existing fences and new boundary walls creating a tunnelling effect which will be uninviting. Request information on how superfast broadband will be provided.

#### *Comments on amended plans*

- 6.2 Addressing the concerns over the surfacing and drainage are welcomed, however there is still some concern over tunnelling of footpath 117, and discussions over the boundary treatment to those properties need to be discussed.

#### Highways & Transportation

- 6.3 Following extensive pre-application consultations the layout and extent of adopted public highway is acceptable to the Highway Authority.

#### Architectural Liaison Officer

- 6.4 In general the scheme is acceptable and initial pre-application concerns have been dealt with. Practical issues over the gate required to limit access to the podium garden between East blocks A, B and C need to be worked through.

The affordable blocks have through the door delivery to each apartment with their managed blocks, which goes against Secured by Design policy. External mailboxes should be incorporated to resolve this issue.

#### *Comments on amended plans*

- 6.5 The issues previously raised have been resolved through the amended plans. A through the wall mail delivery has been introduced, and access to the podium area has been resolved.

#### Fire and Rescue Services

- 6.6 Request condition requiring provision of fire hydrants.

#### Natural England

- 6.7 The proposal is unlikely to affect any statutorily protected sites or landscapes and Natural England's standing advice should be applied with regard to protected species.

#### County Council as Lead Flood Authority

- 6.8 The applicant has met the requirements of the NPPF, and has demonstrated that surface water can be dealt with on site by using sustainable drainage techniques, and is therefore acceptable to the County Council.

#### **Internal**

#### Strategic Housing

- 6.9 The overall percentage of affordable housing is 40%. Although there is a split with 51% on parcel 8A and 27% on 8B, this is acceptable. Strategic Housing accept the housing unit mix and discussions are still required as to the tenure split.

The cluster size on parcel 8B is beyond the requirement of 25 units, however as this is a flatted high density site, it is harder to distribute.

#### *Comments on additional justification provided*

- 6.10 Although the clustering exceeds guidance, there are many factors which make satisfying policy requirements difficult in this particular instance, therefore given the exception circumstances for this parcel on a larger site that has otherwise met the clustering policy; the clustering is, in this instance acceptable.

#### Sustainability Officer

- 6.11 All of the measures proposed in respect of sustainable design and construction are fully supported. Code pre-assessments show that even the worst performing units for both the market and affordable units are capable of achieving code level 4. BREEAM excellent is being achieved for the non-residential floorspace.

Two technologies are being utilised in order to meet policy 8/16. Photovoltaic panels are being provided, along with communal heating system driven by gas fired Combined Heat and Power (CHP) on the high density apartments in parcel 8B. This represents a 27.26% reduction in

carbon emissions through the use of renewable and low carbon energy, exceeding the policy stipulation.

*Comments on amended plans*

- 6.12 A note with regard to CHP management has now been provided and as such the proposal are acceptable and condition 31 of the outline consent can be fully discharged.

Environmental Health

- 6.13 No objection to the proposal subject to comments on the following issues:

*Construction/demolition:* Comments on these issues have been provided pursuant to the parallel applications for condition discharge.

*Noise:* Discharge applications have been submitted for conditions 61 and 63 (noise insulation scheme) Annex C of the assessment predicts that mechanical ventilation will be required in some instances to achieve the levels in the recommended British Standard. This strategy is acceptable in principle, but will require careful consideration.

The site is adjacent to the sports pitches associated with the secondary school. The all-weather pitch is limited in terms of hours of use by condition (0800-2200hrs Monday to Saturday and 0900-1900hrs Sundays and Bank Holidays). An alternative method of ventilation and higher specification glazing may be required in these instances as well as careful orientation of rooms.

In relation to the adjacent community facility there is no impact demonstrated in terms of noise and is therefore acceptable in this respect. In terms of impact from commercial uses hours of use and delivery hours should be conditioned. A condition is suggested to deal with potential odour/fume impact from commercial uses.

*Contaminated Land:* This is subject to a parallel planning condition submission. Some additional ground gas monitoring is required as part of additional works on site.

Landscape (including comments from Streets and Open Spaces)

- 6.14 The proposals are generally acceptable however there are a number of issues that need resolving through amended plans, or should be subject to planning conditions.

The issues that need attention through amendments to the application include the detail of the Water Meadow design, a slight amendment to the adoption plan, revisions to the protect planting against refuse lorry overruns, swale sections, tree pit details, tree specifications and paving specifications.

The Streets and Open Spaces team require a small strip of grass to be transferred to home ownership, and require the inclusion of a retracting bollard in one location to prevent unauthorised parking in one location. The team support the current proposals for play arrangement and equipment.

*Comments on amended plans*

- 6.15 Water Meadow detail should still be conditioned, and there is a minor issue to resolve with regard to metal edging around the tree pits which needs to be looked at. The adoption drawing needs to be consistent with the text provided (text is acceptable). Other than this, the amendments address previous concerns.

Drainage

- 6.16 The proposed surface water drainage strategy is in accordance with the site wide surface water drainage strategy and provides the required level of attenuation. The use of permeable paving in non-adopted areas, the use of green roofs, swales and a wetland are all supported. There is a proposal to de-culvert an existing surface water drainage pipe and this represents best practice as it will enable a level of treatment for the water prior to it entering Hobson's Brook. The application as a whole is therefore supported.

However, there is a level of concern around the final details of the wet meadow and would recommend that a condition is attached to any permission granted that requests the submission of further details of this area of the development.

*Comments on amended plans*

- 6.17 Clarity is required with regard to the levels on the adjacent parcels and how this proposal meets up with those approved levels. The plans submitted pursuant to condition 56 (levels) are unclear.

Biodiversity Officer

- 6.18 The Ecological Conservation Management Plan accords with the objectives approved as part of the site wide plan. A condition is suggested in relation to the protection of badgers, and further information is requested over the bird and bat boxes proposed.

Cycling and Walking Officer

- 6.19 The cycle route to the north of Parcel 8A is 4.2m and should be segregated so that pedestrians and cyclists avoid conflict. Different coloured surface and/or materials could be used. The path along the Western edge should be a bound surface (not hoggins).

Visitor cycle parking should be provided for blocks near the main entrance and staff parking (for commercial units) should be covered and secure. It is

disappointing that high capacity racks are being used which can be difficult to lock.

### Urban Design

- 6.20 The urban design team have been involved in pre-application discussions. The scheme is compliant with the parameter plans approved at the outline stage (save for the need to make a minor amendment to the land use parameter plan), and complies with the design code for the site.

The proposals will create a contemporary and well considered completion of the local centre and will complement the adjacent parcels, such as Quad, in design terms. The elevations and materials tie into the emerging palette across the site. One small change is suggested (addition of a recessed panel or textured brick) to help relieve the blankness of one elevation.

The proposal in terms of daylight and sunlight performs significantly better than good practice, although some properties with north facing gardens fall short of the BRE guidelines for sunlight to amenity space, however given the constraints of the scheme and the dense nature of the proposal on balance this is considered acceptable.

### *Comments on amended plans*

- 6.21 Buff profiled panel bricks have been inserted to help relieve the blankness of one elevation and as such the application is fully supported.

### Waste

- 6.22 The majority of the scheme looks acceptable in terms of waste provision, there are however so errors in the calculations for bin provision which needs to be addressed. The loading bay for the commercial units needs to be built to adoptable standard (if it is not to be adopted) and there is not a necessity for doors for the bin stores. Bin stores for flats need to have lockable doors and the route for four wheeled bins needs to be over level ground with dropped kerbs.

### Access Officer

- 6.23 The garage for the affordable unit needs to be as high as possible as many vehicles for disabled people are tall. The main bathroom should have a shower, not a bath so the layout needs to be amended. 5% of parking spaces should be marked for blue badge holders. There is no mention of that these properties are lifetime homes, and 25% should be identified.

### Cambridgeshire Quality Panel

- 6.24 The Panel was broadly supportive of the proposals and in particular praised the incorporation of space to allow a strong landscape and the

provision of generous play areas and informal routes across the development. The full report is reproduced in appendix C at the end of this report

## **7. NEIGHBOUR REPRESENTATIONS**

- 7.1 The application has been publicised with five site notices, a press advertisement and 137 neighbour letters. 2 representations have been received from the following addresses

Whitlock's, High St Trumpington  
124 Foster Road

The objections can be summarised as

- No objection to the proposal but the Public Rights of Way should remain open/be maintained during construction.
- There is concern that the green pathway will be removed from its current use.
  - It is important for public access and cycling and will be too narrow.
  - Access to property will no longer be available.
  - Biodiversity value is important and should be maintained for habitat especially in relation to hedgehogs.
  - This area is also a bat run.
- It is understood that the developers need a variation order to use the green path for an alternative use and that people will be consulted.
- Impact on the adjacent chicken plots from the increased population.
- Housing design should be carbon neutral.

In addition to this comments from two organisations have been received.

### **Trumpington Residents Association**

Object to the proposal as the four properties nearest to Foster Road are too close to those properties, the path and will compromise use of that path as a green corridor by people and wildlife. Other than that issue the plans are welcomed.

A condition should be imposed to ensure that the link from Paget Rd to the busway is open during construction.

### **Cambridge Past, Present and Future**

Support the principle of the development however there are concerns that the flat-roofed rectangular blocks have become predominant and created a new Cambridge vernacular and that new residential areas would best serve their residents if there was more of a diversity of design.

In the context of this application we accept that the plans are thorough and that adequate green space and retail space has been provided.

## **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
3. Compliance with Design Code
4. Design
5. Landscape, Ecology and Open Space
6. Play Provision and Public Art
7. Drainage and Flood Risk
8. Management and Maintenance of Public Realm
9. Public Rights of Way
10. Residential Amenity
11. Housing Mix and Typology
12. Accessibility and Lifetime Homes
13. Sustainable Design
14. Transport Impact, Car and cycle Parking
15. Waste and recycling
16. Construction Management
17. Other Issues
18. Conditions Submitted in Parallel

### **Principle of Development**

8.2 The principle of residential development on the wider site, and commercial development within the local centre area 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 and associated design code then it is acceptable in principle.

8.3 All strategic impacts of this proposal such as impact on the surrounding transport network, impact on open space, sports facilities, education and health facilities were assessed previously and mitigation provided for through the wider development on site and/or off site provision through the Section 106 agreement.

### **Compliance with Parameter Plans**

8.4 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.

8.5 Land Use parameter plan (PP1): The parameter plan identifies parcels 8a and 8b as being within the 'Residential envelope' apart from the space

either side of the spine road which also includes the 'mixed use Local Centre'. Through the detailed design of parcel 8b, in order to add vitality and activity to the local centre the public realm has been extended out towards the north west of the mixed use area resulting in local centre uses within the purely residential area.

- 8.6 To overcome this conflict with the parameter plan the applicants submitted a Non-Material Application (NMA) contemporaneously with his application to ensure that the reserved matters application is in conformity with parameter plan 01. This NMA (ref 15/0973//NMA) does not seek to add any additional commercial floorspace, or residential units to that already consented, but merely extends where the local centre uses within the site can be accommodated. As this impact has no bearing outside the site and does not identify any issues that haven't already been assessed through the environmental statement at the outline stage, the NMA has been approved (9 July 2015) and as such, the proposal subject to this application is compliant with the updated parameter plan 01 (drawing number 8\_A\_S600 Rev 00).
- 8.7 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. To the north of the parcels, but within the red line of this application is footpath 47 which links Foster Road with the busway. The design of this link needs to therefore be assessed as part of this application.
- 8.8 Landscape parameter plan (PP3): the parameter plan identifies that the spine road is tree lined running through the centre of these two parcels. This road is built and is largely unaffected by this reserved matters application. It also identifies an area of public open space to the south west of parcel 8B which is the approved Hobson's Square.
- 8.9 The green corridor running east/west to the north of both of these parcels linking Foster Road with the busway is included within the red line of this application and therefore needs to be assessed to ensure it is adequate in design terms.
- 8.10 Density parameter plan (PP4): the parameter plan requires development of the parcels at a density of between 70 and 110 dwellings per hectare. This is the highest density on the site, reflecting the sustainable nature of the local centre and proximity to transport nodes. The reserved matters application proposes a development at 97 dwellings per hectare (gross density for the parcels with the Green Corridor excluded) which is in accordance with the outline requirements.
- 8.11 Building heights parameter plan (PP5): the parameter plan controls the upper and lower heights of buildings across the development. Along the spine road heights are controlled at 3-5 storeys, with 2-4 storeys spanning to the east covering the rest of parcel 8B, and spanning west within parcel 8A. There is a strip of development limited to 1.5-3 storeys adjacent to the

Foster Road properties. The application complies with the heights specified in the parameter plan.

- 8.12 Urban design Framework parameter plan (PP6): the parameter plan requires primary frontages that face the spine road, the green corridor and the busway, and requires that there are buildings that assist legibility within the site and buildings as well as landmark buildings to the north east and North West of Parcel 8B. As discussed in more detail below the proposal provides strong frontages to the edges of the parcels and complies with the parameter plan.
- 8.13 In summary, it is considered that the proposal complies with the six parameter plans.

### **Compliance with Design Code**

- 8.14 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.
- 8.15 The proposed development lies relatively central to the site and forms part of the Hobson's Square character area which sits at the heart of the development. The character area includes the commercial area with local shops and service outlets and is the focal point for public transport. Parcel 8B sits wholly within the 'Mid Brook' sub character area, with Parcel 8A being split between this sub character area and 'Trumpington Edge'.
- 8.16 Overall the scheme is compliant with the approved design code. A variation to the block layout for Parcel 8B is proposed with a new route 'Hobson's Walk' proposed that subdivides the parcel and provides a more direct connection with Hobson's Square. A 'tertiary lane' has been deleted along the south-eastern boundary because vehicle circulation routes have been rationalised. The design code contains wording that allows for flexibility in the alignment of streets and the principle of downgrading vehicular routes has been previously agreed on other Clay Farm parcels.
- 8.17 These changes were subject to detailed discussion at the pre-application stage and supported in design terms because they improve the connectivity in this part of the development and the new routes helps to moderate the overall scale and massing approach on the Parcel 8B adjacent to the Green Corridor. Overall the proposals are considered to be compliant with the mandatory elements of the code.
- 8.18 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 in Appendix B.

### **Design**

- 8.19 The height and massing follows the direction of the design code and parameter plans with 5 storey buildings facing the spine road and helping enclose the public realm around Hobson's Square. The buildings then drop down to a range of 4 and 3 storey buildings fronting the busway, the green corridor and surrounding the new green square within parcel 8A.
- 8.20 The western end of parcel 8A, which moves into a different character area, and requires reduced heights drops down to predominantly two stories with some three storey properties at the northern and southern ends away from the Foster Road properties.
- 8.21 The layout of the properties and block structure is influenced by the design code and parameter plans. The strategic access routes are accommodated within the design, and the proposal connects seamlessly with the existing spine road. Permeability and legibility is successfully achieved within the proposed scheme and the street hierarchy is reinforced through the building typologies and heights.
- 8.22 The requirement for height in this central location lends itself to flats, which ensures that the density parameter plan can be met. The flatted properties within parcel 8B are arranged in blocks, around a podium, under which the car parking is contained and hidden from public view. A podium is also used with the flats towards the eastern end of parcel 8A. Towards the western end of the proposal the plots are predominantly dwellings with on-plot provision of car parking.
- 8.23 The layout has been well considered in enabling a good level of access into properties from the public realm. This enables convenience for residents and ensures that there is adequate activation and surveillance of the street. Where properties are situated on the ground floor a good level of defensible space has been provided between the footpath/street and the ground floor property.
- 8.24 Buildings are arranged to provide good surveillance of the proposed streets with fronts orientated to face other fronts and back orientated to secure rear gardens.
- 8.25 The elevational detailing is contemporary in nature and is of a style that complements the rest of the clay farm development, but which takes a bespoke architectural response to these particular site constraints and the need to comply with the parameter plans and character area set within the design code.
- 8.26 The materials for these parcels are simple and controlled in order to help with the change in scale and density across the parcels. The proposal seeks to draw reference from adjoining parcels to provide continuity, but at the same time provide some identity of its own. Some profiled edging of brickwork, (projecting every second course) for the apartment blocks along the Spine Road will accentuate building features and add interest. A differing brick will be used for the internal courtyards. The houses to the

west of the proposal will use a buff brick (the same brick as parcels 6 and 7) to the north.

- 8.27 Parcel 8a contains the final buildings in the sequence of white rendered 'marker buildings' that help to terminate views and 'way mark' the more informal pedestrian and cycle route from Parcel 1b through Parcels 6 and 7 and terminating in Parcel 8a.

*Cambridgeshire Quality panel review*

- 8.28 The emerging proposals were considered by the Cambridgeshire Quality Panel in September 2014 and Feb 2015. The most recent Panel report is attached in 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:* 'Calm down' the materials further with special reference to the finger blocks.

Response: Following CQP review, the design team rationalised the elevations to create a less fussy appearance that still recognise key corners and views through the proposed development.

*Issue 2:* Provide whole site sections for discussion to allow a better understanding of levels.

Response: A levels condition (Condition 56) of the outline permission has been submitted contemporaneously with this application. Through this condition the levels from this parcel will need to adhere to those adjacent parcels with extant consent. Sections of the buildings have been provided in the detailed plans.

*Issue 3:* Very supportive of the relationship to the QUAD scheme but the south west corner needs to be resolved.

Response: This related to the need to provide a through route to the adjacent QUAD scheme. The scheme now allows this circulation.

*Issue 4:* Bike storage should be useable

Response: A review of the cycle storage for all units and commercial properties has been considered and assessed by the council's cycling and walking officer. More information is provided in paragraph 8.103 below

- 8.29 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 earlier comments.

- 8.30 Comments from Cambridge Past, Present and Future are noted, and the predominant form of buildings on Clay Farm (and some other fringe sites) has come forward in a contemporary form with flat roofs. This is a

reflection of current architectural style, using modern materials and building techniques as well as integrating the need to achieve sustainable living. The buildings do however offer many different typologies, and sizes within this architectural style enabling variety of living for future residents.

#### *Secure by design*

- 8.31 Positive comments have been received from the architectural liaison officer, and following the receipt of the amended plans all concerns have been addressed. The scheme is very positive in terms of engaging with the public realm and provides good surveillance over the streets. Fenestration is provided to overlook both public footpaths within the scheme.
- 8.32 Details of how letterboxes are dealt with within the scheme have been provided within the design and access statement which identify letterboxes to be integrated with the main external door entry system (i.e externally accessible letterboxes). The amended information now confirms that this will be the case for both private and affordable apartment blocks. A concierge service is provided within the ground floor of the north eastern block of parcel 8B to allow parcel delivery. All houses will have individual letterboxes.

#### *Conclusion*

- 8.33 Officers consider that the design of these parcels are well considered and respect the constraints of the site. Urban Design Officers have been party to discussions at the pre-application stage and the Cambridgeshire Quality Panel are supportive of the proposal. It is therefore considered that the proposal complies with policies 3/11 and 3/12 of the Cambridge Local Plan 2006.

#### **Landscaping, Ecology and Open Space**

- 8.34 The proposed scheme incorporates a series of public spaces which will be legible for pedestrians and cyclists to move through the site with ease. Surfacing materials within the development parcels will be designed to restrict vehicles to low speeds.
- 8.35 The green corridor provides a key structural link from Trumpington to the west to the busway, Secondary School and Addenbrooke's to the east, linking in with adjacent parcels and the local centre. The space comprises a cycleway with hedge features, swales and wetland at various points.
- 8.36 Parcel 8A benefits from a new garden square in the heart of the parcel, this space will be overlooked on all four sides and has a lawn area, tree planting, with a pedestrian and cycle space through connecting the existing residential development to the west to the community centre/Hobson's Square through direct means. The space provides good defensible planting in front of the properties facing the garden area, a good level of seating, and a play space in the centre ensuring that the space can be used by a variety of people.

- 8.37 Courtyard character has been considered and appropriate landscaping is provided for within the courtyards both within the western and eastern courtyards. These spaces provide a variety of landscape with pergolas, seating, lawn area as well as a perimeter hedge. The eastern courtyard site on a podium level above the ground floor car parking and has been designed as such. The podium landscaping for the far eastern block (Hobson's Walk Block) has been carefully designed to provide swathes of loose planting which weave through the garden and provide a gentle terrace downhill towards a lawn area adjacent the busway. A wetland area is situated at the northwestern tip of parcel 8B as the site links to the busway.
- 8.38 Hobson's Walk is an extension of the civic space forming a strong connection with Hobson's Square. The same materials will be used on the ground with planting central to the linear space allowing room for spill out seating. The space will be surrounded by commercial uses with a route through which links to the busway. Servicing areas are marked out using materials and patterns to strike the balance of blending in when not being used, but allowing for space when they are.

*Biodiversity and ecology*

- 8.39 An ecological conservation management plan has been submitted with the application pursuant to condition 42 of the outline consent. This strategy should fit into the site wide plan approved through condition 41 of the outline approval. The plan sets out the existing baseline conditions of the site and then goes onto look at the management objectives for the site.
- 8.40 The submitted strategy aims to maximise the ecological value of the green space proposed, using the amenity grassland, wildflower meadow area, shrub and herbaceous, new hedgerow, rain gardens and trees to benefit ecology and wildlife. Proposed swales will also help provide valuable green infrastructure connecting open spaces.
- 8.41 Bat and Bird boxes are proposed, and are integrated within the proposed buildings. These are a combination of sparrow terraces, open fronted bird boxes, bat shelters and bat tubes. In response to the representation citing the public footpath as a bat run, it should be noted that bat shelters are proposed along the western boundary of the application.
- 8.42 Landscape officers are supportive of the proposed landscape scheme, save for two elements that remain. The first is the detail of the water meadow, where the design detail has not progressed to a level that is acceptable and further information is required before it can be fully supported. The second is where questions still remain over whether the tree pits are 'buildable' in the current drawings. A condition has therefore been suggested for the first aspect to approve the detail at a later date, and an informative for the second point to draw to the applicant's attention the need to use the appropriate detailing for the manufacturer's specification to ensure they are built correctly. These tree pits will not be

adopted by the city council and will be part of the block management company. With the condition suggested the proposal is compliant with Local Plan Policy 3/11.

### **Play Provision and Public Art**

- 8.43 In terms of play provision, the approved play strategy does not necessarily require play space to be provided within this parcel, nor is this an area identified for public art provision. Notwithstanding this, play provision has been provided for in the new residential square and the play provision has been identified within the landscape strategy (Standing Carousel, Balance Blocks, Twin Swing and Rotating Beam). These aspects are supported by the street and open space team who will adopt this play area. No public art is provided within this scheme which is in accordance with the site wide strategy.

### **Drainage and Flood Risk**

- 8.44 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.
- 8.45 The proposed development incorporates a variety of sustainable drainage techniques such as Green roofs being used on some roofs, along with the use of permeable paving where possible. Attenuation in pond and swales have also been used and integrated into the design of the landscape.
- 8.46 Overall it is considered that the proposals to manage surface water for these parcels are well integrated into the landscape/building fabric, and manage water as close to source as possible improving the quality of water as well as ensuring that the required run off rate is achieved it is therefore compliant with national policy in this respect. Details with regard to levels have been amended and are now considered acceptable with regard to the interfaces of the adjacent parcels.

### **Management and Maintenance of Public Realm**

- 8.47 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 and strategic cycle link	Cambridgeshire County Council
Public open space	Cambridge City Council
Affordable housing including associated parking courts	Housing Association
Parking courts, non-adoptable highways and Hobson's Walk public	Private residential management company

realm	
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.

- 8.48 The maintenance contribution for those areas to be transferred to the City Council is secured by the S106 agreement approved with the outline permission. There is one element of the adoption plan which should be removed from the City Council's 'area' and put within the ownership of the block management. A condition has been suggested to secure this change.

### **Public Rights of Way**

- 8.49 There are two public rights of way in the vicinity of this parcel that needs to be considered in terms of this application. The first is Public Footpath no.46 which runs to the north of the two parcels linking Foster Road with the busway. The second is Public Footpath no.117 which runs along the western edge of the parcel linking footpath 46 to the allotments south of parcel 21 (Quad).

#### *Public footpath 46*

- 8.50 Footpath 46 is integrated into this proposal and forms part of the green corridor to the north of this proposal, it does however divert from the legal line and therefore an application from the development (under section 257 of the Town and Country Planning Act 1990) is required. This would be a separate process to this planning application and would be open for public comment. There cannot therefore be any guarantee over the success of that application.
- 8.51 Looking at the planning considerations solely, the footpath varies in width along the proposal. Along the north of parcel 8A the width is 4.2m wide (1.7m for pedestrians and 2.5m for cyclists, with a flush kerb marking the segregation). The second section of the footpath (between 8B and the Secondary School) is a shared path 3m wide which then leads into a small 'chicane' onto the busway .
- 8.52 The reduced width has been accepted by the highway authority and the cycling and walking officer given the constraints of the existing ditch to the north, and the necessity of a swale to the south, reducing the width in the middle. There is a road to the south of the swale that will offer an alternative path for users to access the local centre.

#### *Public Footpath 117*

- 8.53 The existing public footpath runs along the western edge of Parcel 8A and Parcel 21, it forms a link from FP46 to the allotments. The public footpath

is currently 3m wide, but is situated 2m from the boundary of the neighbouring properties.

- 8.54 Through this proposal the applicant proposes to keep the 3m width, but move this over to the edge of the site abutting the back of the Foster Rd/Paget Close properties. This means that an application to move the footpath will need to be made similar to that identified above in respect of footpath 46.
- 8.55 The proposed dwellings along the western edge will be developed up to the eastern edge of the new footpath location (i.e. 3m from the boundary of existing properties) and will present their end gable elevation and boundary fence to the footpath. The County have indicated that they are concerned over the tunnelling effect of having boundaries both sides of the footpath and have suggested that this may need to be looked at in assessing the application for the movement of the public right of way.
- 8.56 The public right of way is currently open, and this will change through this application where two development 'blocks' will add lengths (50m and 40m) of the footpath where either gable elevations or boundary walls will be hard up against the footpath. A 15m section of open land breaks up the two sections of enclosure. It should be noted that the existing properties on Paget Close and Foster Rd have a variety of fence types, many low lying. While this will retain some openness they could erect a fence in the future which would provide 'tunneling'.
- 8.57 In terms of assessing this planning application it is considered that the public right of way will still be operational and of adequate width. The Architectural Liaison Officer has not raised objection to the impact on the footpath which benefits from overlooking from the new residential properties. The County Council have indicated that they may look to minimise the height of the garden walls of the new properties, and perhaps include trellis fencing to avoid enclosure. A condition is suggested for the detail of these boundary walls to be submitted and approved prior to commencement of those units to ensure that anything agreed through the footpath application can be formalised with any planning consent also.
- 8.58 The material of the footpath has been amended to asphalt with chippings following previous concerns over the hoggin proposed, and drainage concerns have been clarified.
- 8.59 Neighbour comments raise concern that any change to the footpath will impact the corridor in terms of ecology, habitat and will be too narrow for cyclists and pedestrians. There is no doubt that the existing situation which is an open footpath on the edge of a field will be lessened in terms of habitat and ecology, however within any new development this must be seen within a wider strategic context, having regard to the principles established by the outline permission (see para 8.39 to 8.41 above).

### **Residential Amenity**

### *Impact on existing residents*

- 8.60 The proposals for the most part do not impact upon existing residents as the parcels are set at a distance from existing residents. There are however some proposed dwellings situated towards the west of the development that need to be assessed in respect of the Paget Close properties which back onto the site.
- 8.61 The properties in Paget Close have 18 metre back gardens, beyond this, the application provides for a further 3 metres of separation (public right of way). The orientation of the proposed dwellings has been turned 90 degrees and presents the end (longest) gable elevation to the existing properties. To minimise overbearing impact from the properties however, the nearest dwellings have been staggered to open up views from the properties that have the smallest gardens. The proposed dwellings are two storeys high and have a flat roof resulting in a low slung property (6.75m to 7m high) that will minimise the impact on neighbouring properties. Given the height of the proposed properties and their distance to existing properties, siting and orientation it is considered that any impact is minimal and amenity of existing properties is adequately protected.
- 8.62 In terms of overlooking, windows within the proposed dwellings at first floor level are in some instances bedroom windows which overlook the gardens of Paget Close properties. The staggering of the buildings means that the vast majority of these windows are not habitable rooms or do not directly overlook garden areas. The one exception to this is the end unit of the second set of four properties from the north (plot 8A-005) where two bedroom windows and one corner window overlook the garden area of the Paget Close property. It is considered that this relationship is too direct at the distances involved and that a condition should be imposed to obscure glaze the window up to 1.7m in height which will allow views out of the window upwards but obscure direct views into the garden. The window should be limited in terms of how far it can be opened. With the imposition of this condition it is considered that the relationship with neighbouring properties is acceptable.
- 8.63 As the scheme moves south gardens associated with Foster Road properties are around 45 metres long. A similar gable end for two properties are presented to these gardens, however for the same reasons as above the impact on these properties in terms of overbearing is acceptable and will not harm the amenity of the existing residents. Although there are direct windows the length of gardens means that sensitive areas of gardens are not overlooked and the proposed layout is acceptable.

### *Impact on adjacent parcels*

- 8.64 The proposed parcels sit adjacent to parcel 7 to the north and 21 to the south. The outward facing nature of these parcels means that the relationships with neighbouring parcels are front to front and across an

element of public realm, either a road or the green corridor. The relation is therefore acceptable.

#### *Future residents*

- 8.65 A daylight and sunlight assessment has been submitted for the proposals. This assessment has been made using the BRE good practice guidance 'BRE Site layout planning for daylight and sunlight.
- 8.66 The conclusion to the assessment is that the development proposals generally perform significantly better than the good practice recommendations. As identified within the report, 86% of kitchens pass the kitchen criteria, 99% of all units pass the living space criteria and 100% of all units pass the bedroom criteria. Given density requirements on these parcels and the development form, the results are considered to be acceptable in design terms
- 8.67 An assessment has been undertaken to analyse the shadowing of proposed amenity spaces for future occupants. BRE guidelines recommend that amenity spaces receive a minimum of 2 hours of sunlight on the 21<sup>st</sup> March to achieve good practice. The assessment reveals that a number of north facing gardens fall short of the guidelines. Given the orientation of blocks, and the benefits that this orientation has in helping to moderate the scale and massing of the scheme from neighbouring properties on Paget Close (see above), it is not considered possible to re-orientate blocks. The conclusion to the overshadowing section of the submitted report is that this is acceptable given the more urban nature of the scheme generated by the required density parameter. This conclusion is supported by officers.

#### *Noise from adjacent uses*

- 8.68 Conditions on the outline consent (conditions 61, 62 and 63) require that information is provided prior to the commencement of development with regard to assessing and mitigating any impact from adjacent road noise and/or non-residential uses. In this context noise from the adjacent all weather pitch at the school, and the commercial units in the local centre need to be assessed.
- 8.69 Environmental Health officers consider that in relation to those units facing the school, further work on noise impact is required before the condition can be discharged. If necessary (the noise report may yet conclude it is not required) some mechanical ventilation will be required to provide an alternative means of ventilation for some rooms facing the sports pitch. This can be provided within an area to the side of the window void and can be easily integrated into the design with minimal visual impact. Therefore given that there will be little impact on the elevations if the mitigation is needed it is considered that the application can be approved ahead of final determination of the condition (which must be determined prior to commencement).

- 8.70 The apartments which face onto Hobson's Walk will experience greater noise from general comings and goings of people in the local centre than residents elsewhere on the site. To some extent this is to be expected, and is acceptable provided that the loss of amenity is not so great that it harmful. Key to this will be limiting the hours that the uses within the local centre can operate as well as deliveries to and from these units.
- 8.71 Environmental Health Officers have suggested the following hours of use to be conditioned.

Use	Mon-Sat Opening	Sunday and Public Holidays Opening
<b>A1 Use (excluding convenience store)</b>	0800-1800 hrs	0900-1700 hrs
<b>A3 Use</b>	0700-2300 hrs Mon-Friday 0700-0000hrs Sat	0800-2200 hrs
<b>A1 convenience store</b>	0700-2300 hrs	0800-2200 hrs
<b>Deliveries for all the above (No HGVs)</b>	0700- 2100 hrs	0900- 1300 hrs

- 8.72 Subject to the conditions identified in the sections above it is considered that the amenity for both existing and future occupiers is acceptable and complies with local plan policies 3/4 and 4/13.

### Housing Mix and Typology

- 8.73 The 251 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*

	Total	Private	Affordable	Affordable Mix (%)
<u>Apartments</u>				
Studio	7	7	0	0
1 Bed	62	38	24	39
2 Bed	125	65	60	48
3 Bed	15	15	0	0
<b>Total Apartments</b>	<b>209</b>	<b>125</b>	<b>84</b>	<b>40</b>
<u>Houses</u>				
3 Bed	20	11	9	45
4 Bed	22	15	7	32
<b>Total Houses</b>	<b>42</b>	<b>26</b>	<b>16</b>	<b>38</b>
<b>Total</b>	<b>251</b>	<b>151</b>	<b>100</b>	<b>40*</b>

\* rounded up from 39.84%

- 8.74 The S106 accompanying the outline application gave an indicative mix of 60/40% in terms of houses and flats mix, however the S106 excluded the central 'high density' area where this would be difficult to achieve. The proportion of flats and houses within this parcel for affordable units are in proportion to those for market sale and is supported by the housing team.

#### *Percentage of affordable housing*

- 8.75 The percentage of affordable housing on this parcel is slightly under the 40 percent. Parcels have come forward with slightly above or below 40% figures across the site, as numbers cannot always be rounded exactly. Across the entire site the number of affordable units for extant permissions and current submissions under consideration (parcel 9A and 9B) is as follows:

For developer parcels only

Total Dwellings approved for developer parcels (assuming approval of parcels 8 and 9)	1937
Total affordable housing units	775
% of affordable housing site wide	40.01%

- 8.76 It can be seen that overall the percentage of affordable housing, although marginally below the 40% on this parcel still achieves the 40% across the entire site in accordance with the Section 106 agreement and local plan policy 5/5.

#### *Tenure Split*

- 8.77 This development has proposed the affordable housing tenure split as 75% social rented and 25% intermediate. This meets the requirements of the S106 agreement. At this stage the developer has not selected a registered housing provider however it would be expected that the approved Registered Provider would carry forward the plans, tenure mix and housing mix approved as part of this application.

#### *Clustering*

- 8.78 The clustering of parcel 8 has been the subject of much consideration. The affordable housing SPD sets out guidance on clustering with the recommended size of clusters of between 6 and 25 units. The proposal for clustering on the western part of the site meets this requirement with a cluster of 16 houses, and a separate cluster of 10 flats. Furthermore when placed alongside the adjacent parcel (Parcel 21) it abuts private units ensuring that the clustering guidance is adhered to.
- 8.79 The affordable units either side of the spine road do however exceed the guidance. Crudely there are 74 units clustered together, 41 to the west of

the spine road, and 33 to the east. However when the design is looked at in more detail there are a number of factors that the applicant has highlighted which they consider allow an exception to the guidance.

- 8.80 The parcel is proposed at a high density, as per the parameter plan guidance, this automatically means that there are a high number of units in a small area which makes clustering harder. This parcel is also enclosed by other parcels with extant permission (parcel 7 to the north, 21 to the south); there is also the community centre with affordable units above the facility. The design therefore has to work around other adjacent parcels which limits 'movement' of clusters.
- 8.81 The central cluster of affordable units is split in tenure type. 17 of the 33 units to the east of the spine road are intermediate units with the remainder being social rented. There are a couple of similar situations on the Clay Farm site (parcel 4 and 12A, 13 and 14) where the cluster has exceeded the numbers but the units have been mixed in terms of tenure type and so have been considered acceptable.
- 8.82 The proposal has been designed so that the entrances to these units front onto different roads (some onto Lime Avenue (Spine Road) and some onto Hobson's Avenue). Another constraint is that the registered providers require freehold land for management purposes, with ground floor commercial units on the blocks surrounding Hobson's Walk these are not therefore suitable.
- 8.83 In terms of highway frontage, the County Council have confirmed that they will not adopt roads that purely serve apartment buildings. Any of the blocks within parcel 8B (save for the ones currently identified as affordable units that front the Spine Road) would therefore be subject to management costs for the upkeep and maintenance of the road.
- 8.84 Having looked at the layout in detail and considered the constraints around alternatives, officers agree that the individual circumstances of this final parcel on the clay farm site, leaves little alternative in terms of clustering, and consider that design aspects such as entrances to differing roads, and the tenure mix mean that the 'reasoning' for the guidance within the SPD is achieved, if not the actual numbers. Weight is also given to the fact that across the whole site clustering has been adhered to where such constraints are not in place. In coming to this conclusion officers require the proposed tenure split and layout to be achieved and therefore impose a condition for the development to be carried out in accordance with the tenure split and locations identified on the relevant plans submitted with the application.
- 8.85 One further issue is that some of the affordable units exceed the 12 units accessed from a common stairwell provision within the affordable housing SPD. This is largely because of the high density requirement of this parcel supports 5 storey buildings and the traditional 4 units per floor model when extended over five storeys results in situations where 16, 17 and 19 units are accessed off the same stairwell. Applying the 12 unit 'rule' over 5

storeys would result in just over two units per floor which is not design efficient and would extend management costs in the long term.

- 8.86 Both the clustering and stairwell issues have been considered by the housing team, who have been involved in pre-application discussions with the applicant. No objection, given the constraints identified, has been raised from the housing team in the response to the application. Given all the above, and given also that this is the centre of the site where there is a rich diversity in the uses, with people visiting the facilities, amenities and shops around this transport hub, it is considered that the proposal, on balance, and subject to conditioning the tenure locations identified is acceptable and accords with policy 5/5 and the affordable housing supplementary planning guidance.

### **Accessibility and Lifetime homes**

- 8.87 Outline condition 27 requires all affordable units and 15% of the market units to meet lifetime homes standards. All units proposed through this application meets the 16 criteria and as such the condition is satisfied.
- 8.88 Two wheelchair accessible units are provided as part of the affordable housing provision. One of these units is a 3 bedroom house and a 2 bedroom ground floor apartment is also provided.
- 8.89 The public realm, and entrances to both the residential and commercial units have been designed to provide an accessible environment, as such it is considered that the proposal is compliant with policies 5/9, 3/11 and 3/12.

### **Sustainable Design**

#### *Sustainable design and construction*

- 8.90 The application includes a sustainability statement which sets out the proposals approach to integrating the principles of sustainable design and construction. This statement, when read alongside other documents set out the range of sustainable measures that have been incorporated into the scheme. These include window design and orientation of the dwellings to enable optimum daylight penetration, with the use of passive ventilation (including cross ventilation and in larger dwellings passive stack ventilation) and the specification of solar control glazing to balance the importance of daylighting with the need to minimise excessive summer time solar gain.
- 8.91 The integration of SuDS into the landscaping is supported with the use of permeable paving, swales, green/brown roofs, rain gardens and a new wetland. There is also provision of rainwater collection/retention system for external irrigation of soft landscaping to minimise potable water use. Elsewhere, the use of water efficient appliances and sanitary ware will be used to help reduce potable water consumption to 105 litres/person/day. The use of green/brown roofs on the affordable units, an approach that will

provide multiple benefits including surface water attenuation, evaporative cooling, biodiversity enhancement and a reduction in internal temperatures is particularly welcomed.

- 8.92 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. This proposal achieves code 4 for all dwellings and pre-code assessments have been provided for the worst performing units showing that they are capable of achieving level 4.
- 8.93 Officers are supportive of the achievement of BREEAM excellent for all of the non-residential floorspace, with scores ranging from 75.43% for the café unit to 70.49% for the retail units. With reference to the score currently being achieved for the retail units, which is close to the minimum required to achieve an excellent rating, officers welcome the reference in the Sustainability Statement to consideration being given to other possible credits to help lift this score if required.

#### *Renewable Energy*

- 8.94 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. A detailed Energy Statement has been submitted in order to meet the requirements of Policy 8/16 of the Cambridge Local Plan 2006 and to discharge Condition 31 of the outline permission. This document sets out the approach being taken to reduce carbon emissions associated with energy use. The document also sets out the hierarchical approach to reducing emissions, an approach which is supported.
- 8.95 Two technologies are to be utilised in order to meet the requirements of Policy 8/16 and Condition 31, namely photovoltaic panels and, within the higher density apartments on Parcel 8b, a communal heating system driven by gas fired Combined Heat and Power (CHP). In relation to the use of gas fired CHP in meeting the requirements of Policy 8/16, the Councils Sustainable Design and Construction SPD does allow for this technology to be utilised, subject to its applicability to the proposed development and the levels of carbon reduction being achieved.
- 8.96 Set against an energy efficient baseline of 449,000 Kg/CO<sub>2</sub>/annum, the use of CHP is predicted to reduce carbon emissions by 85,985 Kg/CO<sub>2</sub>/annum, while the photovoltaic panels further reduce emissions by 36,415 Kg/CO<sub>2</sub>/annum. Taken together, this represents a 27.26% reduction in carbon emissions through the use of renewable and low carbon energy. This approach is fully supported, and exceeds by some margin the requirements of Policy 8/16 and condition 31 of the outline application. A roof plan has been submitted showing the location of the panels, all of which will be orientated south. Some of these panels are combined with the use of green/brown roofs, and approach that is fully supported as the green/brown roofs will help to provide a more stable microclimate around the panels, helping them to work more efficiently.

- 8.97 The proposal therefore complies with policy 8/16 of the Cambridge Local Plan 2006

### **Transport Impact, Car and Cycle Parking**

- 8.98 Transport impact from this development has been assessed and mitigated for at the outline stage. The number of dwellings and amount of commercial space proposed here fall within the envelope of the outline permission and therefore the proposal is considered acceptable in transport terms.

#### *Car parking*

- 8.99 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. The amount of parking per unit is set out in the table, which identifies that every unit has one parking space, save for the seven (private) studio flats which are car free.

<b>Accommodation</b>	<b>Standard</b>	<b>Provision</b>
1 bed studio flat	Maximum of 1 space per unit	No provision
1 or 2 bed dwellings	Maximum of 1 space per unit	1 space per unit
3 bed and 4 bed dwellings	Maximum of 2 spaces per unit	1 space per unit 16 with 2 spaces
Visitor spaces within red line	Maximum 1 every 4 dwellings	3 spaces
Visitor spaces in close proximity outside the red line accessible to general use, including the local centre		20

- 8.100 Most of the dwellings have their parking provided for on-plot. The on-plot provision varies with housing typologies, but there is a combination of parking in front of houses, parking within garages and parking within the ground floor of an apartment block. A large percentage of the parking spaces with parcel 8B are situated under a podium with landscape and amenity provision above. Only 11 private parking spaces and the 3 visitor spaces are provided within the public realm. This is considered to be an acceptable design solution and overall creates a place which balances the need to accommodate car parking with high quality landscaping and architecture.

- 8.101 The level of parking provision accords with the maximum parking standards. The one parking space for 3 and 4 bedroom units is a reflection of the location of these parcels which are central to the site, close to local

amenities and shops and have excellent connection to transport links to employment areas and the city centre. In this instance the parking provision proposed is acceptable.

- 8.102 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 condition 1.

#### *Cycle parking*

- 8.103 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.
- 8.104 The cycle parking for the apartments are provided as 'high-low' high capacity racks. While the Sheffield stand is preferred this solution is seen as an acceptable solution in high density areas where ground floor space is a premium. The racks are secure and useable, and have a central 'arm' to ensure that it is lockable to the frame. Cycle parking for staff associated the commercial units has been provided within the 'shell' of those units.

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	3 spaces / 3 bedroom house 3 spaces / 4 bedroom house	3 spaces 4 spaces

- 8.105 In addition to the above, visitor cycle parking has been provided in the public realm (51 Sheffield stands, some of which were added to address concerns from the cycling and walking officer) which will provide visitor spaces for the commercial area/local centre as well as visitor spaces for all the apartment blocks. The proposal meets the requirements of the outline permission and local plan policy 8/6 and the higher standards in the design code.

#### *Servicing of commercial units*

- 8.106 The servicing strategy for the commercial units has been explained within the application documentation. Servicing, in the main, will come from the south along the spine road and will be able to use a designed 'loop' to park outside the spine road, before leaving the site to the south. The bus gate which dissects the local centre will limit entry and exit from the north towards Long Road.

- 8.107 In order to provide some flexibility in servicing a route (and turning circle) has been identified to the north of parcel 8B which will enable alternative servicing from the north. In both circumstances there would need to be an element of 'travel' from the delivery vehicle to the commercial units, however the smooth surface proposed will help minimise noise. Amenity of residents is also protected by the hours conditioned through conditions 9 to 12 (see also para. 8.71 above).

### **Waste and recycling**

- 8.108 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 apartments.
- 8.109 Houses have on-plot provision for three bins which can be wheeled out and collected. Apartments have centralised bin stores on the ground floor. Where these bin stores are not directly accessible by the refuse vehicle a bin collection point has been identified and the management of the block will ensure that bins are collected and returned. The application is supported by a plan showing tracking for a refuse vehicle. It is considered that the refuse provision is acceptable and compliant with policy 3/12.

### **Construction Management**

- 8.110 A Detailed Construction Method Statement (DCMS) has been submitted in parallel with the reserved matters application. In summary, the construction compound would be on the western edge of parcel 7; 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.
- 8.111 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.
- 8.112 One representation has expressed concern as to whether the public right of way will be closed during construction. It should be noted that planning permission alone does not allow a right of way to be obstructed or moved in any way, this includes construction works, which must not interfere with a right of way or pose any risk to path users. If a diversion/extinguishment is necessary to enable a development to take place, an application for diversion should be made to the relevant planning authority well in advance of the start of the work.

8.113 All public rights of way must remain open and available for public use at all times unless the relevant legal steps have been undertaken. The temporary closure of a public right of way is a legal process, and is done only where it is absolutely necessary and there is a danger to public safety that cannot be designed out. Once any work is completed, the legal, definitive line of the public right of way must be available for use on the ground.

### **Other Issues**

8.114 A further representation has queried whether this public right of way application has been made and whether consultation has taken place. An application to the County Council has not yet been made and a joint application with the neighbouring parcel 21 will need to be made in the future.

8.115 The impact on the chicken plots from the increased population has to some extent been agreed already through the outline consent. The principle of residential development on this site, along with the number of units and density in this central area has been the subject of prior agreement through parameter plans and the design code.

8.116 Superfast broadband provision has been requested by the county council. This has not been raised on other Clay Farm parcels, and would need to have been requested at a strategic level (outline permission) for the infrastructure to have been laid comprehensively. While a condition on this reserved matters permission cannot be justified the location of the site means that good quality provision of broadband will be provided regardless.

8.117 The fire and rescue 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 condition 2.

### **Conditions Submitted in Parallel**

8.118 Through approving this application and the details contained therein it is considered that the following conditions can be discharged contemporaneously:

- Condition 7 Design Code Compliance
- Condition 10 Play provision
- Condition 14 Landscape design\*
- Condition 16 Landscape Management Plan
- Condition 19 Tree Survey
- Condition 26 Housing Tenure Plan\*\*
- Condition 27 Lifetime Homes
- Condition 31 Renewable Energy
- Condition 39 Surface Water Drainage Strategy
- Condition 42 Ecological Conservation Management Plan

- Condition 54 Cycle Parking
- Condition 55 Foul Water Drainage
- Condition 56 Levels
- Condition 60 Demolition, Construction noise and Vibration Impact Report
- Condition 68 Waste Storage

\*Although the wet meadow is subject of a further condition on the reserved matters.

\*\*This detail is subject to a compliance condition on the reserved matters

8.119 Through approving this application and the details contained therein it is considered that the following conditions can partially discharged:

- Condition 8 Materials (sample panel on site still required)
- Condition 59 Detailed Construction Method Statement (save for part D, soil management)
- Condition 57 Contamination (part A only)

8.120 The following conditions will require further work but do not prejudice the ability to determine this proposal:

- Condition 61 Noise Report
- Condition 62 Noise from Plant
- Condition 63 Noise attenuation scheme
- Condition 65 Detailed Waste Management Plan

8.121 All the conditions will be subject to a separate decision notice from any reserved matters approval.

## 9. **CONCLUSION**

9.1 The proposal 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 is well considered in design terms and responds well to the constraints of the site. In conclusion the scheme 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).

### **Level Access for Bin Stores**

- 3 Dropped kerbs, or alternative means of providing level access agreed with the local planning authority 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**

- 4 Prior to the construction of the highways within the site, construction details of the routes to be used by refuse and servicing vehicles (excluding publically adoptable highways) as identified in the design and access statement section 5.5 and 5.6 to show that they are provided to adoptable standards in respect of load bearing 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).

### **Boundary details for properties abutting public rights of way**

- 5 Notwithstanding the detail on plan 13600 8A\_A\_S\_401 PL01 prior to the commencement of any of the four dwellings which abut the Public Footpath 117, the boundary details of those buildings shall be submitted to and approved by the local planning authority. The details shall then be carried out in accordance with the approved details.

Reason: To ensure that the boundary detailing approved through this planning consent is consistent with that agreed through any application made to divert the public right of way.

### **Public right of way during construction**

- 6 No development shall commence until a scheme to show how the public right of ways which form part of this application will remain open and/or be diverted during construction works have been submitted and approved in writing by the local planning authority. The approved scheme shall be implemented in accordance with the approved scheme.

Reason: To ensure the strategic links remain during construction.

### **Residential Amenity**

- 7 Notwithstanding the detail on plan 13600 8A\_A\_EL\_104 PL00 prior to the commencement of the dwelling which abuts the Public Footpath 117, plans showing how the windows presented on 'elevation 4' will be constructed to remove overlooking of the adjacent property in Paget Close, shall be submitted to and approved by the local planning authority. The details shall include obscure glazing up to a height of 1.7 metres and show window fixing details that prevent windows opening fully. The approved scheme shall then be carried out and retained thereafter in accordance with the approved details.

Reason: In the interests of protecting residential amenity. (Cambridge Local Plan 2006 policy 3/4).

### **A1 Use Convenience Store**

- 8 The convenience store hereby approved (identified as the unit measuring 381sq metres in size) shall be used for convenience store use only and for no other purpose (including any other purpose in Class A1 of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To ensure that there are essential amenities available to the residential population to aid sustainable development (Cambridge Local Plan policy 9/5).

**Opening Hours for A1 (Convenience Store) use**

- 9 Opening hours for the convenience store (identified as the unit measuring 381sq metres in size) hereby approved shall not be outside the hours of:

Monday to Saturday 0700 to 2300 hours, and

Sunday and Public Holidays 0800 to 2200 hours.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan Policy 4/13)

**Opening Hours for other A1 uses**

- 10 Opening hours for the A1 uses hereby approved, save for the convenience store specified in condition 9 above shall not be outside the hours of:

Monday to Saturday 0800 to 1800 hours, and

Sunday and Public Holidays 0900 to 1700 hours.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan Policy 4/13)

**Opening Hours for A3 use**

- 11 Opening hours for the A3 use hereby approved (identified as the unit measuring 200sq metres in size), shall not be outside the hours of:

Monday to Friday 0700 to 2300 hours,

Saturday 0700 to 0000 hours, and

Sunday and Public Holidays 0800 to 2200 hours.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan Policy 4/13)

**Delivery Hours**

- 12 Delivery hours for the all A1 to A3 uses hereby approved shall not be outside the hours of:

Monday to Saturday 0700 to 2100 hours, and

Sunday and Public Holidays 0900 to 1300 hours.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan Policy 4/13)

### **Servicing Vehicles**

- 13 The A1 to A3 units hereby approved shall not be serviced by Heavy Goods Vehicles (HGVs).

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan Policy 4/13)

### **Water Meadow**

- 14 No development shall take place until full details of the water meadow have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels and contours; construction details for headwalls, inlets, outlets, and embankments; sections through adjacent construction and land; planting plans and written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme.

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

### **Adoption Plan**

- 15 Prior to the commencement of development an updated adoption plan shall be submitted to and approved by the local planning authority. This plan shall be a revision of plan 13600 8\_A\_S\_200 PL01 which amends a strip of land to the south west of the parcel 8A courtyard to either an individual homeowner or the affordable provider.

Reason: In the interests of visual amenity and to ensure that land is maintained. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

### **Odour extraction**

- 16 Prior to first use of the commercial units hereby approved details of equipment for the purpose of extraction and filtration of fumes/odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan Policy 4/13)

### **PD Rights (windows)**

- 17 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no windows or dormer windows other than those expressly authorised by this permission shall be constructed within plots 8A-001 and 8A-005 as identified on drawing number 13600 8A\_A\_S\_020 PL00.

Reason: To protect the amenity of adjoining properties. (Cambridge Local Plan 2006 policies 3/4 and 3/14)

### **PD Rights (extensions)**

- 18 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extensions, or additions or garages shall be erected other than those expressly authorised by this permission shall be constructed within plots 8A-001 to 8A-045 (inclusive) and plots 8A-074 to 8A-079 (inclusive) as identified on drawing number 13600 8A\_A\_S\_020 PL00.

Reason: To protect the amenity of adjoining properties, and to prevent overdevelopment of the site. (Cambridge Local Plan 2006 policies 3/4 and 3/14)

### **Badgers**

- 19 Prior to commencement a construction management plan identifying how Badgers, which are present in close proximity to this site, will be protected during the course of construction shall be submitted to and approved by the local planning authority.

Reason: To provide adequate species protection NPPF paragraph 109

### **Affordable housing tenure mix and location**

- 20 Development shall be carried out in accordance with the housing tenure plans 13600 8A\_A\_S\_020 PL00 and 13600 8A\_A\_S\_021 PL00.

Reason: In the interests of mixed and balanced communities. (Cambridge Local Plan 2006 policy 5/5 and affordable housing SPD)

### **Approved Plans**

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

Site Location Plan (OS) 8\_\_A\_S\_000 PL00  
Site Location Plan (OS) 8\_\_A\_S\_001 PL00  
Topographical Survey 8\_\_A\_S\_003 PL00

Proposed Site Plan 8\_\_A\_S\_004 PL01  
 Masterplan Parcels 8A & 8B 8\_\_A\_S\_010 PL02  
 Masterplan Parcels 8A & 8B 8\_\_A\_S\_011 PL01  
 Masterplan Parcels 8A & 8B 8\_\_A\_S\_015 PL01  
 Site Plan - Tenure and Plot Number - Parcel 8A 8A\_A\_S\_020 PL00  
 Site Plan - Tenure and Plot Number - Parcel 8B 8B\_A\_S\_021 PL00  
 Site Plan\_Ground Floor - Parcel 8A 8A\_A\_S\_100 PL02  
 Site Plan\_First Floor - Parcel 8A 8A\_A\_S\_101 PL01  
 Site Plan\_Second Floor - Parcel 8A 8A\_A\_S\_102 PL01  
 Site Plan\_Third Floor - Parcel 8A 8A\_A\_S\_103 PL01  
 Site Plan\_Fourth Floor - Parcel 8A 8A\_A\_S\_104 PL01  
 Site Plan\_Roof - Parcel 8A 8A\_A\_S\_105 PL01  
 Site Plan\_Ground Floor - Parcel 8B 8B\_A\_S\_110 PL02  
 Site Plan\_First Floor - Parcel 8B 8B\_A\_S\_111 PL01  
 Site Plan\_Second Floor - Parcel 8B 8B\_A\_S\_112 PL01  
 Site Plan\_Third Floor - Parcel 8B 8B\_A\_S\_113 PL01  
 Site Plan\_Fourth Floor - Parcel 8B 8B\_A\_S\_114 PL01  
 Site Plan\_Roof - Parcel 8B 8B\_A\_S\_115 PL01  
 Adoption Plan - Parcels 8A & 8B 8\_\_A\_S\_200 PL01  
 Refuse Collection Strategy 8\_\_A\_S\_260 PL01  
 Code Site Plan - Parcel 8A 8A\_A\_S\_301 PL01  
 Code Site Plan - Parcel 8B 8B\_A\_S\_302 PL01  
 Boundary Treatments Plan - Parcel 8A 8A\_A\_S\_401 PL01  
 Boundary Treatments Plan - Parcel 8B 8B\_A\_S\_402 PL01  
 Parking Plan - Parcel 8A 8A\_A\_S\_501 PL01  
 Parking Plan - Parcel 8B 8B\_A\_S\_502 PL01

Affordable House, 3 Bed Type 01, Plans - Block TA 8A\_A\_PL\_AH\_100 PL00  
 Affordable House, 4 Bed Type 01, Plans - Block TA 8A\_A\_PL\_AH\_105 PL00  
 Affordable House, 4 Bed Type 02, Plans - Block TA 8A\_A\_PL\_AH\_106 PL00  
 Affordable Wheelchair Adaptable House, 3 Bed Type 03, Plans - Block TA 8A\_A\_PL\_AH\_107 PL01  
 Private House, 4 Bed Type 03, Plans - Block TP 8A\_A\_PL\_PH\_113 PL00  
 Private House, 3 Bed Type 06, Plans - Block TP 8A\_A\_PL\_PH\_114 PL00  
 Private House, 4 Bed Type 08, Plans - Block West D 8A\_A\_PL\_PH\_115 PL00  
 Private House, 4 Bed Type 07, Plans - Block TP 8A\_A\_PL\_PH\_121 PL00  
 Block TP Plans - Private 8A\_A\_PL\_TP\_200 PL00  
 Block West D Plans - Private 8A\_A\_PL\_BWD\_210 PL00  
 Private Apartment, Plans - Block TP - 1 Bed Type 01, Studio Type 01 8A\_A\_PL\_PF\_250 PL00  
 Private Apartment, Plans - Block TP - 2 Bed Type 01 8A\_A\_PL\_PF\_251 PL00  
 Private Apartment, Plans - Block TP - 2 Bed Type 01 End Unit 8A\_A\_PL\_PF\_252 PL00  
 Block North - Private - Ground and First Floor Plans 8A\_A\_PL\_BN\_300 PL00  
 Block North - Private - Second and Third Floor Plans 8A\_A\_PL\_BN\_301 PL00  
 Block North - Private - Roof Plan 8A\_A\_PL\_BN\_302 PL00  
 Block West A - Affordable - Ground Floor Plan 8A\_A\_PL\_BWA\_310 PL00  
 Block West A - Affordable - First and Second Floor Plans 8A\_A\_PL\_BWA\_311 PL00  
 Block West A - Affordable - Third and Fourth Floor Plans 8A\_A\_PL\_BWA\_312 PL00  
 Block West A - Affordable - Roof Plan 8A\_A\_PL\_BWA\_313 PL00  
 Block West B - Affordable - Ground Floor Plan 8A\_A\_PL\_BWB\_320 PL00  
 Block West B - Affordable - First and Second Floor Plans 8A\_A\_PL\_BWB\_321 PL00

Block West B - Affordable - Third and Fourth Floor Plans 8A\_A\_PL\_BWB\_322 PL00  
 Block West B - Affordable - Roof Plan 8A\_A\_PL\_BWB\_323 PL00  
 Block West C - Private - Ground and First Floor Plans 8A\_A\_PL\_BWC\_330 PL00  
 Block West C - Private - Second and Third Floor Plans 8A\_A\_PL\_BWC\_331 PL00  
 Block West C - Private - Roof Plan 8A\_A\_PL\_BWC\_332 PL00  
 Block South - Affordable and Private - Ground and First Floor Plans 8A\_A\_PL\_BS\_350 PL00  
 Block South - Affordable and Private - Second and Third Floor Plans 8A\_A\_PL\_BS\_351 PL00  
 Block South - Affordable and Private - Roof Plan 8A\_A\_PL\_BS\_352 PL00  
 Block East A - Affordable - Ground Floor Plan 8B\_A\_PL\_BEA\_360 PL00  
  
 Block East A - Affordable - First Floor Plan 8B\_A\_PL\_BEA\_361 PL00  
 Block East A - Affordable - Second Floor Plan 8B\_A\_PL\_BEA\_362 PL00  
 Block East A - Affordable - Third Floor Plan 8B\_A\_PL\_BEA\_363 PL00  
 Block East A - Affordable - Fourth Floor Plan 8B\_A\_PL\_BEA\_364 PL00  
 Block East A - Affordable - Roof Plan 8B\_A\_PL\_BEA\_365 PL00  
 Block East B - Private - Ground and First Floor Plans 8B\_A\_PL\_BEB\_370 PL00  
 Block East B - Private - Second and Third Floor Plans 8B\_A\_PL\_BEB\_371 PL00  
 Block East B - Private - Fourth Floor and Roof Plans 8B\_A\_PL\_BEB\_372 PL00  
 Block East C - Private - Ground Floor Plan 8B\_A\_PL\_BEC\_400 PL00  
 Block East C - Private - First and Second Floor Plans 8B\_A\_PL\_BEC\_401 PL00  
 Block East C - Private - Third Floor and Roof Plans 8B\_A\_PL\_BEC\_402 PL00  
 Hobson's Walk Block A - Private - Ground Floor Plan 8B\_A\_PL\_HWA\_500 PL00  
 Hobson's Walk Block A - Private - First and Second Floor Plans 8B\_A\_PL\_HWA\_501 PL00  
 Hobson's Walk Block A - Private - Third and Fourth Floor Plans 8B\_A\_PL\_HWA\_502 PL00  
 Hobson's Walk Block A - Private - Roof Plan 8B\_A\_PL\_HWA\_503 PL00  
 Hobson's Walk Block B - Private - Ground Floor Plan 8B\_A\_PL\_HWB\_510 PL00  
 Hobson's Walk Block B - Private - First and Second Floor Plans 8B\_A\_PL\_HWB\_511 PL00  
 Hobson's Walk Block B - Private - Third Floor and Roof Plans 8B\_A\_PL\_HWB\_512 PL00  
 Hobson's Walk Block C - Private - Ground Floor Plan 8B\_A\_PL\_HWC\_520 PL00  
 Hobson's Walk Block C - Private - First and Second Floor Plans 8B\_A\_PL\_HWC\_521 PL00  
 Hobson's Walk Block C - Private - Third Floor and Roof Plans 8B\_A\_PL\_HWC\_522 PL00  
 Hobson's Walk Block D - Private - Ground and First Floor Plans 8B\_A\_PL\_HWD\_600 PL00  
 Hobson's Walk Block D - Private - Second Floor and Roof Plans 8B\_A\_PL\_HWD\_601 PL00  
 Hobson's Walk Block E - Private - Ground and First Floor Plans 8B\_A\_PL\_HWE\_602 PL00  
 Hobson's Walk Block E - Private - Second Floor and Roof Plans 8B\_A\_PL\_HWE\_603 PL00  
 Site Section AA 8\_\_A\_SE\_001 PL00  
 Site Sections BB & CC 8\_\_A\_SE\_002 PL00  
 Bicycle Store - Typical Details/Sections - Apartments Blocks 8\_\_A\_SE\_050 PL00  
 Bicycle and Bin Store Details - Affordable Houses 8\_\_A\_SE\_052 PL00  
 Indicative Unit Heights Diagram 8\_\_A\_SE\_060 PL00  
 Affordable Houses Elevations - Block TA 8A\_A\_EL\_100 PL01  
 Affordable Houses Elevations - Block TA 8A\_A\_EL\_102 PL00

Affordable Houses Elevations - Block TA 8A\_A\_EL\_104 PL00  
 Affordable Houses Elevations - Block TA 8A\_A\_EL\_106 PL01  
 Private Terrace Elevations - Block TP 8A\_A\_EL\_112 PL00  
 Private Terrace Elevations - Block TP 8A\_A\_EL\_114 PL00  
 Private Houses Elevations - Block West D 8A\_A\_EL\_118 PL00  
 Street Elevations - Sheet 1 - Parcel 8A 8A\_A\_EL\_200 PL01  
 Street Elevations - Sheet 2 - Parcel 8A 8A\_A\_EL\_201 PL01  
 Street Elevations - Sheet 1 - Parcel 8B 8B\_A\_EL\_210 PL00  
 Street Elevations - Sheet 2 - Parcel 8B 8B\_A\_EL\_211 PL00  
 Block North - Private - Elevations 8A\_A\_EL\_300 PL00  
 Block South - Affordable and Private - Elevations 8A\_A\_EL\_302 PL01  
 Block West A - Affordable - Elevations 8A\_A\_EL\_304 PL00  
 Block West B - Affordable - Elevations 8A\_A\_EL\_306 PL01  
 Block West C - Private - Elevations 8A\_A\_EL\_308 PL00  
 Block East A - Affordable - Elevations 8B\_A\_EL\_310 PL01  
 Block East B - Private - Elevations 8B\_A\_EL\_314 PL00  
 Block East C - Private - Elevations 8B\_A\_EL\_312 PL00  
 Hobson's Walk A - Private - Elevations 8B\_A\_EL\_316 PL00  
 Hobson's Walk B - Private - Elevations 8B\_A\_EL\_318 PL00  
 Hobson's Walk C - Private - Elevations 8B\_A\_EL\_320 PL00  
 Hobson's Walk Block D+E - Private - Elevations 8B\_A\_EL\_322 PL00  
 Proposed Building Materials 13600 L11-002 PL00  
 Detailed Schedule of Accommodation 13600 N01-004 01

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.

## **INFORMATIVES**

Any future potential change to the 75/25 percent tenure split for affordable housing will need to be discussed and agreed in advance with the local planning authority given the specific special circumstances relevant to the clustering arrangements approved through this reserve matters approval and which would need to be reviewed if the tenure split were amended.

The local authority understand the desire to use a metal edging product around the tree but the edging is pinned into topsoil, which is structurally not practical or buildable. You should seek advice from the rootcell manufacturer as to the construction of the surface of the tree pit. Drawings from either manufacturer's website indicate the use of a concrete foundation at the limit of the cells into which any edgings, kerbs etc are set. We would strongly recommend that you use an appropriate detail from the manufacturer's specifications/details as they are proven to be buildable.

To satisfy the Odour/Fume Filtration/Extraction condition, details should be provided in accordance with Annex B and C of the, Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems, prepared by Netcen on behalf of Department for Environment, Food and Rural Affairs (DEFRA) dated January 2005 available at:

<http://webarchive.nationalarchives.gov.uk/20130123162956/http://www.defra.gov.uk/>

[a.gov.uk/environment/quality/noise/research/kitchenexhaust/documents/kitchenreport.pdf](http://a.gov.uk/environment/quality/noise/research/kitchenexhaust/documents/kitchenreport.pdf)

### **Contact details**

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

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## **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**

The “Clay Farm Design Code (2011)” has been prepared by Countryside Properties in close collaboration with Cambridge City Council. Its purpose is to provide guidelines for the development of Clay Farm and it will be assessed by the City Council in relation to the Reserved Matters applications, to ensure general compliance.

The Design Code splits the site into Character Areas and Sub Character Areas and depicts site wide coding to provide conceptual design guidance for elements across the whole site.

Individual Character Area guidelines ensure that Clay Farm is suitably developed in respect of the location, character and architecture of the surrounding area, as well as local species, wildlife habitats and landscape.

Parcels 8A & 8B lie within the ‘Hobson’s Square’ Character Area, which in turn sits at the heart of the Clay Farm development and features a small commercial centre with local shops and service outlets along with a new Community Centre. This is also the focal point for public transport with bus stops for the new through-site bus and Cambridgeshire Guided Bus services. This area is further divided to provide two relevant Sub Character Areas, namely Trumpington Edge and Mid Brook.

The Design Code requires designs to respond to a number of aspirations and important components. This section outlines how the proposed scheme has sought to respond to each of these issues in turn.

### **Plot Widths**

In compliance with the Design Code, large plots of apartment buildings along the Spine Road create a ‘buffer’ from the road to the remaining parts of Parcels 8A & 8B. These also include commercial and retail uses at Ground Floor level within small areas of Parcel 8B. The plot widths along the secondary and ancillary roads in Parcel 8A are generally narrower and consist of apartments giving way to terraced houses as you travel west. Towards the western boundary, in particular the Mews street in Parcel 8A, smaller plots of 3-4 bedroom family homes secure the existing settlement edge.

### **Building Mix**

The development will comprise of a range of 1- 3 bedroom apartments and 2-4 bedroom houses, and in compliance with the local planning requirements, the tenure mix also satisfies the requirement of 40% affordable housing with two wheelchair dwellings being provided.

### **Building Rhythm**

The Spine Road is aligned by apartment buildings of similar height and massing which then step down towards the western edge of Parcel 8A through apartment

'marker' blocks and terraced houses. The main perimeter blocks in both parcels are designed around central landscaped courtyards and podiums. Larger terraced houses and the apartment blocks are arranged to overlook public realm and open green spaces.

### **Building Gaps and Enclosure**

A robust primary frontage will be provided to the Spine Road by the aligned apartment blocks and these help shield other areas of the development from noise sources associated with this route. Gaps are strategically located to allow views, sunlight and daylight to the parcels' centres which in turn provide semi private and public open green spaces, and welcoming public realm areas which further promote strong connections and onward routes.

A new route is created within Parcel 8B, which includes a formal, civic style amenity space to the south, overlooked by glazed retail units in key areas. The spaces between the parallel blocks in Parcel 8B also create a strong degree of visual amenity as they reach out to and connect with the existing plantation, whilst towards the site boundaries of Parcel 8A, the built form becomes more permeable via open spaces and gardens.

### **Roofline**

The apartment buildings and the houses have flat roofs. In certain areas where roofs can be overlooked by adjacent properties, these will be provided with sedum. The alternating heights of the houses and apartment blocks, and gaps between provide an interesting roofscape with roof terraces and balconies that maximise views from individual dwellings.

### **Building Heights**

Building heights throughout the development are typically between 2-5 storeys in accordance with the Design Code. The apartment blocks aligning the Spine Road are 5 storeys in height and these provide a sense of enclosure to this major access route whilst assisting way-finding. This arrangement also helps reduce noise penetration to other areas of the development. The dwelling heights then step down behind these apartment blocks to 2-4 storey terraces and houses in Parcel 8A, and 4 storey apartment blocks in Parcel 8B.

### **Building Style**

To the west of Parcel 8A, 2 storey houses are arranged to provide small scale courtyards which provide safe, overlooked amenity spaces and parking areas. These are designed to have gable ends to the existing houses on Foster Road and respect the scale of the existing settlement typologies. Adjacent to these small scale courtyards is a shared space Mews street that is fronted by front doors and discrete parking areas with one bed apartments and studios overlooking it. Two short terraces of 3 storey townhouses border the north and south of this part of the development, providing outward facing units that respond to their respective boundaries.

Towards the centre of Parcel 8A, a row of larger 2 storey family homes front a new public park. These homes will have their own secure garage which will be accessed directly from the shared space Mews street. Private apartments will be located above the houses and will further provide a stronger roof and streetscape to the pocket park. The new open space is headed by a 3 storey 'marker building' providing a range of new apartments overlooking the Green Link Central, with a further 3-4 storey apartment block at the southern end framing the park. These blocks provide strong visual markers which will assist movement and legibility through the site. To the east side of the pocket park, a terrace of 4 storey family townhouses accessed from a second Mews street offer a range of balconies / terraces at different levels providing private amenity space.

Located either side of the Spine Road, 4 and 5 storey perimeter apartment blocks optimise the development density in the two parcels and address the gateway from the north, and the Community Centre and Square to the south. These properties are accessed from ground floor parking areas and landscaped private gardens / podiums via separate Green Lanes that run parallel to the northern boundaries of both parcels. Three parallel apartment blocks ranging from 4-5 storeys – the southernmost of which encloses the Community Square - are arranged above landscaped courtyards concealing parking areas, and are orientated to maximise views to the existing plantation on the south eastern boundary and the Green Corridor beyond.

The dwellings on Parcel 8B are between 3 and 5 storeys, and are carefully arranged to provide a series of varied and interesting street elevations and roofscapes fronting the northern boundary and the new pedestrian route.

## **Road Hierarchy**

In the Design Code a number of access points from the Spine Road were identified feeding Parcels 8A & 8B. The Design Code depicts a spur off the Spine Road continuing westwards from the Community Centre providing access into the adjacent Parcel 21, and thus into the southern edge of Parcel 8A.

The proposed approach on the site is to enhance the overall landscape design and simplify the urban framework within the parcels by reducing the impact of the car. Although the layout shown in the Design Code confirms that the principles of street hierarchy are mandatory, the exact alignment (of streets) is not.

The Street Hierarchy principles of the scheme proposals adhere closely to mandatory requirements set out in the Design Code, whilst the deviation from the illustrative spur roads shown raise no conflicts with the Design Code and are considered to enhance the design, layout and amenity. The scheme proposals have been discussed and agreed with the Planning and Urban Design Officers as well as County Highways in this respect. The access junctions have been primarily tested and can accommodate the estimated vehicular traffic flows.

A clear and logical hierarchy of Tertiary streets, Green Lanes and Mews style roads are proposed throughout the development. All the proposed streets will be in accordance with the requirements of the Design Code, including width,

setbacks, access and verges as outlined on pages 16-17 of the Code document. Landscaping, traffic calming and pedestrian/cycle priorities will ensure relaxed and safe access routes where applicable. Road materials will be selected to comply with Local Authority adoption criteria. Traffic calming and a clear hierarchy of pedestrian and cycle routes will encourage the use of sustainable forms of transport.

## **Car Parking**

Parking is provided in a variety of configurations throughout the proposed development and is fully in accordance with the parking requirements outlined in the Parking Provision Matrix on page 24 and Table 6 (p27) of the Design Code.

This includes discreet on street parking, on plot parking and parking under landscaped courtyards and podiums. The houses aligning the Mews streets in Parcel 8A include garages (compliant with Design Code dimensions) and driveways. The apartment blocks incorporate a mix of undercroft car parking at Ground Floor level and open landscaped courtyard facilities.

Wherever possible parking will be overlooked and subject to natural surveillance. Parking throughout the development is generally allocated with the exception of a number of visitor spaces, which will be included within the Spine Road's provision.

## **Cycle Parking**

Cycle parking is provided in a variety of configurations throughout the proposed development and will be fully compliant with the Design Code guidelines. Houses with garages have cycle storage space incorporated in accordance with the dimensional requirements outlined in Figure 23, page 26 of the Design Code document. Houses without garages include covered, secure bike sheds located at the front of the building with convenient access to the front door and street.

Larger apartment blocks include cycle storage at Ground Floor level and within the undercroft car park areas. These are accessible internally and externally via the relevant access roads and pedestrian routes. Cycle parking is provided throughout the public realm by carefully located Sheffield style cycle stands which allow the cycles to be secured and located in accordance with the 'Cycle Parking Guide for New Residential Developments'.

## **Landscaping**

A distinct and tailored landscape hierarchy is proposed, created through the careful selection and specification of species to knit in with the landscaped garden square and green spaces, pedestrian routes, and courtyards which have been strategically designed to create ample outdoor amenity space for residents and guests to enjoy.

A full range of contemporary street furniture and street lighting will form part of the scheme and these will be selected under the guidance of the Design Code.

## **Refuse Storage and Collection**

Reference has been made to the following documents: Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Draft Supplementary Planning document (Sep11) - General Information for Developers on Waste and Recycling in Cambridge and the Design Code. The majority of bin storage is located at the front, side or rear of the houses in compliance with the requirements. The general refuse collection routes and collection points for the site have been discussed with the Waste Strategy Manager. In some areas it is proposed that refuse collection vehicles will partially back into courtyard and shared surface areas and reverse “12m” to facilitate collection.

Where relevant, residents will be required to put their bins into a communal bin collection point located at the road’s kerbside. The bin storage for the apartment blocks and retail units are located at Ground Floor and will meet the requirements for refuse collection access.

## **Boundary Treatments**

A variety of boundary treatments are provided throughout the development. Boundaries between individual plots will generally be high level brick walls or fencing. Depending on their location, these may also be fronted by planting in the form of hedges and shrubs. The Public Right of Way bordering the rear gardens of Foster Road to the west of Parcel 8A has been respected and retained. Parcels 8A & 8B are bound to the north by an existing ditch, mature hedge and shrubs together with another important Public Right of Way which all run within the Green Link Central.

These have been enhanced through new landscape design and incorporated into the design proposals. The southern boundaries of Parcel 8A generally consists of the Hill Residential scheme proposed within Parcel 21 (Quad), the Spine Road, and the Community Centre together with its associated parking facilities and landscaping.

Parcel 8B is further bound by the Spine Road and the new Community Square to the west, and there is an existing tree plantation adjacent to the eastern boundary. The plantation sits alongside Hobson’s Brook and beyond the CGB route.

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



### **CAMBRIDGESHIRE QUALITY PANEL**

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

**Scheme:** Clay Farm Parcels 8a and 8b

**Date:** 3<sup>rd</sup> February 2015

**Venue:** Shire Hall, Room 022ab, Cambridgeshire County Council, CB3 0AP

**Time:** 09:30 -12:30

#### **Quality Panel Members**

Lynne Sullivan (Acting Chair)

Robin Nicholson

Simon Carne

David Birkbeck

Stephen Platt

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

Judit Carballo – Cambridgeshire County Council

Stuart Clarke – Cambridgeshire County Council

#### **Local Authority Attendees**

Jonathan Brookes, Principal Urban Designer – Cambridge City Council

#### **Applicant and Representatives**

Jonathan Gimblett, Countryside Properties

Mike Jamieson, Tate Hindle Architects

David Cameron, Tate Hindle Architects

Carola Enrich, Townshend Landscape Architects

Steve Walters, SW Planning

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

Architect/Designer	Tate Hindle Architects
Applicant	Countryside Properties
Planning status	Pre-submission stage

## **2. Overview**

Clay Farm Parcels 8a & 8b comprise 247 dwellings at 96 dph and have the highest dwelling density of all the schemes at Clay Farm.

The Panel considered very early conceptual information relating to this scheme previously in September 2014 and made the following recommendations:

- To explore further site analysis (perhaps as hand drawings) and show how the scheme developed.
- Concern about the number of units being delivered by a single practice.
- Supermarket, public spaces and shops should be more welcoming.
- Provide more information on how the design responds to the neighbouring parcels to the south (QUAD).
- Provide further details on car parking.
- Don't overdo the architecture – it was starting to get too complex.

The applicant anticipates that a planning application will be submitted in March 2015 with plans to commence construction in February 2016 and completion during 2019.

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

#### Introduction

The Panel welcomed seeing well developed proposals and were pleased to observe that previous Panel recommendations had been taken into account.

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

#### Community

The Panel acknowledged that Clay Farm will have good community facilities and stated that the sooner these are in place the better, although it currently feels separate from Trumpington.

The Panel questioned the tenure of the development and what sort of people will make up the community. The applicant explained that 40% of the dwellings will be affordable with different tenures including shared ownership and social rented as well as the general market housing. The development reflects the need for family houses and Cambridge's proportion of high net worth individuals. A service charge on some dwellings may affect their selling price. The Panel considered that the proposed distribution of affordable housing was appropriate i.e. in clusters that comply with planning policy to meet the requirements of registered providers, although currently no affordable housing provider has been selected.

There were concerns about some of the gardens being overlooked or in shade. The applicant explained that all gardens meet guidance for sunlight and every dwelling has some form of private outdoor space/balcony which many other developments find hard to achieve.

The Panel asked about the 'stepping' of the units along the western boundary and why they were not of standard terraced type. The south west corner dwelling looks odd in its current shape and needs further thought; the road around QUAD should not be blocked by this proposal. The applicant explained how the south west corner had evolved and acknowledged that further thinking might be required for this space, although the applicant felt the projection added character and made for a better space.

The Panel noted that the main play area is in a central location, and not necessarily where you would expect it to be. The applicant explained the need for balance between providing provision where it is needed and dealing with impacts from the play area, such as noise. Other play areas are planned throughout the wider development, including across SUDs, the north Green Link Central and landscape podium. In addition to this, the "QUAD" will have its own play area as well.

The Panel supported the use of the Home Zone philosophy across the development and the ad hoc market space. Hobson's Walk appears to work really well, although the café is set back quite a long way. The applicant

explained how servicing and drop off will work and the Panel liked the treatment of these spaces too.

### Connectivity

The Panel recognised the site is very well 'connected'. The incorporation of Hobson's Walk was supported. It was questioned where the bike stalls are going to be located. The applicant explained that these will be located near the entrances to buildings and/or inside garages. The applicant confirmed that all garages meet the Cambridge City Council Design Code size requirements.

The surface treatment is going to be important and Bridge Street, Cambridge was cited as a good example of where different uses/modes come together and work well. The applicant explained how the cycle route had been improved and that car movements through the development were not expected to be high. There is a Cambridgeshire Guided Busway (CGB) stop close by and cycle and pedestrian links to local and destinations further afield are good.

The Panel understood that the parking provision and treatment of the under-croft terrace is considered adequate.

It was recognised that the relationship and linkages with the QUAD scheme had improved since the last Panel review but reiterated that the south west corner issue needs resolving and as the proposed form is a significant concern.

### Character

The Panel noted that details on massing and heights presented to the Panel are policy compliant whilst the massing previously presented to city officers was not.

The Panel was supportive of generous floor to ceiling heights and generous balconies (1.5 metres deep). The applicant explained that they considered the Design Code too restrictive in allowing a maximum building height of 18m, when they need 18.9m to provide generous floor heights (and retail provision in places) which they do not wish to compromise and the need to hide roof top kit behind parapets. Exposed ventilation equipment would have impacts on long views of the development, especially on buildings that form part of the gateway into Clay Farm. A discussion followed on a potential section 73 application to vary this requirement, however, the applicant advised that this would delay their programme.

The Panel asked about windows over-looking paths (e.g. along the western boundary) and cycle routes. The applicant planned for passive surveillance. Dual aspects are being used where possible to ensure good light in the dwellings. There are no north facing single aspect dwellings in the scheme which is an achievement given the density.

With reference to the finger blocks facing south east the Panel recommended exploring further variety in external treatments as upper floors look very similar to middle and lower floors in places. The Panel liked the asymmetry of the

projecting bays on Hobson's Walk but noted that other projecting bays did not match one another. The Panel was particularly concerned about the randomness of the elevation facing northeast towards Addenbrooke's and was not comfortable with the way the 'inner face of the fingers projected in front of the end facades. There is a lot going on with the design and the Panel suggested that the design of this group of buildings by the CGB is not fully resolved yet.

The Panel recognised that the scheme is much calmer than the previous proposals presented although parts of the scheme are somewhat complex and busy.

The Panel welcomed the finger blocks that will maximise views to the south east.

The Panel recognised the work that have been carried out regarding the reconfiguration of the retail units and considered that this will work well as part of the experience when you walk into Hobson's Way.

The Panel noted that pitched roofs had been considered but not pursued from pre-application discussions.

### Climate

The Panel welcomed that all homes will be designed to achieve Code for Sustainable homes Level 4. It was explained by the applicant that Code 5 would be hard to achieve as it is only feasible on developments, such as the University scheme at Cambridge North West, where the model of ownership and management makes it easier. The Panel noted that a fabric first approach will be developed, and gas boilers with a high thermal efficiency will be included in the western part of the site. The Panel welcomed that the applicant is exploring the possibility of a communal energy system in parcel 8b. The applicant explained they are mindful of the challenges of communal heating in ensuring that buildings do not over-heat as a result.

The Panel believed it was important to establish the number and location of PV panels proposed, once the energy strategy is finalised, as with flat roofs this will also affect the appearance of the buildings.

The proposed landscape should create a good microclimate. The landscape will be managed and maintained with payments secured under the outline planning permission.

## **4. Conclusion**

The Panel was broadly very supportive of the proposals and the progress that has been made since they last viewed it.

In particular, the Panel praised the incorporation of space to allow a strong landscape and the provision of generous play areas and informal routes across the development.

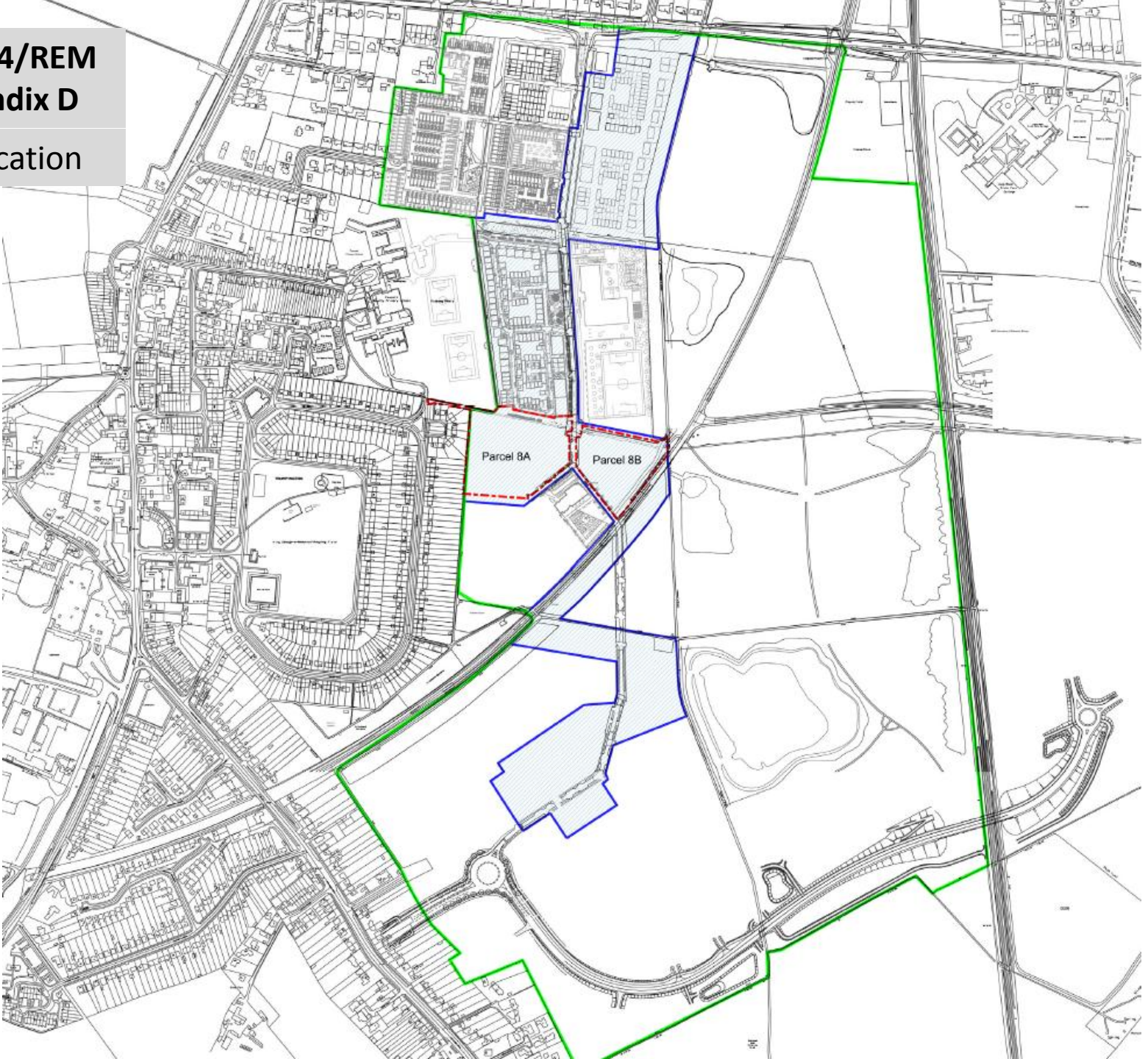
The Panel supported the principle of affordable housing clustering and understood the approach behind it and the general approach to climate such as Code Level 4, and district heating.

Initially, there were concerns about the structure of the blocks but the Panel was generally pleased to see ideas around massing and provision of generous floor heights and balconies with all dwellings having outside private spaces, evolving.

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

- Calm down the design/materials further with special reference to the finger blocks
- Provide whole site sections for discussion to allow a better understanding of levels.
- Very supportive of the relationship to the QUAD scheme but the south west corner needs to be resolved.
- Bike storage should be useable.

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Existing Public  
Right of Way

Landscaped  
Courtyard

Garden  
Square

Landscaped  
Amenity Space

Lime  
Avenue

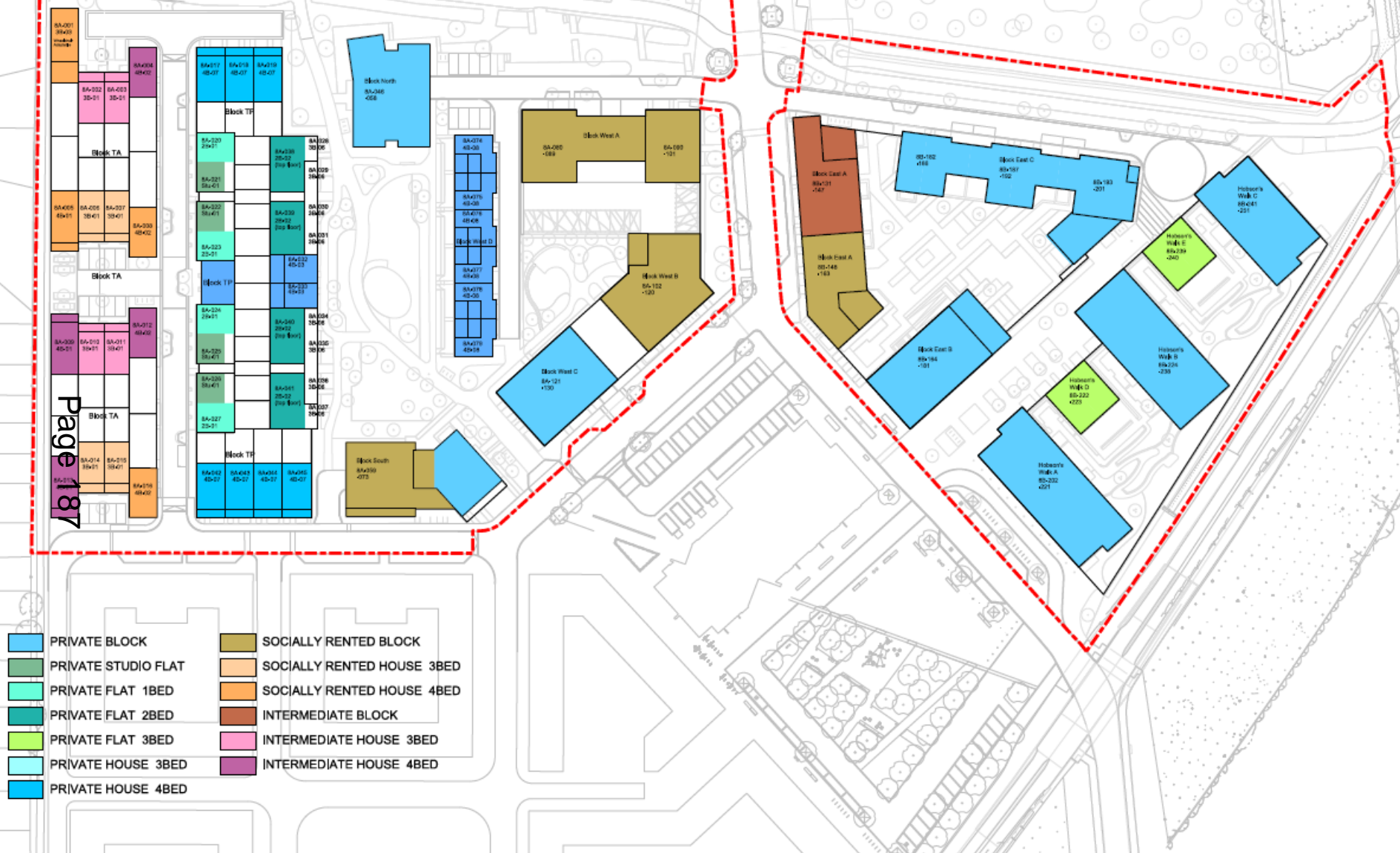
Landscaped  
Podium

Hobson's  
Walk

Landscaped  
Podium

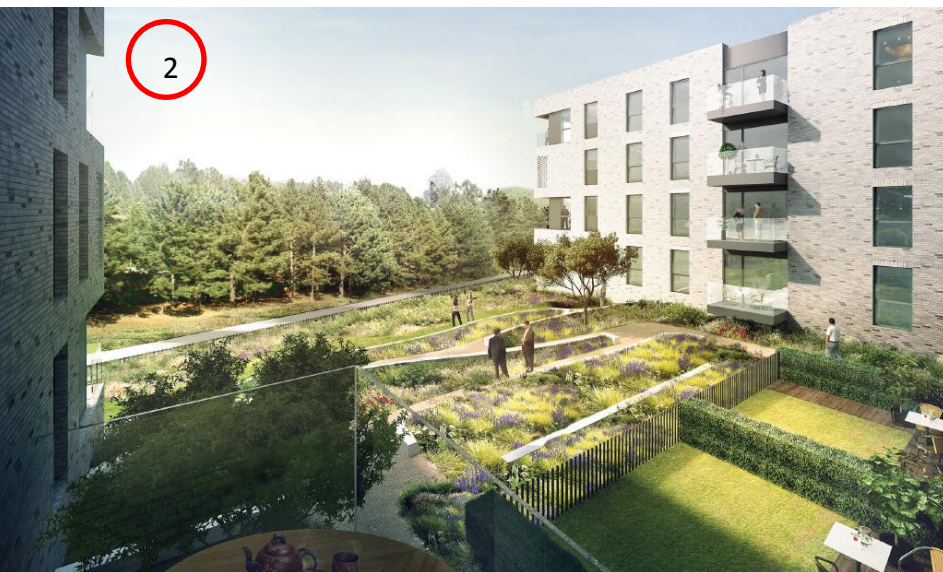


## Tenure plan









# Agenda Item 6

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

**Report by:** Head of Planning Services

**Date:** 19 August 2015

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<b>Application Number</b>	15/1002/REM	<b>Agenda Item</b>	
<b>Date Received</b>	5 May 2015	<b>Officer</b>	Tom Webster
<b>Target Date</b>	1 September 2015		
<b>Ward</b>	Trumpington		
<b>Site</b>	Parcels 9A and 9B 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 49 mixed tenure dwellings including 40% affordable housing, public open space and associated infrastructure, including the relocation of vehicular access into Parcel 9b and associated works.		
<b>Applicant</b>	CALA Homes		
<b>Application Type</b>	Major	<b>Departure:</b>	No

The above application has been reported to the Joint Development Control 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	Plan Pack

### 0. **INTRODUCTION**

- 0.1 This is a Reserved Matters application for 49 dwellings on parcels 9A & 9B (31 units and 18 respectively) situated immediately south of the Cambridge Guided Busway, and are separated by the Clay Farm Spine Road. The applicant is CALA Homes, who bought the land from Bovis Homes.
- 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 1865 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 208 dwellings on Quad and 165 dwellings on parcels 6 & 7. There are around 589 occupations (May 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 and together the parcels cover an area of 0.96ha.
- 1.2 The site, although south the Cambridge Busway route, is close to the local centre and Hobsons Square. The site is separated by the Spine Road with parcel 9A to the west and 9B to the east. To the east of Parcel 9B is the Clay Farm Green Corridor, which is 31ha in size.

- 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 is a reserved matters (access, appearance, landscaping, layout and scale) approval for 49 dwellings, including 40% (20) affordable homes, public open space, roads, footways, cycleways and drainage infrastructure. The development would have an overall density of about 50 dwellings per hectare (gross). Storey heights across the parcels range from 2 storeys to 3 storeys.

- 2.2 The scheme is broken down into two parcels. Parcel 9A provides for 31 of the 49 units (23 private and 8 affordable units), and parcel 9B provides for the remaining 16 units (affordable units). Of the units 49% of the properties are apartments, ranging from one bedroom flats to two bedroom units, with 51% of the properties proposed being 3, 4 and 5 bedroom houses, which reflects the local centre, high density nature of the proposal.

- 2.3 The proposal also includes all the complementary infrastructure in terms of access roads, bin stores, cycle spaces and open space.

- 2.4 The application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement (Including Play and Landscape);
- Landscape Management and Maintenance –July 2015;
- Drainage Statement;
- Ecological Conservation Management Plan;
- Statement of Community Involvement
- Energy Statement

- 2.5 In addition to this Reserved Matters Application currently under consideration, a number of conditions that were applied to the outline approval have been submitted for determination in parallel. The information to discharge the conditions are included within the submitted drawings and within the suite of documents above. The conditions are:

- Condition 7 Design Code Compliance
- Condition 8 Materials
- Condition 10 Play provision
- Condition 14 Landscape design
- Condition 16 Landscape Management Plan
- Condition 19 Tree Survey
- Condition 26 Housing Tenure Plan
- Condition 27 Lifetime Homes
- Condition 31 Renewable Energy
- Condition 39 Surface Water Drainage Strategy
- Condition 42 Ecological Conservation Management Plan

- Condition 54 Cycle Parking
- Condition 55 Foul Water Drainage
- Condition 61 Noise Report
- Condition 64 Piling
- Condition 65 Detailed Waste Management Plan
- Condition 68 Waste Storage

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

- Revised layout plans and elevations
- Revised landscape, tree pit and play space details
- Ownership plan for adoption purposes
- Refuse truck tracking plan
- Note on affordable housing tenure split
- Additional daylight and sunlight information (courtyards)

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

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

Reference	Description	Decision
<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



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**

Cambridge Southern Fringe Area Development Framework (January 2006)

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

### **External**

#### County Highways

- 6.1 No objections to the scheme, but requests that the applicants provide the drawings of the layout of the adoptable highway. All construction details for the adoptable highway, other than surface finishes, must be removed from the application.

#### *Comments on amended plans*

- 6.2 This plan has been submitted (438614 105 REV A), and is acceptable.

#### Architectural Liaison Officer

- 6.3 In principle, the architectural liaison officer has no objection to what is proposed, but makes the following points:
- The public play space is not particularly well overlooked, with the main surveillance being from Block C.
  - Due to the risk of crime (cycle crime being a significant issue in Cambridge) the cycle stores will need to provide adequate secure storage. He recommends (as per Secured by Design) that the entry doors meet the minimum security standard of LPS 1175 SR2.
  - There is nothing within the application to explain how mail is going to be delivered, but recommends either through the wall mail delivery or external mail boxes meeting the security standard TS009 (accredited standard accepted for SBD).
  - Advice provided on minimum standards in terms of designing out crime.

#### *Comments on amended plans*

- 6.4 The apartment blocks have external mail boxes on the side of the main entrance, secure cycle storage are provided throughout the site and gates are provided to the parking areas of blocks A and B. Mail boxes for the town houses will be secured by condition (see condition 3).

The LAP also has better visibility because the wall has been reduced from 1.6m in height to 300mm.

#### Fire and Rescue Services

- 6.5 The Fire Authority requests that, in the event of a recommendation for approval, adequate provision is made for fire hydrants.

#### Natural England

- 6.6 No comments received.

#### County Council as Lead Flood Authority

- 6.7 The applicant has met the requirements of the NPPF, and has demonstrated that surface water can be dealt with on site by using sustainable drainage techniques, and is therefore acceptable to the County Council. The applicant should provide details of the management company that will be managing and maintaining the surface water drainage features, including the proposed maintenance schedule

#### National Grid

- 6.8 Network Rail advised that, in the event of approval, they should contact National Grid before any works are carried out to ensure that National Grid's apparatus (which is in close proximity to the site) is not affected by any of the proposed works.

#### Trumpington Residents Association

- 6.9. No comments received.

#### **Internal**

#### Strategic Housing

- 6.10. *Affordable Housing mix* – The proposed scheme adheres to Cambridge City Council Affordable Housing SPD 2008 with respect of 40% affordable housing being provided on site. The Cambridge City Council housing development team have met with the registered provider and planning officers to conclude that the site constraints and parameter plan requirements have resulted in a design which is suited to the proposed 60:40 tenure split. The proposed mix is in broad alignment to the Cambridge Sub-Region Strategic Housing Market Assessment (2008) standard and concurrent with the section 106 agreement.
- 6..11. *Affordable Housing clustering* - The proposed scheme adheres to Cambridge City Council Affordable Housing SPD 2008 with regard to appropriate levels of clustering and no more than twelve units being accessed from one stairwell.

- 6.12. *Affordable Housing Design* – The proposed scheme adheres to Cambridge City Council Affordable Housing SPD 2008 with regard to its ambition that the affordable housing is not distinguishable from market housing by its external appearance.

#### Sustainability Officer

- 6.13 The approach being taken to integrate the principles of sustainable design and construction into the design of Parcel 9A and 9B, and the approach to renewable energy provision is supported. The Sustainability officer would encourage the applicant to consider whether any additional Code for Sustainable Homes credits could be held in reserve to provide a buffer should additional credits be required at the construction stage, and the queries set out below in relation to some credits may held to provide such a buffer.

#### *Comments on amended plans*

- 6.14 The Sustainability officer is satisfied with the amended plans. The applicants have taken a conservative approach to some of the Code credits and as such, further credits may well be achieved as the design of the scheme progresses.

#### Environmental Health

- 6.15 No objection to the proposal subject to comments on the following issues:
- 6.16. *Construction/demolition pollution:* It is understood that construction/demolition pollution including noise, dust and vibration is covered by outline conditions and will be, or are being dealt with by separate discharge of condition applications.
- 6.17 *Pumping station:* Noise and odour from the pumping station, which is in close proximity to Parcel 9A, has the potential to generate odour and noise to the detriment of the local amenity. The pumping station was assessed as part of application 13/0158/FUL. Anglian Water confirmed in their document (uploaded to public access 27 March 2013) that there shall be no odour issues due to a sealed wetwell via a concrete slab. If odours occur due to low flows, temporary chemical dosing will be implemented. The document advises the pumps will be installed 7m below ground level and also covered. This information and implemented practices are acceptable to protect amenity.
- 6.18. *Contaminated Land:* Intrusive investigations undertaken around Parcels 9a and 9b at the pre-application stage confirmed the absence of significant contamination. However, a comprehensive soil management strategy should be presented for approval (and adopted) for the development. This is to ensure that no unsuitable material is brought into and placed around Parcels 9a and 9b.

Waste Strategy:

6.19. The information provided is generally acceptable but would like the following information:

- The distances the refuse vehicles would have to reverse does not appear to be include in plan AA5432-2014
- For two houses the bin distance does not appear to be to the kerbside. For houses the Council collects bins from the kerbside
- For blocks A & B the bin stores do not appear to have doors. Is there a reason for this?
- For block C the store does have doors but the layout needs to be checked to make sure individual bins can be moved out of the store without moving any other bin.
- Any large houses suitable for 6 people or more should have space for a second refuse bin.
- Drop kerbs need to be installed at suitable points outside communal bin stores in order to make moving full heavy bins to the vehicle for emptying easier.

*Comments on amended plans:*

6.20. *Distances which are within guidance. However, for one of the communal stores the distance is 10m and has a dog leg in the route to the vehicle – it would be very good if this could be made into a straight route.*

6.21 The applicant's response is that the 'dog leg' is very minor and within the required distance. Due to the design of this area and the fact that the spine road is already in place, the distance identified can be considered accurate. To make a straight route would adversely impact on the urban design and soft landscaping in front on the block, which should also be considered alongside the guidance on bin distances, which have been complied with.

Landscape (including comments from Streets and Open Spaces)

6.22 The proposals are generally acceptable, however there are a number of issues that need resolving through amended plans, or should be subject to planning conditions.

6.23 The issues that need attention through amendments to the application, include the detail of the LAP equipment, replacement of the 1.2m high wall around the LAP (which gives it an urban feel in a rural location) with a 300mm high wall, tracking information, clearer tree pit details, and details of the retaining wall design.

6.24 The landscape officer also advised that the removal and replanting of the existing street tree (Lime) must be done with care so as not to damage the developing root structure. The tree must also be monitored closely upon replanting and replaced should it fail as the developer's responsibility.

#### Comments on amended plans

- 6.25 Proposals now considered to be acceptable.

#### Drainage

- 6.26. The surface water and foul drainage strategy is in accordance with the strategic surface water drainage strategy for the Clay Farm Development. The proposals are to utilise a number of sustainable drainage features such as permeable paving, planted rills combined with below ground geo-cellular features. The features are arranged in a management train such that a minimum of two treatment stages are utilised for the residential roads and hard standing areas.
- 6.27. Additional information is required to detail the maintenance and management details for the surface water drainage scheme and the planted rills but this can be requested by way of a condition (see conditions 9 and 10 in the recommendation section (10)).

#### Biodiversity Officer

- 6.28 The Biodiversity officer is satisfied that the Ecological Conservation Management Plan (May 2015) accords with the site wide plan adopted in the outline application.
- 6.29. The Landscape Plan shows the provision of 16 Schweglar Louvre boxes which is supported. However, the biodiversity officer is concerned that the proposed location adjacent to the plantation will prove a too cluttered flight path for the boxes to be used. Suggests that retaining this provision as one or more groups but relocating where clear flight paths can be retained; for example, on the northern elevation of Block B overlooking the pumping station. Similarly, the proposed bat boxes spec and number are supported. However, the proposed location is likely to be lit from the adjacent cycle route. If the light spill is an issue, suggest locating closer to the unlit edge of the plantation.

#### *Comments on amended plans*

- 6.30 The orientation of the swift boxes has been confirmed and unnecessary to move the bird boxes opposite the Pumping Station. The Swift Boxes should moved away from the plantation slightly. The biodiversity officer is satisfied that the lighting will not impact on the bat boxes along because the lights consists only of bollards (900mm high as detailed on L1018-2.1-1054-P3), that are fitted with low level illuminaires with directional elements, which forces the light to spill downwards away from the

dwellings, but onto the cycleway only. Therefore, the bat boxes do not require relocation.

#### Cycling and Walking Officer

- 6.31 The cycle and pedestrian route along the east side of the development should be lit and details should be provided
- 6.32 The cycle parking within the double garages for types 4-6 will be difficult to access as the door of the garage is not wide enough to pass with a cycle when two cars are parked.
- 6.33 The cycle parking for block C will be difficult to access with sharp corners and little room for manoeuvre into the entrance door.
- 6.34 The duplex buildings between blocks C and B have cycle parking in the back garden, but there does not appear to be space to access this parking if a car is parked in the space provided.
- 6.35 Access from the cycle parking for block A to the main entrance should be made easier by removing the small area of landscaping in order to provide a direct route to the entrance door.
- 6.36. Comments on amended plans:  
The cycling and walking officer has looked at the amendments to the cycle parking for this application and stated that they are acceptable.

#### Urban Design

- 6.37. Parameter Plan compliance: The proposals comply with the approved parameter plans.
- 6.38. Design Code compliance: Overall the scheme is compliant with the approved design code.
- 6.39. A 'tertiary street' has been deleted along the eastern boundary and moved westwards into the site to form a Mews Street. The principle of which is considered to be acceptable.
- 6.40. Daylight and sunlight assessment: The development proposals generally performs significantly better than the good practice recommendations. However, plan views should be provided, correctly orientated and to scale, to demonstrate that the amenity spaces on all the proposed units meet the BRE recommended guidelines.
- 6.41. Detailed Design: The scheme has been through a number of pre-application discussions to create a well-considered completion of the residential parcels at Clay Farm and is generally supported in design terms.

### Access Officer

- 6.42. No objections to the scheme.

#### Note

- 6.43. Given the small scale of this development, it was not reported to the Cambridgeshire Quality Panel, in accordance with the Terms of Reference for the Panel.

## **7. NEIGHBOUR REPRESENTATIONS**

- 7.1 The application has been publicised with two site notices, a press advertisement and the Trumpington Residents Association were consulted. No representations from local residents have been received, although it should be noted that comments from the following organisation have been received.

### Cambridge Past, Present and Future

- 7.2 Support the principle of the development however there are concerns that the flat-roofed rectangular blocks have become predominant and created a new Cambridge vernacular and that new residential areas would best serve their residents if there was more of a diversity of design.
- 7.3 In the context of this application accept that the plans are thorough and that adequate community green space has been provided.

## **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. Housing mix and typology
6. Affordable Housing
7. Clustering
8. Lifetime homes
9. Renewable energy and sustainable construction
10. Car and cycle parking
11. Landscape and open space
12. Public Art and play provision
13. Management and maintenance of public realm
14. Drainage and flood risk
15. Waste and recycling

### **Principle of Development**

- 8.2 The principle of residential development on the wider site was established by the 2010 outline permission, a large proportion of which has now been implemented. This is a reserved matters application submitted pursuant to the Outline and therefore provided that it complies with the outline parameters and associated design code then it is acceptable in principle.

### **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 parcels 9a and 9b as being within the 'Residential envelope'.
- 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. To the north of the parcels, but within the red line of this application is footpath 47 which links Foster Road with the busway.
- 8.6 Landscape Parameter plan (PP3): the parameter plan identifies that the spine road is tree lined running through the centre of these two parcels. This road is built and is largely unaffected by this reserved matters application.
- 8.7 Density Parameter Plan (PP4): the parameter plan requires development of the parcels at a density of between 40 and 55 dwellings per hectare. The reserved matters application proposes a development at 51 dwellings per hectare (gross density for the parcels with the Green Corridor, Spine Road and existing plantation excluded) 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. Along the west side of the spine road heights are controlled at 3-5 storeys (covering parcel 9A), and along the east heights are controlled at 2-4 storeys spanning to the east (covering the rest of parcel 9B).
- 8.9 The application complies with the heights specified in the parameter plan. The heights in parcel 9A are predominantly 4 storey, with one three storey element. Parcel 9B consists mainly 2-4 storey properties; many of these buildings have 1 storey garages with roof gardens.
- 8.10 Urban design Framework parameter plan (PP6): the parameter plan requires a combination of primary and secondary frontages for properties that face the spine road, and public open space. As discussed in more detail below the proposal provides strong frontages to the edges of the

parcels and simple frontages on each side of the spine road. Therefore, the proposal complies with the parameter plan.

- 8.11 In summary, it is considered that the proposal complies with the six parameter plans.

### **Design Code**

- 8.12 The design of the reserved matters applications are guided by the Design Code, which was approved at the 23 February 2011 JDCC. It is a series of guidance and instructions that the architects of all Clay Farm phases have to respond to and the Council can use to guide the quality of design. It is the principles set out in this document that govern the overall legibility, character and design quality of the Masterplan as a whole.
- 8.13 The proposed development lies relatively central to the site and forms part of the Royal Show Ground Character Area (as defined in the Design Code) and is within the 'Park Side' sub character area.
- 8.14 The submitted D&A Statement (Section 5) contains a Design Code Compliance statement that provides an analysis of the scheme against the approved design code. Reference is also made to 'Design Code compliance in the submitted Planning Statement.
- 8.15 Overall the scheme is compliant with the approved design code. It proposes to relocate the 'bell mouth' approved as part of the now constructed Spine Road (09/0272/FUL). The Design Code allows the exact alignment of streets to be refined through the Reserved Matters process. A 'tertiary street' has been deleted along the eastern boundary and moved westwards into the site to form a Mews Street. The principle of downgrading vehicular routes has been previously agreed on other Clay Farm parcels and is similarly acceptable in this instance. Overall the proposals are considered to be compliant with the mandatory elements of the code and acceptable in design terms.

### **Design**

- 8.16 *Height:* The height and massing follows the direction of the design code and parameter plans with 3 and 4 storey buildings facing the spine road (the design code suggests a range of 3-5 storeys).
- 8.17 The design of the scheme also satisfies the design code requirement of having a lower area on the east of parcel 9B. All of these properties are 3 storeys and sit comfortably inside the allotted 2-4 storey range.
- 8.18 The overall approach taken allows for a suitable gradient of building height across the site; taller buildings mark the route north towards Hobson's Square on the other side of the Guided Busway and a lower scale of building next to the green corridor.
- 8.19 *Roads:* It is proposed to relocate the 'bell mouth', approved as part of the now constructed Spine Road (09/0272/FUL). The Design Code allows the

exact alignment of streets to be refined through the Reserved Matters process.

8.20 A 'tertiary street' has been deleted along the eastern boundary and moved westwards into the site to form a Mews Street. The principle of downgrading vehicular routes has been previously agreed on other Clay Farm parcels and is similarly acceptable in this instance.

8.21 *Site planning:* The proposals need to be co-ordinated with the proposals prepared by Countryside for the adjacent green corridor. A Willow was proposed to terminate the view along the east-west tertiary street. This street has been moved further north and accordingly the tree should be moved northwards too (see informative).

8.22 *Elevations and Materials:* The housetypes are similar to types already consented at Bell School in terms of their overall aesthetic qualities. The proposed pitched roof forms will create a more varied and distinctive roofscape and work well against the backdrop of the retained tree belt.

8.23 The site is divided into four character areas. They are:

1) *The Gateway and Community Gardens:* The properties located on the south part of Parcels 9A and 9B, have been designed so that their facades face the community gardens (which separates these parcels from Plots 14A and 14B) and allows for active surveillance and outlook.

This part of the application site is also distinguished by two apartment blocks (A and B) which, at four storeys tall, provide a gateway to the site and mark the transition towards Hobson's Square.

2) *Park Side View:* This is the east frontage of Parcels 9B that faces onto a car free road and the green corridor. The buildings, although predominantly terraced, are not aligned giving the street a more informal appearance and atmosphere.

3) *The Mews:* The shared surface street in the middle of Plot 9A is framed by three storey terraced properties with first floor terraces, giving it an active feel.

4) *The Avenue:* These properties, which are three and four stories in height, have a more formal character to them. They face onto the central spine road and will be screened by the existing trees.

8.24 The materials which are varied and include light buff brick, mid tone brownish grey and red multi brick dark bricks as well as slate tiling, timber cladding, aluminium coppers and stained timber slatted louvres, have the potential to tie well into the emerging palette on Clay Farm and therefore are supported. Materials are conditioned through Condition 8 of 07/0620/OUT and a sample panel will need to be constructed on site.

8.25 *Conclusion:* The masterplan concept development is well illustrated and summarised in the submitted D&A Statement along with the submitted plans and elevations. The scheme has been through a number of pre-

application discussions create a well-considered completion of the residential parcels at Clay Farm and is generally supported in design terms. Comments raised by Cambridge Past, Present and Future are noted and it is accepted that the predominant form of buildings on Clay Farm and some other fringe sites are contemporary with flat roofs. However, this is a reflection of current architectural style, using modern materials and building techniques, as well as integrating the need to achieve sustainable living. The buildings do offer a range of typologies and sizes within this architectural style. The proposed scheme is therefore considered to comply with policies 3/2, 3/3, 3/4, 3/6, 3/7, 3/11 and 3/12 of the Cambridge Local Plan 2006.

### **Landscaping and open space**

- 8.26 The proposed scheme proposes a new Local Area of Play (LAP) (see section below), shrub and clipped hedging throughout, and permeable paving on all the roads and streets that will lead into water rills (to be covered by galvanised grates). The LAP will be located on the northern part of Parcel 9A. There is an existing Lime tree on the other side of the spine road, but, in order to allow entrance into Parcel 9B, it will be relocated into a soft border in the LAP.
- 8.27 Separating Parcels 9A and 9B from the Guided Busway is a mature tree plantation which is protected by a Tree Preservation Order. The eastern flank of parcel 9B faces onto Hobson's Brook and the Green Corridor. The properties on this part of the site, will be bounded by shrubs and verge (as well as small walls) to soften the impact on the surrounding countryside. The landscaping scheme complies with local plan policy 3/11 and 3/12.

### **Play Provision**

- 8.28 The approved play strategy does not necessarily require play space to be provided within this parcel. Notwithstanding this, play provision has been provided for in the northern part of Parcel 9A. It will be visible from the Spine Road and the flats at the north end of Block C. It will provide multi facility equipment (slide, bridge and pole), smooth boulders and a balancing link. These aspects are welcomed by the City Council's street and open space team who will adopt this play area and are in accordance with local plan policy 3/8.

### **Drainage and Flood Risk**

- 8.29 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.
- 8.30 The proposed development incorporates a variety of sustainable drainage techniques. There are permeable pavements in a number of locations

which provide an initial level of treatment, and the surface run off from these pavements will be discharged into a planted rill which provides a second level of treatment. There is also one underground geocellular storage feature. All the water from this site will be discharged into the Clay Farm site wide system, at a rate agreed in the approved strategic surface water drainage strategy.

- 8.31 Overall it is considered that the proposals to manage surface water for these parcels are well integrated into the landscape/building fabric, and manage water as close to source as possible improving the quality of water as well as ensuring that the required run off rate is achieved. Therefore, the drainage proposals comply with policies 4/16 and 9/3.

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

- 8.32 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 and strategic cycle link	Cambridgeshire County Council
Public open space	Cambridge City Council
Affordable housing including associated parking courts	Housing 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, e.g. the swales will be part of the land transferred and managed by the City Council.

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

### **Residential Amenity**

#### *Impact on existing residents/adjacent parcels*

- 8.34 The proposed parcels are separated from the closest neighbours (parcels 14A and 14B) which are located to the south by the community gardens and two roads. This means that the future properties of both sites that face each other will have a separation distance of 28m. This is considered to be very reasonable and that privacy will not be an issue.
- 8.35 When the application first came in, officers were concerned that there would be a privacy issue between properties T6A 03 and T3 04, the barn style properties, just off the tertiary road. The concern was that, as both properties have first floor side terraces with low level walls that face each other and are accessed by bedrooms, there would be very little separation

distance between neighbouring occupiers and a habitable room. The applicant has, however, submitted plans that show a wire trellis (1.8m) attached to the walls of the roof terraces, which overcomes this problem.

#### *Future residents –daylight and sunlight*

- 8.36 A summary of a sunlight assessment is included in the Appendix to the D&A Statement. This assessment has been made using the BRE good practice guidance 'BRE Site layout planning for daylight and sunlight - a guide to good practice (Littlefair 2011)'.
- 8.37 The conclusion to the assessment is that the development proposals generally perform significantly better than the good practice recommendations with all amenity spaces tested receiving in excess of 2 hours of sunlight over 50% of the space on the 21<sup>st</sup> March.
- 8.38 An assessment has been undertaken to analyse the shadowing of proposed amenity spaces for future occupants. BRE guidelines recommend that amenity spaces receive a minimum of 2 hours of sunlight on the 21<sup>st</sup> March to achieve good practice. The assessment reveals that the development achieves good practice. This conclusion is supported by officers.
- 8.39 Subject to the conditions identified in the sections above it is considered that the amenity for the future occupiers is acceptable and complies with local plan policy 3/12.

#### *Amenity Space*

- 8.40 Each of the units on Parcels 9a and 9b has access to private amenity space. For the proposed apartments this is in the form of either a balcony or roof terrace. The size of these spaces is comparable with those already provided elsewhere on Clay Farm.
- 8.41 The proposed houses are provided with a garden and roof terraces to provide a range of amenity spaces that will receive sunlight at different times of the day.
- 8.42 House type T7 and T8 on Parcels 9b are more unusual and have large first floor roof terraces associated with the principal living room spaces and car parking/cycle parking and bin storage beneath.
- 8.43 Overall the provision and quality of amenity space on the proposals is considered acceptable in design terms, and accords with local plan policy 3/12.

#### **Housing Mix and Typology**

- 8.44 This will be a development that will have a balanced mix of both private and affordable accommodation and a mix of sizes from 1 bedroom flats to 5 bedroom houses (small and family sized accommodation). The

breakdown of the number, and sizes, of the residential properties are set out in the table below:

*Housing mix for the Reserved Matters Site*

	Total	Private	Affordable	Percentage mix of houses and apartments
<u>Apartments</u>				
1 Bed	2	0	2	
2 Bed	22	12	10	
<b>Total Apartments</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>49%</b>
<u>Houses</u>				
3 Bed	10	2	8	
4 Bed	5	5	0	
5 bed	10	10	0	
<b>Total Houses</b>	<b>25</b>	<b>17</b>	<b>8</b>	<b>51%</b>
<b>Total</b>	<b>49</b>	<b>29</b>	<b>20</b>	<b>100%</b>

- 8.45 The S106 accompanying the outline application gave an indicative mix of 60/40% in terms of houses and flats mix, however the S106 excluded the central 'high density' area where this would be difficult to achieve. The proportion of flats and houses within this parcel for affordable units are in proportion to those for market sale and the requirements of the registered provider.

*Percentage of affordable housing*

- 8.46 The percentage of affordable housing on this parcel is slightly higher than the 40 percent (see the table below).

Private	Affordable
59.18	40.82

- 8.47 Developer parcels have come forward with slightly above or below 40% figures across the site, as numbers cannot always be rounded exactly. Across the entire site the number of affordable units for extant developer permissions and developer current submissions under consideration (inclusive of this application and parcel 8A and 8B) is as follows:

Total Dwellings approved through developer applications (assuming approval of parcels 8 and 8a)	1937
Total affordable housing units	775
% of affordable housing site wide	40.01%

- 8.48 It can be seen that overall the percentage of affordable housing is consistent with the local plan policy 5/5, the agreed terms in the s106 agreement and what has been achieved across the entire site.

*Tenure Split and Location of affordable housing:*

- 8.49 This development has proposed the affordable housing tenure split of 60% social rented units and 40% intermediate units. This is a departure from the indicative requirement, set out in the s106 (paragraphs 2.4 -2.4.3 in Part 3), which requires in terms of the S106 “cascade” that all reserved matters applications have an affordable housing tenure split of 75% social rented units and 25% intermediate units.
- 8.50 As the total number of affordable units in parcels 9A and 9B is 20, the difference between achieving 60% social rented units and 75%, is 3 units.
- 8.51 There are a number of practical reasons for this departure from the s106 requirement.
- 8.52 Firstly, the layout and tenure split is a direct response to the constraints of the site and the guidelines of the parameter plans. The width of Parcel 9A is such that it does not allow for conventional house types which also provide vehicle access. This is why all the units in this parcel are flats and not town houses.
- 8.53 Secondly, because the spine road goes right through the heart of Parcels 9A and 9B, it is not appropriate to have front access to the central properties. Therefore, all the gardens and garages need to be situated to the rear of the properties. The insertion of the new road allows house types T2, T7 and T8 to be well served whilst also creating a good street environment.
- 8.54 Thirdly, to meet the parameter plan density standards, and the local housing need, the majority of the properties in Parcel 9B are 3 bed terraced houses or 4 and 5 bed detached houses.
- 8.55 Fourthly, the Registered Provider (BPHA), who will manage the affordable properties have advised officers that, as all eight of the intermediate units are 3 bed houses, converting three of these units into social rented properties (which is something the planning officers asked the applicants to explore) would not be practical, because:
- a) The rents would be too high for the social rented tenants;

- b) There would be a Government requirement for BPHA to fully occupy these properties, and the roof terraces would not be adequate for the number of children living there under full occupancy;
- c) The eight intermediate houses face on to a private road, which means that the tenants would face annual maintenance costs on top of a rent that they would be unable to afford.
- d) An increase in the number of social rented properties by 3, would make the scheme unviable for BPHA because having social rented and intermediate units in the same block would impact on their ability to sell the intermediate units.

8.56 Given the shape, size and location of the site, the only practical way of changing the distribution of the social, intermediate and market houses, and ensuring a policy and s106 compliant tenure mix of 75%/25%, would be to reconfigure the layout. This would result in the loss of units and would be unlikely to meet the density requirements of the Parameter Plans, as well as delivering less affordable units.

8.57 Therefore, on balance, the proposed 60/40 tenure split is acceptable for reasons a, b, c as well as the potential loss in units (affordable and market). Full weight, however, cannot be given to reason d, because officers have only been provided with very limited viability information.

### *Clustering*

8.58 The affordable housing SPD sets out guidance on clustering with the recommended size of clusters of between 6 and 25 units. The layout and design of the scheme means that it accords fully with this guidance:

8.59 Block C makes efficient use of this part of the site through using duplex units with more conventional types above and to the northern section of the building. The four ground floor units in Block C create active frontages to the Spine Road and resolve their car parking needs on plot. The other five units within this block are more conventional apartments that are accessed from the core with parking in a small and well surveyed parking court to the rear.

8.60 Blocks A and B on the south side of Parcels 9A and 9B will have a lift and a stairwell that serve 6 flats each; 2 flats on each floor. This is entirely in line with the guidance.

8.61 It is considered that the clustering arrangements comply with the affordable housing SPD.

### **Accessibility and Lifetime homes**

8.62 Outline condition 27 requires all affordable units and 15% of the market units to meet lifetime homes standards. The proposal exceeds this requirement because all of the dwellings (100%) have been designed to life-time homes standards.

## **Sustainable Design**

### *Sustainable design and construction*

- 8.63 The application includes a sustainability statement which sets out the proposals approach to integrating the principles of sustainable design and construction. This statement, when read alongside other documents set out the range of sustainable measures that have been incorporated into the scheme. These include Window design and orientation of the dwellings to enable optimum daylight penetration, with the use of passive ventilation (including cross ventilation and in larger dwellings passive stack ventilation) and the specification of solar control glazing to balance the importance of daylighting with the need to minimise excessive summer time solar gain.
- 8.64 The use of permeable paving and geocellular rill is also welcomed.
- 8.65 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. This proposal achieves code 4 for all dwellings and re-code assessments have been provided for the worst performing units showing that they are capable of achieving level 4.

### *Renewable Energy*

- 8.66 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.
- 8.67 With regards to renewable energy provision, a detailed Energy Statement has been submitted in order to meet the requirements of Policy 8/16 of the Cambridge Local Plan 2006 and to discharge Condition 31 of the outline permission. This document sets out the approach being taken to reduce carbon emissions associated with energy use, namely through the use of photovoltaic panels. The document also sets out the hierarchical approach to reducing emissions, an approach which is supported, as is the use of waste water heat recovery in the houses.
- 8.68 With regards to the use of photovoltaic panels, carbon calculations based on Part L 2010 SAP calculations have been submitted setting the 10% requirement at 8,785 Kg/CO<sub>2</sub>/annum on the basis of the energy efficient baseline. The use of photovoltaic panels is predicted to lead to an annual carbon reduction of 11,235 Kg/CO<sub>2</sub>/annum, which equates to a 12.78% reduction, an approach that is supported. Even when considered against the most up to date emissions factors from the version of SAP that accompanies Part L 2013 (SAP 2012 v 9.92, this still equates to an 11.9% reduction in emissions. This approach is supported.
- 8.69 The proposal therefore complies with local plan policies 8/16, 8/17 and 8/18.

## Transport Impact, car and cycle parking

- 8.70 Transport impact from this development has been assessed and accounted for at the outline stage. The number of dwellings and amount of commercial space proposed here fall within the envelope of the outline permission and therefore the proposal is considered acceptable in transport terms.

### *Car parking*

- 8.71 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. The amount of parking per unit is set out in the table below, which identifies that every unit has a parking space and none of the units have more than 2 spaces.

Accommodation	Standard	Provision
1 or 2 bed dwellings	Maximum of 1 space per unit	24 spaces
3 bed and 4 bed dwellings	Maximum of 2 spaces per unit	10 units with 1 space 15 units with 2 spaces
Visitor spaces within red line	Maximum 1 every 4 dwellings	10 spaces (inclusive of the bays provided on the Spine Road).

- 8.72 Officers do not consider the 4 bays additional visitor spaces in front of T6A 01 and T5 02 to be appropriate because they would block in the residents of these properties. Equally, officers consider these bays to be parking for the occupiers of these properties, as they would exceed the space standards.
- 8.73 Most of the dwellings have their parking provided for on-plot. The on-plot provision varies with housing typologies, but there is a combination of parking in front of houses, parking within garages and parking within the ground floor of an apartment block. This is considered to be an acceptable design solution and overall creates a place which balances the need to accommodate car parking with high quality landscaping and architecture.
- 8.74 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*

- 8.75 Each property will have the appropriate level of cycle storage provision, which means that the scheme complies with the design code cycle standards set out below:

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	3 spaces / 3 bedroom house 3 spaces / 4 bedroom house	3 spaces 4 spaces

- 8.76 Cycle parking for the duplex units and apartments has been provided in secure communal parking areas using Sheffield Stands.
- 8.77 Cycle parking for the ground floor flats of Block C is provided in the rear courtyards.
- 8.78 In addition to the above, visitor cycle parking has been provided on both sides of the spine road. The proposal meets the requirements of the outline permission and local plan policy 8/6 and the higher standards in the design code.

### **Waste and recycling**

- 8.79 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 apartments.
- 8.80 Houses have on-plot provision for three bins which can be wheeled out and collected. Apartments have centralised bin stores on the ground floor. Where these bin stores are not directly accessible by the refuse vehicle a bin collection point has been identified and the management of the block will ensure that bins are collected and returned. The application is supported by a plan showing tracking for a refuse vehicle. It is considered that the refuse provision is acceptable and compliant with the waste local plan.
- 8.81 Although concern was raised about the minor dog-leg in the route in relation to one of the waste stores, this is still within the required distance and straightening the route would be likely to have an adverse impact on the soft landscaping in front of the block. The proposals are therefore considered to be acceptable in this respect.

### **Contaminated Land and Noise**

- 8.82 Construction of this development is subject to outline conditions, including traffic and construction noise and contaminated land investigations. Applications to discharge some of conditions have not been submitted yet, whilst applications to discharge 61 and 64 have been submitted in parallel with this application and are waiting to be determined. However, the current status of these conditions does not prejudice the determination of this application.

### **Fire Safety**

- 8.83 The fire and rescue 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.

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

- 8.84 Issues raised by the Architectural Liaison officer with respect to designing out crime have been addressed by submission of additional information and the reduction in height of the wall to the LAP from 1.6m in height to 300mm. An additional informative has also be included.
- 8.85 All the comments made by external and internal consultees have been either addressed during the course of this application through amended plans, will be addressed through the imposition of the relevant conditions, or are not material planning considerations.

## **9. CONCLUSION**

- 9.1 The principle of the development is in accordance with the 2010 outline permission and the detailed proposals are acceptable subject to imposition of conditions. Key concerns raised by stakeholders through the consultation process have been addressed by submission of additional information or by condition.
- 9.2. Relevant conditions discharges submitted in parallel with the application will be dealt with separately.

## **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 in accordance with 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 in accordance with Cambridge Local Plan 2006 saved policies 3/7, 3/12, 8/18 and 9/3).

### **Letter boxes**

- 3 No development of a dwelling house shall commence until details of how the letter boxes to those properties 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 in accordance with Cambridge Local Plan (2006) policies 3/7 and 3/12.

### **Dropped Kerbs**

- 4 Dropped kerbs, or other means of providing level access as agreed in writing by the local authority, shall be provided prior to operation of the relevant bin storage areas 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 in accordance with the Cambridge Local Plan policy 3/12

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

- 5 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 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 in accordance with Cambridge Local Plan policy 3/12.

### **Public Art delivery Plan**

- 6 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 in accordance with Cambridge Local Plan policy 3/7.

### **7 Approved Plans**

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

- Site Location Plan: Ref: AA5432-2001;
- Roof Plan Wider Context: Ref: AA5432-2002;
- Masterplan – Ground Level: Ref: AA5432-2010;
- Typologies: Ref: AA5432-2011;
- Tenure Plan: Ref: AA5432-2012;
- Building Heights Plan: Ref: AA5432-2013;
- Refuse Strategy: Ref: AA5432-2014;
- Car Parking and Cycle Parking Strategy: Ref: AA5432-2015;
- Movement Strategy: Ref: AA5432-2016;
- Character Areas: Ref: AA5432-2017;
- Masterplan – Roof Level: Ref: AA5432-2020;
- Materials Strategy: Ref: AA5432-2050;
- House Type1: Ref: AA5432-2200 Rev B
- House Type 2v1: Ref: AA5432-2205;
- House Type 2v2: Ref: AA5432-2206;
- House Type 2v3: Ref: AA5432-2207;
- House Type 2v4: Ref: AA5432-2208;
- House Type 3: Ref: AA5432-2215 Rev A
- House Type 4: Ref: AA5432-2220 Rev B
- House Type 5: Ref: AA5432-2225 Rev A
- House Type 6A: Ref: AA5432-2231 Rev A
- House Type 7: Ref: AA5432-2235;
- House Type 8: Ref: AA5432-2240;
- Screen Detail 1 Ref: AA5432-2290

- Screen Detail 2 Ref: AA5432-2250 Rev A
- Blocks A -B Floor Plans: Ref: AA5432-2250 Rev A
- Block A Elevations Block A: Ref: AA5432-2251 Rev A
- Block B Elevations Block B: Ref: AA5432-2252 Rev A
- Block C Ground Floor Plan: Ref: AA5432-2260 Rev A
- Affordable Flats First and Second Floor Plan: Ref: AA5432-2261;
- Affordable Flats Third Floor and Rood Plan: Ref: AA5432-2262;
- Affordable Flats Elevations: Ref: AA5432-2263;
- Street Elevations 1: Ref: AA5432 – 2270;
- Street Elevations 2: Ref: AA5432 - 2271;
- Street Elevations 3: Ref: AA5432 - 2272;
- Landscape Masterplan: Ref: L1018/2.1/1000 P4
- Landscape Masterplan: Ref: L1018/2.1/1000 P3
- Landscape General Arrangement 1: Ref: L1018/2.1/1010 P4
- Landscape General Arrangement 2: Ref: L1018/2.1/1011 P3
- Landscape General Arrangement 3: Ref: L1018/2.1/1012 P3
- Landscape LAP Play Space: Ref: L1018/2.1/1015 P3
- Boundary Treatments: Ref: L1018/2.1/1020 P3
- Planting Plan: Ref: L1018/2.1/1030 P3
- Planting Plan (General Treatment 2): Ref: L1018/2.1/1031 P3
- Planting Plan (General Treatment 2): Ref: L1018/2.1/1032 P3
- Landscape Sections Ref: L1018/2.1/1040 P3
- Tree Pit Details 1: Ref: L1018/2.1/1050 P3
- Tree Pit Details 2: Ref: L1018/2.1/1051 P3
- Tree Pit Details 3: Ref: L1018/2.1/1052 P3
- Tree Pit Details 4: Ref: L1018/2.1/1053 P3
- Typical Details: Ref: L1018/2.1/1054 P3
- Waste and recycling strategy Ref: AA5432-2014 Rev A
- Proposed Drainage Philosophy: Ref: 438614-100;
- Proposed External Works Layout: Ref: 438614-101;
- Proposed Adopted Road Details: Ref: 438614-105;
- Existing Survey Details: Ref: 438614-106;
- Refuse Truck Tracking: Ref: 438614-TR01;
- Tracking to Undercroft Parking Plot 9a: Ref: 438614-TR02;
- Tracking to Apartment Parking Areas: Ref: 438614-TR03 Rev B;
- Allotment Access: Ref: 47034270/1001.
- Proposed adopted road details 438614 105 rev a

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.

## 8 **Drainage details**

No development shall take place until details of the implementation; maintenance and management of the surface water drainage scheme have been submitted to and approved by the local planning authority. The

scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- 1) a timetable for its implementation, and
- 2) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime. This shall include details of any management company arrangements and governance.

Reason: In order to safeguard against the increased risk of flooding, to ensure adequate flood control and to ensure the quality of the water entering receiving watercourses is appropriate in accordance with Cambridge Local Plan 2006 policies 4/16 and 9/3

#### **9. Details of plated rills**

No development shall take place until details of the planted rills have been submitted to and approved by the local planning authority. The development shall be carried out in accordance with the details approved.

Reason: In order to safeguard against the increased risk of flooding, to ensure adequate flood control and to ensure the quality of the water entering receiving watercourses is appropriate in accordance with Cambridge Local Plan 2006 policies 4/16 and 9/3

#### **10 Parking bays**

Notwithstanding the details shown on plan AA5432/2020 that indicates 4 visitor parking bays in front of the garages for properties T6A and T5, this reserved matters permission specifically excludes these elements of the scheme. A revised plan omitting these bays shall be submitted to and approved in writing by the LPA prior to occupation of any dwellings and the development shall be implemented in accordance with the revised details approved.

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 in accordance with Cambridge Local Plan policies 3/1, 3/7, 8/2 and 8/11)

#### **11 Implementation**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission

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

## Informatives

Informative: A Willow was proposed to terminate the view along the east-west tertiary street. As this street has been moved further north, the tree should be moved northwards too. You are advised to discuss the matter with Countryside Properties, who are designing the green corridor strategy.

Informative: You are advised in relation to the Secured By Design standard for windows and doors to review PAS 24:2012 for relevant guidance.

Informative: You are reminded to contact national Grid in advance of any works being carried out on site to ensure that no National Grid apparatus is affected.

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

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

### NO DEVELOPMENT TO COMMENCE

Number	Condition	Decision Date
5	Phasing Plan approval	JDCC Jan 2011
6	Design Code approval	JDCC Feb 2011 Final discharge May 2011
11	Green corridor (Strategic) approval	JDCC Nov 2010
23	Allotments & Comm Gardens	JDCC Nov 2010
38	Strategic site surface water strategy approval	JDCC Mar 2011
40	Ground water	November 2010
41	Ecological Cons Man Plan approval	October 2010
57	Contaminated land	January 2011

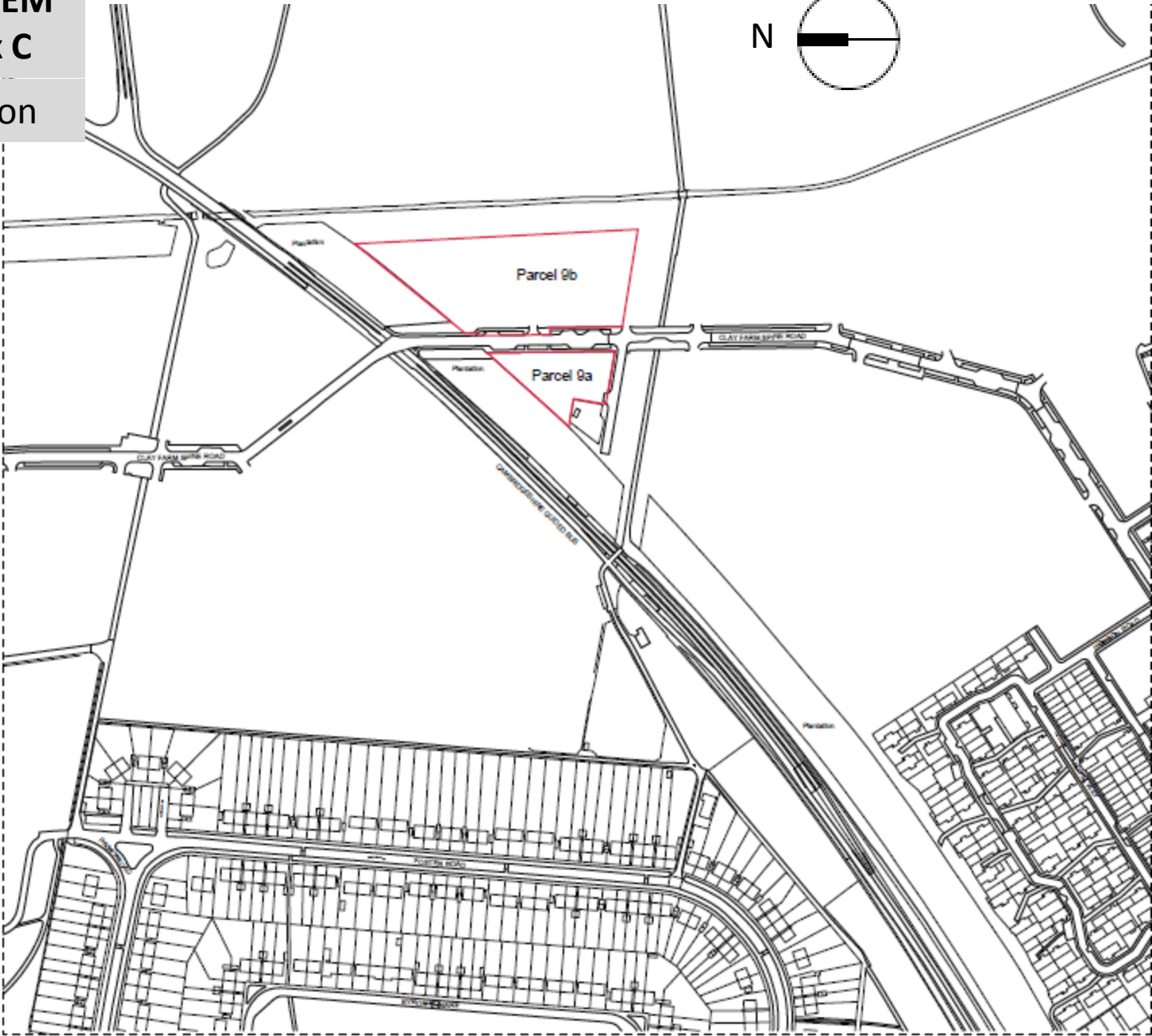
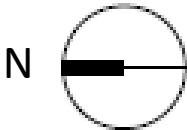
	assessment	
58	Strategic CEMP	September 2011
69	Archaeology	Fieldwork completed and Assessment Report approved

#### NO RESIDENTIAL DEVELOPMENT TO COMMENCE














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

**APPENDIX B: DESIGN CODE COMPLIANCE SUMMARY**

TO BE PROVIDED ON THE AMENDMENT SHEET



# Typologies Key

-  Type 1 - 4 Bed Detached
-  Type 2V1 - 5 Bed Linked Detached
-  Type 2V2 - 5 Bed Linked Detached
-  Type 2V3 - 5 Bed Linked Detached
-  Type 2V4 - 5 Bed Linked Detached
-  Type 3 - 4 Bed Detached
-  Type 4 - 4 Bed Detached
-  Type 5 - 4 Bed Detached
-  Type 6A - 5 Bed Detached
-  Type 7 - 3 Bed Semi Detached
-  Type 8 - 3 Bed Terraced
-  Blocks A and B - Apartments
-  Block C - Duplex / Apartments

## Typologies Plan



# Tenure plan

## Tenure Key

- Private Sale
- Shared Ownership
- Affordable Rent



Sketch

Character Area 1

Gateway and Community Gardens



Sketch

Character Area 2

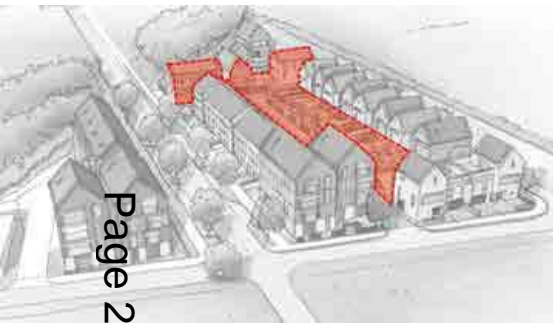
Parkside View  
and Farm Yard



Sketch

Character Area 3

The Mews



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Character Area 4

The Avenue

