

JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

Membership

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

Cambridgeshire County Council: Cllrs Ashwood, Dent, Hipkin and Kenney, Alternates: Harford, Loynes, Nethsingha and Williams

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, 18 May 2016
Time: 10.30 am
Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ
Contact: Sarah Steed **Direct Dial:** 01223 457013

AGENDA

Member Development Programme

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

City Deal Schemes update – Cambridgeshire County Council Officers.

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.

All Committee Members may vote on this item

- 3 Update on Review of Fringe Sites Joint Development Control Committee Terms of Reference to Incorporate City Deal Schemes**
(Pages 7 - 26)

All Committee Members may vote on this item

- 4 15/1670/REM Darwin Green One, Land Between Huntingdon Road And Histon Road Cambridge** *(Pages 27 - 98)*

Local Centre reserved matters application for 114 residential units including library, community rooms, health centre and retail units pursuant to outline consent 07/0003/OUT.

All Committee Members may vote on this item

- 5 16/0208/REM Darwin Green One, Land Between Huntingdon Road And Histon Road Cambridge** *(Pages 99 - 156)*

Reserved matters application for first housing phase including 173 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale.

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

- 6 Pre-Application Member Briefing - Primary School site, Clay Farm Development Site, Long Road Cambridge**

Regulation 3 application for Clay Farm Primary School.

Quorum for This Item/Application:

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

Speaking at the Committee by Other Members of the Councils

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

Information for the Public

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

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

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

All the meeting rooms (Committee Room 1, Committee 2 and the Council Chamber) are on the first floor, and are accessible via lifts or stairs.

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

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

Public speakers will not be allowed to circulate any additional written information to their speaking notes or any other drawings or other visual material in support of their case that has not been verified by officers and that is not already on public file.

For further information on speaking at committee please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

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Cambridge City Council would value your assistance in improving the public speaking process of committee meetings. If you have any feedback please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Representations on Planning Applications

Public representations on a planning application should be made in writing (by e-mail or letter, in both cases stating your full postal address), within the deadline set for comments on that application. You are therefore strongly urged to submit your representations within this deadline.

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.

Filming, recording and photography

The Council is committed to being open and transparent in the way it conducts its decision making. The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public.

Facilities for disabled people	<p>Level access to the Guildhall is via Peas Hill.</p> <p>A loop system is available in Committee Room 1, Committee Room 2 and the Council Chamber.</p> <p>Accessible toilets are available on the ground and first floor.</p> <p>Meeting papers are available in large print and other formats on request prior to the meeting.</p> <p>For further assistance please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.</p>
Queries on reports	<p>If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.</p>
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JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

REPORT OF: Head of Planning Services

TO: Fringe Sites Joint Development Control Committee 18/05/2016

WARDS/PARISHES: All

UPDATE ON REVIEW OF CAMBRIDGE FRINGES JOINT DEVELOPMENT CONTROL COMMITTEE TERMS OF REFERENCE TO ACCOMMODATE CITY DEAL INFRASTRUCTURE SCHEMES

1 INTRODUCTION

- 1.1 An initial consultation report on this was brought to the Joint Development Control Committee (JDCC) for consideration on 18/09/2015. (See Appendix 1 with attachments). This set out the background and rationale for the proposals to incorporate City Deal Infrastructure schemes that require planning consent, within the remit of the JDCC.
- 1.2 The 18/09/2015 report also explained that the initial consultation with the JDCC was the first in a series of a) consultations with City Council, South Cambridgeshire District Council (SCDC) and Cambridgeshire County Council (CCC) Planning Committees and b) approvals required via Full Council for each of the three local authorities.
- 1.3 This series of consultations and approvals has now been completed and the purpose of this report to the JDCC is to confirm the changes to the JDCC Terms of Reference that have been agreed through the Full Councils and to consider any other related matters arising from the various Committee consultations and Council approvals as set out in Section 3.
- 1.4 Subject to the above and given that a number of the Phase 1 City Deal infrastructure schemes are moving forward quickly, it is important that the updated Terms of Reference can be confirmed and any other related procedural issues resolved as soon as possible to

facilitate streamlined planning decision-making processes on City Deal Infrastructure Schemes.

2. **RECOMMENDATIONS**

- 2.1 To note the agreed final version of the amended Joint Development Control Committee Terms of Reference as attached in Appendix 2.
- 2.2 To consider amending the name of the Joint Development Control Committee to reflect the proposed changes to its remit (see Section 3 of the report).

3. **BACKGROUND**

- 3.1 The background and rationale for the proposed changes to the JDCC Terms of Reference to incorporate City Deal Infrastructure Schemes that require planning consent is set out in detail in the previous JDCC report dated 18/09/2015 (Appendix 1). This set out the various processes that needed to be completed before the proposed changes to the JDCC Terms of Reference could be finalised. These are summarised below, including specific issues raised through each Committee highlighted where applicable:

Summary of Process

- 3.2. 18 September JDCC –principle of changes supported.
Issues raised -Members requested that officers provide training and briefings for the Committee in terms of potential key issues arising from City Deal infrastructure schemes, given that these could be very different to the types of applications that the JDCC has been used to considering, in some cases.
Update–A programme of member development sessions and briefings is being planned. Any member development sessions will be incorporated into the normal JDCC member development programme. A draft updated version of the programme will be circulated to JDCC members shortly.

7 October City Planning Committee - principle of changes supported.
Issues raised -Members suggested that other elements of the Terms of Reference documentation that were now out of date should be updated.
Update–this was the original intention as highlighted in the 18/09/2015 JDCC report. However, Legal officers advised that this would require additional procedural steps to be incorporated within the process. To avoid delays in incorporating the City Deal

related changes, given the complexities of the existing process, these will therefore be progressed separately.

22 October 2015 –City Full Council –proposed changes approved.
No specific issues highlighted.

4 November –SCDC Planning Committee – principle of changes supported.
No specific issues highlighted.

19 November -County Council Constitution and Ethics Committee –
Referred onto Highways and Community Infrastructure Committee.

26 November 2015 –SCDC Full Council –proposed changes approved.

Issues raised-

a) the JDCC should discuss whether its name should change to one which more closely reflects its new Terms of Reference and so is also clearer for members of the public, at the earliest opportunity.

Update –this issue is highlighted for discussion by members as part of the consideration of this report on 18/05/2016 and see also paragraph 3. 3. (Strategic Issues) below.

b) Discuss whether any member of the JDCC who are also members of the City Deal Executive Board or Joint Assembly should be able to or should not be able to vote on City Deal Infrastructure Schemes.

Update –see paragraph 3.3.(Strategic Issues) below.

c) To note the SCDC position that it will not agree to any further exclusions of its participation similar to that set out in clause 4.5 of the proposed amended Terms of Reference (ie where SCDC is not allowed to vote on Clay Farm and Bell School items).

Update –the proposed wording of the amended Terms of Reference as previously circulated and attached in Appendix 2 provides that all JDCC members will have voting rights on all City Deal Infrastructure schemes planning applications that are reported to the JDCC for determination, regardless of the location of the application site.

12 January 2016- County Council Highways and Community Infrastructure Committee –changes to City Deal delegations supported in principle.

19 January 2016- County Council Economy and Environment Committee- changes to City Deal delegations supported in principle.

22 March 2016 –County Full Council –proposed changes approved

Strategic Issues

3.3. Amendment to name of the Committee

This issue has been discussed informally with the Chair and Vice-Chair of the Committee. Officers consider that it would be appropriate to include a reference to “City Deal” within the name of the Committee for clarity. However, it should be noted that the number of City Deal Infrastructure Schemes likely to come to the Committee/through the planning process is still unclear at present as some of the road schemes, for example, could be considered through other legislative powers eg. Therefore members should be aware that the name of the Committee should still reflect that the majority of planning applications considered by the Committee will continue to be Fringe site related ones, rather than City Deal related ones. There will also be an issue to consider about the length of the Committee name eg “Cambridge Fringe and City Deal Joint Development Control Committee.”

3.4. Voting rights of City Deal Board and City Deal Assembly members

This follows on from the point raised by SCDC Full Council as set out in paragraph 3.2 above. Legal advice has been provided on this as follows: The question has been raised as to whether a councillor who is on the City Deal Board/Assembly could, if appointed to the JDCC, vote on planning applications for schemes promoted by the City Deal Board. There is no legal prohibition (or Code of Conduct reason) why they should not vote. However, there is a risk that public confidence in the planning process could be damaged through a perception of a lack of objectivity on the part of a member fulfilling both roles. It also increases the risk of a legal challenge, whether or not well-founded, to planning decisions. It would be open to the Councils to agree by non-binding convention that they will not appoint City Deal Board members to the JDCC.

3.5. This issue has therefore been highlighted with lead/portfolio holders and committee managers across the three local authorities for consideration as part of the process for nominating membership of the various regulatory committees post-elections.

4. CONSULTATIONS

4.1. Initial consultation was carried out with the Leaders, relevant portfolio holders, Planning Committee Chairs and chief officers within each of the three Councils.

4.2. The key issues that emerged from the various Committee consultations and Council approval processes are addressed in Section 3 above.

4.3. Legal advice has been provided at relevant stages of the process.

5. **OPTIONS**

5.1. Options were considered prior to the initial JDCC report dated 18/09/2015. There has been general agreement on the principles of the suggested approach and no alternative options have been put forward through the various Committee consultations and Full Council approval processes that have taken place since then.

6. **CONCLUSIONS**

6.1. The three local authority Full Councils have approved the proposed changes. Subject to outstanding issues highlighted in Section 3 being addressed considered, it is recommended that the Terms of Reference are updated as set out in Appendix 2.

7. **IMPLICATIONS**

(a) **Financial Implications**

As set out in the original JDCC report dated 18/09/2015.

(b) **Staffing Implications**

As set out in the original JDCC report dated 18/09/2015.

(c) **Equality and Poverty Implications**

As set out in the original JDCC report dated 18/09/2015.

(d) **Environmental Implications**

As set out in the original JDCC report dated 18/09/2015.

(e) **Procurement**

As set out in the original JDCC report dated 18/09/2015.

(g) **Community Safety**

As set out in the original JDCC report dated 18/09/2015.

BACKGROUND PAPERS: The following are the background papers that were used in the preparation of this report:

None

LIST OF APPENDICES

Appendix 1 –JDCC report dated 18 /09/2015 and attachments

Appendix 2 –Proposed Changes to JDCC Terms of Reference –changes in bold

The author and contact officer for queries on the report is Sharon Brown, New Neighbourhoods Development Manager on 01223 457294.

Report file:

Date originated: 09 May 2016

Date of last revision: 09 May 2016

Joint Development Control Committee –Cambridge Fringe Sites

REPORT OF: Head of Planning Services

TO: Fringe Sites Joint Development Control Committee 18/9/2015

WARDS/PARISHES: All

REVIEW OF CAMBRIDGE FRINGES JOINT DEVELOPMENT CONTROL COMMITTEE TERMS OF REFERENCE TO ACCOMMODATE CITY DEAL INFRASTRUCTURE SCHEMES / MINOR GENERAL UPDATES

1 INTRODUCTION

- 1.1 In late 2014, as part of the setting up of the Greater Cambridge City Deal Executive Board and agreeing its Terms of Reference, Cambridgeshire County Council (CCC), Cambridge City Council and South Cambridgeshire District Council (SCDC) agreed to delegate exercise of their functions to the Board where these functions relate to achieving the City Deal objectives. This entails the three Councils making any necessary changes to their schemes of delegation across a number of functions, one of which relates to the planning process and the granting of planning consent.
- 1.2. City Deal infrastructure schemes that are not located within the highway will require planning consent in order to be delivered. Legal advice obtained indicates that, where possible, planning decisions should be made across relevant geographical areas, in this case City and SCDC.
- 1.3 It is therefore considered that the most appropriate way to implement this principle is to modify the remit of the Cambridge Fringes Joint Development Committee (JDCC), which includes members from all three partner authorities, to include planning permission for City Deal infrastructure schemes. This will require changes to the existing Terms of Reference for the Committee.
- 1.4. The JDCC is therefore being consulted on the proposed changes as the first stage in a series of consultations with each individual planning committee affected by the proposed changes.
- 1.5. The final agreed version Terms of Reference will need to be formally approved through the three Councils in due course, once

consultation with City Council and SCDC Planning Committees and other procedural approval processes have been completed. The timetable for this is set out in Section 3 of the report.

- 1.6. At the same time, since the Terms of Reference has not been updated overall since 2010, some further minor amendments are proposed to reflect the progress of the Cambridge Fringe site developments to date and specifically to exclude the need for householder and some other minor types of applications to be reported to the Committee for determination, where these fall within the geographical area of the Committee's remit, but do not otherwise relate to the strategic growth site allocations.

2. RECOMMENDATIONS

- 2.1 To support the principle of the proposed changes to the JDCC Terms of Reference, subject to:
 - a) Consultation with City Council and SCDC Planning Committees;
 - b) Endorsement by Cambridgeshire County Council Constitution and Ethics Committee;
 - c) Formal approval through the three Councils.

3. BACKGROUND

- 3.1. In order to ensure the smooth functioning of the Greater Cambridge City Deal governance arrangements and particularly the delivery of the City Deal infrastructure investment programme to a very tight timescale, clarification of delegations from the City Council, CCC and SCDC to the City Deal Executive Board is required. This affects a number of functions, of which the planning process/ the granting of planning consent is one.
- 3.2. City Deal infrastructure schemes that have works that extend beyond the highway boundary or are not within the highway will require planning consent in order to be delivered. For this purpose a City Deal infrastructure scheme is defined as "one arising from the Greater Cambridge City Deal which has all of the following characteristics:
 - i) Has been and remains designated by the Greater Cambridge City Deal Executive Board as a City Deal infrastructure scheme.
 - ii) is or has been funded in whole or in part by the County Council under the auspices of the Greater Cambridge City Deal or allocated from the Greater Cambridge City Deal Executive Board by participating Authorities."

- 3.3. Planning consent for transport schemes promoted by the County Council is considered by its own Planning Committee. However, the County Council has already delegated decisions on County Council applications to the Cambridge Fringes and Northstowe Joint Development Control Committees where applications fall within their respective remits.
- 3.4. Accommodating the decision-making process on planning applications for City Deal infrastructure schemes within the remit of the Cambridge Fringes JDCC will ensure that the decisions are made jointly across the relevant geographical areas, namely Cambridge City Council and SCDC, reflecting local circumstances, ambitions and constraints. The Committee also includes Members from all three partner authorities. This would mean that the schemes would be considered strategically, subject to a single planning process, rather than potentially up to three.
- 3.5. To achieve this, modifications to the existing JDCC Terms of Reference are required (these are indicated as changes in bold type to the existing document in Appendix 2). The Committee would retain its geographical remit, except in the case of City Deal infrastructure schemes when its geographical remit would extend to the whole of Cambridge City and SCDC.
- 3.5. Consultation with the JDCC is the first step in the procedural process. Further consultation with the City Council and SCDC Planning Committees and endorsement by CCC Constitution and Ethics Committee are required prior to formal approval of the amended Terms of Reference through the three Councils. The current timetable for completion of the procedural process is set out below:
- 7 October –City Council Planning Committee
 - 22 October –City Full Council
 - 4 November –SCDC Planning Committee
 - 17 November –County Council Constitution and Ethics Committee
 - 26 November –SCDC Full Council
 - 15 December –County Full Council
- 3.6. The existing JDCC Terms of Reference was last reviewed generally in 2010. Since then, considerable progress has been made on some of the Fringe site developments, notably Southern Fringe, where there are now over 1,000 occupations. Further minor adjustments to the Terms of Reference are therefore being recommended at the same time, to remove the need for individual householder

applications and some other minor applications to be reported to the Committee for determination, where these have no relationship with the original strategic growth site allocations, other than being within the geographical area subject to the Committee's remit.

4. CONSULTATIONS

- 4.1. Consultation has been carried out with the Leaders, relevant portfolio holders, Planning Committee Chairs and chief officers within each of the three Councils. Further consultation is scheduled to take place with the City Council and SCDC Planning Committees as set out in Section 3 of this report.
- 4.2. Any further legal advice required will be sought as part of this ongoing process.
- 4.2. Each individual City Deal infrastructure scheme will be subject to the appropriate level of stakeholder and public consultation, both in the lead up to and as part of the planning process.

5. OPTIONS

- 5.1. Careful consideration has been given to the optimum way to have an effective planning process for the City Deal infrastructure schemes, as well as ensuring that the associated planning decisions are made across relevant geographical areas. From both a procedural and legal perspective, this approach is considered to present the best option. It provides a single planning process, using an existing established Committee that contains member representation from all three authorities. The alternative option would be make decisions through individual planning committees within each of the three authorities but this would result in increased administration implications and potential delays through having to take decisions on individual City Deal infrastructure schemes through more than one Committee in many instances.

6. CONCLUSIONS

- 6.1. For the reasons set out in this report, it is recommended that the principle of modifying the JDCC Terms of Reference to accommodate City Deal infrastructure projects, be supported; subject to consultation with the City Council and SCDC Planning Committees; endorsement of the County Council's Constitution and Ethics Committee; and formal approvals through the three Councils in due course.

- 6.2. As part of the ongoing process, formal approval will also be sought for some other general minor updates to the existing Terms of Reference as highlighted in Section 3.6 of the report.

7. IMPLICATIONS

a) Financial Implications

Under Annex 3 of the Standing Orders for the JDCC, any associated costs arising from decisions made by the Committee, including associated appeals, are borne jointly by the Councils with voting rights on the specific items that give rise to the costs. For City Deal Infrastructure projects it is proposed that all three Councils would have voting rights on all of these, so any costs arising from Committee decisions and associated appeals would be shared by all three authorities.

b) Staffing Implications

There are no additional staffing implications arising from these proposed changes. The administration arrangements for the Committee would continue as existing.

c) Equality and Poverty Implications

An Equality Impact Assessment (EQIA) has not been carried out in respect of these proposed changes. However, where relevant and at the appropriate time, EQIAs would be carried out in respect of individual City Deal infrastructure schemes.

d) Environmental Implications

There are no direct environmental implications arising from the proposed changes to the Terms of Reference and therefore this proposal has a NIL climate change rating. However, there will be direct and indirect environmental implications arising from each City Deal infrastructure scheme that will be assessed individually and cumulatively as appropriate.

e) Procurement

There are no direct procurement implications arising from these proposed changes. Procurement implications arising from City Deal infrastructure schemes will be addressed separately.

f) Community Safety

There are no direct community safety implications arising from these proposed changes. Community safety implications arising from City Deal infrastructure schemes will be addressed separately.

LIST OF APPENDICES

1. Officer briefing note dated September 2015 –Greater Cambridge City Deal –Executive Board Delegations
2. Proposed draft amended JDCC Terms of Reference (Bold changes)

BACKGROUND PAPERS: The following are the background papers that were used in the preparation of this report:

None

The author and contact officer for queries on the report is Sharon Brown on 01223 457294.

Report file:

Date originated: 09 May 2016

Date of last revision: 09 May 2016

Appendix 1

GREATER CAMBRIDGE CITY DEAL

EXECUTIVE BOARD DELEGATIONS – BRIEFING NOTE

Why are we proposing to clarify delegations?

The Executive Board Terms of Reference, which were agreed by all three Councils in late 2014, includes the following wording in paragraph 4.3, which sets out the scope of the responsibilities delegated to the Greater Cambridge City Deal Executive Board:

“The three Councils agree to delegate exercise of their functions to the Executive Board to the extent necessary to enable the Board to pursue and achieve the objectives of the Greater Cambridge City Deal and to undertake any actions necessary, incidental or ancillary to achieving those objectives, and, accordingly, the three Councils shall make the necessary changes to their respective schemes of delegation. The Executive Board may further delegate to officers of the three Councils.”

In order to ensure the smooth functioning of the Greater Cambridge City Deal governance arrangements, and particularly the delivery of the infrastructure investment programme on a very tight timescale, it is considered necessary to clarify the delegations that have been made. It is envisaged that this clarification will avoid confusion around the scope and extent of the delegated authority.

Officers have considered the functions that are intended to be covered in this wording, and have made recommendations in each case for how clarification can best be provided. These functions are:

- Compulsory Purchase Orders (CPOs)
- Grant of Planning Consent
- Side Roads Orders (SROs)
- Traffic Regulation Orders (TROs)
- Transport and Works Act Orders (TWAOs)

Definition of ‘City Deal infrastructure schemes’

In order to delineate the boundaries of the City Deal Board delegated authority it is necessary to define what is considered to constitute a ‘City Deal infrastructure

scheme'. This definition will then be used to determine which body holds the responsibility for making the decision(s) concerned. The following is suggested to be the most appropriate definition to use:

"A City Deal infrastructure scheme is one arising from the Greater Cambridge City Deal which has all of the following characteristics:-

- i. Has been and remains designated by the Greater Cambridge City Deal Executive Board as a City Deal infrastructure scheme.*
- ii. Is, or has been funded in whole or in part by funds received by the County Council under the auspices of the Greater Cambridge City Deal or allocated to the Greater Cambridge City Deal Executive Board by participating Authorities."*

Compulsory Purchase Orders

A CPO is a legal instrument that allows certain bodies (including the partner Councils) to purchase land without the owner's consent. It can be enforced if it is considered necessary in order to deliver public benefit, and can be particularly pertinent for transport infrastructure schemes. It is normal practice to seek CPOs on a contingency basis in parallel with negotiations with landowners to avoid delays to projects. Some City Deal infrastructure schemes will require the use of CPO powers in order to deliver the wider benefits that are expected to be associated with those schemes.

For the purposes of the City Deal, it is the County Council's CPO powers that are most important. Outside of the City Deal arrangements, the County Council's CPO powers are vested in the Economy & Environment Committee, which takes responsibility for promoting and exercising CPOs. The final decision to grant a CPO rests with the Secretary of State.

The decision made by the County Council to delegate responsibilities to the Executive Board is considered to include the power to promote and exercise CPO powers for City Deal infrastructure schemes in Cambridge City and South Cambridgeshire. To ensure that there is clarity around the processes involved in delivering the City Deal infrastructure programme, it is recommended that the County Council's CPO powers are confirmed as being delegated to the Executive Board.

Planning consent

City Deal infrastructure schemes that are not within the highway will require planning consent in order to be delivered. Planning consent for transport schemes promoted by the County Council is considered by the County Council's Planning Committee,

however the County Council has already delegated decisions on County Council applications to the Cambridge Fringes and Northstowe Joint Development Control Committees where applications fall within their respective remits.

Legal advice suggests that planning decisions should where possible be made across the relevant geography – in this case Cambridge City and South Cambridgeshire. By doing so, it is possible to ensure that planning decisions most accurately reflect local circumstances, ambitions and constraints. It is therefore recommended that the most appropriate way to implement this principle would be to modify the remit of the Cambridge Fringes Joint Development Control Committee, which includes Members from all three partner Councils, to include planning permission for City Deal infrastructure schemes. This would mean that these schemes can be subject to one single planning process, rather than potentially up to three. This would mean that this Committee retains its geographical coverage, except in the case of City Deal infrastructure schemes when its geographical coverage extends to the whole area of Cambridge City and South Cambridgeshire. Short of creating a new Committee, this is considered to be the most appropriate available option.

Side Roads Orders

An SRO is an instrument established under the Highways Act 1980 that allows a Highway Authority (in the local context this refers to the County Council) to alter roads or other highways affected by a major transport infrastructure scheme. This deals with roads that are not specifically along the alignment of the scheme, but are impacted by and/or impact upon the scheme. It is likely to be the case that SROs are required for several City Deal infrastructure schemes. As with CPOs, the County Council acts as the promoter for SROs but the decision to grant these rests with the Secretary of State.

Outside of the City Deal arrangements, the responsibility for promoting SROs rests with the County Council's Economy & Environment Committee. The delegation made to the Executive Board though means that this responsibility, where it relates to a City Deal infrastructure scheme, has been delegated to the Executive Board. It is recommended that this is explicitly confirmed by the County Council.

Traffic Regulation Orders

TROs, established under the Road Traffic Regulation Act 1984, are legal instruments relating to the use of highways. They are designed to regulate, restrict or prohibit the use of roads by vehicles or pedestrians (as appropriate). There is a statutory requirement to undertake a public consultation where a TRO is needed, with the

outcome of that consultation being considered by Members when the decision is made on whether or not to grant a TRO.

General speaking, any major transport infrastructure scheme that includes the public highway will require at least one TRO. This is expected to be the case for most, if not all, City Deal infrastructure schemes.

Outside of the City Deal arrangements, decisions relating to TROs are made by either the County Council's Highways & Community Infrastructure Committee or the Cambridge Joint Area Committee. These Committees decide upon objections to TROs following public consultations. The Cambridge Joint Area Committee considers these when they are referred by the relevant Member or officer under the County Council's Scheme of Delegation – otherwise the Highways & Community Infrastructure Committee is the decision maker.

The delegations made to the Executive Board are considered to include the power to make decisions regarding TROs when they relate to City Deal infrastructure schemes, including considering the outcomes of public consultations. However, to ensure that the processes around the delivery of the City Deal infrastructure programme are clear, it is recommended that the County Council confirms explicitly that this delegation has been made.

Transport and Works Act Orders

The Transport and Works Act 1992 established TWAOs as the default means of authorising the creation of a new railway, tramway or guided busway scheme, except for “nationally significant rail schemes in England”. TWAOs can include within them TROs, CPOs and deemed planning consent. The County Council has the power to promote a TWAO, whilst the decision to grant a TWAO rests with the Secretary of State. As the prioritised City Deal infrastructure schemes are being developed at the moment, it is unclear if the final proposals for those schemes would require the granting of a TWAO.

The delegation made to the Executive Board is considered to include the responsibility for promoting TWAOs for City Deal infrastructure schemes. It is recommended that the County Council explicitly confirms that this delegation has been made.

TERMS OF REFERENCE FOR JOINT DEVELOPMENT CONTROL COMMITTEE CAMBRIDGE FRINGES

1. Parties:

Cambridge City Council
Cambridgeshire County Council
South Cambridgeshire District Council
(‘the Councils’)

2. Status:

The Joint Development Control Committee (‘the Committee’) is a joint committee formed by resolutions of the Councils pursuant to section 101(5), Local Government Act, 1972.

3. Membership:

6 Members appointed by Cambridge City Council
4 Members appointed by Cambridgeshire County Council
6 Members appointed by South Cambridgeshire District Council

4. Terms of reference:

- 4.1 The Committee’s remit is to discharge the functions (‘the functions’) set out in Appendix 1, the exercise of which have been delegated to the Committee by the parties, subject to the limitation in paragraph 4.2.
- 4.2 The Committee shall discharge the functions in respect of Major developments¹ and related² applications falling wholly or substantially

¹ A major development is defined by reference to Article 1 of the Town and Country Planning (General Development Procedure) Order 1995 as in force on 1 March 2010 or as subsequently amended or replaced and means development including any one or more of the following:

- (a) the mining and working of minerals
- (b) waste development;
- (c) the provision of dwelling-houses where
 - (i) the number of dwelling-houses to be provided is 10 or more; or
 - (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within paragraph (c)(i);
- (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) development carried out on a site having an area of 1 hectare or more.

² **For the purposes of this Committee “Major” and “related” applications shall exclude i) applications for extensions to existing buildings/changes of use that fall within the geographical area of the Committee where these applications do not prejudice the wider strategic objectives of the delivery of the Cambridge Fringe site developments; ii) householder applications relating to**

within the areas shown edged in blue on the plans forming Appendix 3, and ancillary developments relating to such Major Developments referred to it by the relevant Head of Planning of the Council issuing the consent for the Major Development in question **and**

a) In respect of “City Deal Infrastructure schemes” referred to it by the relevant Head of Planning of the Council issuing the consent for the City Deal Infrastructure scheme in question. A “City Deal Infrastructure scheme” is defined as a project arising from the Greater Cambridge City Deal which has all of the following characteristics:-

- has been and remains designated by the Greater Cambridge City Deal Executive Board as a City Deal Infrastructure scheme; and
- is, or has been funded in whole or in part by funds received by Cambridgeshire County Council under the auspices of the Greater Cambridge City Deal or allocated to the Greater Cambridge City Deal Executive Board by participating authorities.

4.3 The Committee may exercise the subsidiary powers authorised pursuant to section 111, Local Government Act 1972 in connection with the discharge of the functions.

4.4 The Committee may exercise the powers of delegation contained in section 101(2), Local Government Act 1972.

4.5 All members shall be entitled to vote on the following applications: Trumpington Meadows; Cambridge Northern Fringe East; Cambridge East; Northwest Cambridge including all of the NIAB site; Glebe Farm; **City Deal infrastructure schemes**. Only the City and County members shall be entitled to vote on Clay Farm-Showground and Bell School.

5. Standing Orders

5.1 The Committee shall be governed by the Standing Orders set out in Appendix 2, as amended from time to time.

6. Administration

6.1 The Party which is the local planning authority shall receive applications in the usual way and shall be responsible for all consequential administration.

individual dwellings subsequent to outline and reserved matters applications that have been approved; in both cases with respect to developments within the areas shown edged in blue on the plans forming Appendix 3.

- 6.2 Cambridge City Council's staff shall be responsible for all matters connected with the administration of the Committee, including the preparation and dispatch of agendas and securing premises at which the committee may meet. Decision notices shall be signed by **respective chief planning officers (or their equivalent) within each of the three local authorities represented on the Committee, where these fall within the geographical remit of their employing authority.**
- 6.3 Costs shall be shared in accordance with the Cost Sharing Protocol set out in Annex C to the Standing Orders.

Appendix 1

FUNCTIONS OF THE COMMITTEE

1. The exercise of each of the Councils' powers and duties in relation to development control on Major Developments, ancillary developments and related applications and requests, Reserved Matters applications and **City Deal infrastructure schemes** including but not limited to:

- i) the determination of planning applications by virtue of Regulation 3 of the Town and Country Planning General Regulations 1992.
- ii) the power to approve authorise and direct the respective Councils to negotiate and enter into agreements regulating the development or use of land pursuant to S106 of the Town and Country Planning Act 1990.

2. The review, change, amendment or modification of the scheme of delegation to Officers.

Agenda Item 4

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 18 May 2016

Application Number	15/1670/REM	Agenda Item	
Date Received	5 May 2015	Officer	Janine Richardson
Target Date	27 May 2016		

Ward Arbury and Castle

Site Darwin Green One
Land Between Huntingdon Road and Histon Road
Cambridge

Proposal Reserved matters for 114 residential units and local centre including library, community rooms, health centre and retail units pursuant to outline consent 07/0003/OUT.

Applicant BDW Eastern Counties & The NW Cambridge Consortium of Landowners

Application Type Major reserved matters **Departure: 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.

Summary	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none">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, vibrant community hub for Darwin Green.3) The scheme provides for residential (including 40% affordable housing), community and commercial uses to create the local centre.
Recommendation	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

0.0 INTRODUCTION

- 0.1 This is a Reserved Matters application for 114 dwellings, health centre, community rooms, retail units and library.
- 0.2 Outline permission was granted and a S106 Agreement completed on 18 December 2013 for a mixed use development of up to 1593 dwellings, primary school, community facilities, retail units, transport infrastructure and open space. Full permission was also granted for the balancing pond and access from Histon Road.
- 0.3 A number of strategic conditions attached to the outline permission have been discharged, as shown in Appendix A. All reserved matters applications must comply with the documents approved through these conditions. The site wide infrastructure reserved matters and the public square (that the local centre surrounds) reserved matters has also been approved.
- 0.4 At the time of writing this report some enabling works have commenced on the Darwin Green site.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, known as Darwin Green 1 (DG1, previously NIAB), is a 52.87 Ha site situated on land between Huntingdon Road and Histon Road. It is located on the northwest fringe of the City bounded by Huntingdon Road to the southwest, Whitehouse Lane and a public footpath to the northwest. Histon Road is to the north and residential development forms the existing urban edge along the eastern boundary. To the north of the site is the Darwin Green Two site within the South Cambridgeshire District Council (SCDC) boundary.
- 1.2 The DG1 site was previously used for large-scale crop trials run by the National Institute of Agricultural Botany (NIAB). The southern corner of the site consisted of playing fields for Christ's and Sidney Sussex Colleges' Sports Ground. The site is not within a Conservation Area, and does not contain any listed buildings or protected trees.

- 1.3 The DG1 site is allocated for housing within proposals site 9.03 in the Cambridge Local Plan 2006. The Draft Cambridge Local Plan 2014 allocates the site as an area of major change, proposals site R43. The entire site benefits from outline approval (07/0003/OUT) and a Design Code.
- 1.4 This reserved matters application relates to three parcels of land which surround the approved 'square' public realm for the local centre, in the centre of the DG1 site, covering an area of 1.97 hectares. It also includes a small area of land for the recycling 'bring site' adjacent to the approved pavilion car park. The local centre location is set out in the approved outline parameter plans and Design Code.
- 1.5 The site is currently an agricultural field with a concrete farm access track from north-east to south-west. There is a small fenced enclosure in the north west corner containing a metrological instruments station and a pylon supporting overhead cables.
- 1.6 The proposed site is at the south west end of the DG1 development, set in from Laurence Weaver Way entrance. It will be to the north east of the new access road into the site, surrounded by the proposed supermarket to the west, primary school site to the east, and central park and the pavilion to the north east. It lies wholly within the City Council boundary.

2.0 THE PROPOSAL

- 2.1 The application is a reserved matters (access, appearance, landscaping, layout and scale) application for 114 dwellings, including 40% (46) affordable homes, 6 flexible retail units (500 sqm), a Health Centre (710 sqm) with 6 consulting rooms, two community rooms (200 sqm) and a Library (350 sqm). The development would have an overall density of 79 dwellings per hectare (gross). The storey heights across the parcels range from 2 to 4 storeys.
- 2.2 The scheme consists of three main areas, the Health Centre and courtyard, the Library and the retail area. Each area consists of a number of blocks as shown on plan 3 in Appendix D.
- 2.3 The Health Centre block fronts the main street (Darwin Street), the Square, School Lane opposite the primary school and School Square to the south (Blocks A1, A2, B1, B2, G1, G2, G3, G4, H1 and H2). The block contains 57 residential units (33 private and 24 affordable units) over four floors, the health centre and community rooms on ground and first floors.
- 2.4 The proposed Health Centre (Block H2) which fronts the Square as part of this block comprises of six consulting rooms, two treatment rooms, offices, waiting area, reception and ancillary facilities. The Community Rooms (Block H1) comprises of two flexible space rooms (one on the ground floor and one on first floor) with storage, a lift, kitchen, toilets, cleaners store and entrance hall.

- 2.5 The Library area which frames the Square to the east (Blocks E and F) contains 16 private units over four floors, and the library on the ground floor. The library comprises open plan library space, reception, toilets, community room, and staff facilities. Part of the public art proposed is an installation based on Darwin's Tree of Life to be integrated with the main library glazing.
- 2.6 The Retail area which fronts the Square to the north (Blocks I1, I2, J1, J2, J3, C1, C2, D1, D2 and D3) contains 43 units (22 affordable units in Blocks I and J and 21 private units in Blocks C and D) over four floors. On the ground floor Blocks C and D have three retail units as do Blocks I and J. Residential units are proposed at the rear of the block to provide a frontage to the adjacent parcel (yet to be designed). The retail unit sizes vary from 45 sqm to 95sqm. The intended class use of the retail units is not specified in the reserved matters application. The outline consent allows for A1 (retail), A2 (Financial and professional services), A3 (Restaurants and cafes), A4 (Drinking establishments) or A5 (Hot food takeaway) uses.
- 2.7 All of the proposed residential units are apartments, except seven duplex units (within Blocks A, B, G, I and D) which have accommodation on the ground and first floors. These types of units reflect the local centre, high density nature of the proposal.
- 2.8 The proposals include a temporary road to the north of the retail blocks (C, D, I and J), which is to facilitate access and refuse collection before the adjacent parcels are constructed (which have yet to gain reserved matters approval). The permanent proposal is for the street 'North Lane' to be accessed by 'Centre Street' and the temporary vehicle access areas will be removed and replaced with landscape.
- 2.9 The proposal also includes complementary infrastructure in terms of access roads, bin stores and cycle spaces. A public realm area (School Square) is proposed to link in with the square at the entrance to the proposed Primary School. Car parking spaces are provided at a ratio of one space for one unit. Three car club spaces are proposed adjacent to School Square.
- 2.10 The proposals include the details of the underground recycling facilities (the Bring site) as required by Condition 65 of the outline consent. Three receptacles are proposed (above ground, with underground storage) for recycling small electrical items, books, media and textiles recycling. These are located at the Pavilion car park entrance (adjacent to the Central Park) accessed off the main access road to the site.
- 2.11 Site also includes area of landscape to the south of pavilion car park to tie in the open space as approved under the infrastructure consent.
- 2.12 The application is accompanied by the following documents:
- Planning Statement

- Design and Access Statement
- Design Code Compliance Statement
- Affordable Housing site wide phasing plan
- Counsels Opinion on Affordable Housing Mix
- Landscape General Arrangement Plans, planting proposals, sections and details
- Landscape Management & Maintenance Plan
- Proposed Management Strategy
- Statement of Community Involvement
- Surface Water Strategy
- Transport Statement
- Public Art Delivery Plan
- Daylight and Sunlight Analysis
- Underground Recycling Facilities
- Ecological Survey
- Noise Survey and Assessment
- Outdoor Lighting Report
- Lighting Design Statement
- Vehicle tracking diagrams
- Levels and drainage details
- Plans, elevations and sections

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

2.14

- Condition 8 Design Code Compliance
- Condition 14 Landscaping within the Built-Up Area
- Condition 17 Trees and Hedges assessment
- Condition 18 Tree Protection
- Condition 20 Retained trees
- Condition 27 Renewable Energy Statement
- Condition 29 Code for Sustainable Homes
- Condition 30 BREEAM
- Condition 35 Detailed Surface Water Strategy
- Condition 38 Scheme for Pollution Control of Water
- Condition 39 Ecological Conservation Management Plan
- Condition 58 Noise Assessment for future residents
- Condition 62 Domestic and Trade Waste
- Condition 65 Underground recycling facilities
- Condition 66 Lighting
- Condition 69 Public Art Delivery Plan
- Condition 70 Interim Parking Management

- 2.15 Assessment of the details within the submission for these conditions is considered within the relevant sections of the report and concluded in section 8.112.
- 2.16 The proposal has been substantially amended since submission to take account of a range of officer and consultee concerns on the original submission which was considered to fail the objectives of the Design Code in a number of ways:
1. On design for marker buildings and elevations.
 2. On design and function creating conflict between users, such as retail service areas and residential entrances.
 3. Car parking constraints.
 4. Refuse storage locations and drag distance for refuse crews.
 5. Affordable housing, unit/tenure mix.
- 2.17 The applicant agreed to extend the time period for determination of the application in order for a revised scheme to be designed. A number of post-submission meetings took place to address the concerns raised.
- 2.18 The submitted amendments include a change to the red line for the application site to omit some areas surrounding the health centre block that are approved as part of the Square consent and to include a larger parcel to the retail blocks to allow for a better design solution with the adjacent blocks to the north. Details of the proposals and changes are set out in the paragraphs below.

3.0 RELEVANT SITE HISTORY

Reference (City Council)	Description	Decision
07/0003/OUT	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Approved
14/0063/FUL	Construction of vehicular road link across the north-west green corridor of consented development 07/0003/OUT to provide access to the proposed secondary school parcel of land within South Cambridgeshire District Council.	Approved
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site.	Approved
14/1410/REM	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage	Approved

	and utilities pursuant to outline approval 07/0003/OUT	
Reference (South Cambridgeshire DC)	Description	Decision
S/0001/07/F (SCDC)	Formation of vehicular, pedestrian and cycleway access from Histon Road to serve the urban extension of the city between Huntingdon Road and Histon Road, Cambridge, together with drainage and landscaping works.	Approved
S/0166/14/FL	Temporary vehicular access to serve the proposed Secondary School.	Approved
S/0168/14/FL	Provision of Foul Pumping Station, Utilities Compound and Cambridge Road Access Works as part of the Darwin Green One development.	Withdrawn
S/0169/14/FL	Resurfacing and landscaping works to a section of Public Rights of Way 135/3 on the boundary of Cambridge City Council Outline Planning Consent 07/0003/OUT.	Approved
S/0174/14FL	Formation of a Landscape Mound adjacent to and south of the A14 to be formed from excess spoil from the Darwin Green One development.	Withdrawn
Reference (County Council)	Description	Decision
C/5000/15/CC	Erection of 2-Form Entry Primary School and Children's Centre.	Approved

4.0 **PUBLICITY**

- 4.1 Advertisement: Yes
 Adjoining Owners: Yes (213)
 Site Notices Displayed: Yes (4)
- 4.2 A pre application briefing was provided to JDCC on 17 December 2014. A presentation was given at the North West Community Forum on 16 June 2015. At the drop-in sessions at the forum boards were also displayed with the proposals on 20 October 2015 and 29 February 2016 (with the amended proposals).
- 4.3 The DG1 Local Centre working group was set up to allow collaborative discussion with end users of the local centre and square. Stakeholders included Cambridge City Council, NHS Property Services and Cambridgeshire County Council Libraries and Education. A Square Design Brief was formally agreed and approved in June 2014.

5.0 **POLICY**

Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/2 3/4 3/5 3/6 3/7 3/9 3/11 3/12 3/14 3/15 4/3 4/4 4/13 4/15 5/1 5/5 5/9 5/10 5/11 5/12 5/13 6/8 6/10 8/1 8/2 8/4 8/5 8/6 8/7 8/9 8/16 8/17 8/18 9/1 9/2 9/3 9/8

- 5.1 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 - The Use of Conditions in Planning Permissions. Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and
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	Planning (Department of Communities and Local Government)
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Cambridge City Council Affordable Housing (January 2008)</p> <p>Cambridge City Council Public Art (January 2010)</p>
	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Balanced and Mixed Communities – A Good Practice Guide (2006)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p><u>Information Guidance</u></p> <p>Darwin Green Square Design Brief June 2014</p> <p>Informal Planning Policy Guidance: Food Store Provision in North West Cambridge</p>

Status of Proposed Submission – Cambridge Local Plan

5.2 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for

consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

- 5.3 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.

6.0 **CONSULTATIONS**

Cambridgeshire County Council

Comments on application as submitted

- 6.1 **Education** – Some of the proposed planting species are not appropriate for planting within and around the primary school site.
- Libraries and Lifelong Learning** - Content that library proposal meets the needs required. Need to understand how the artwork designs proposed for the Library frontage will work. Will work with the developer to assure that there are no practical issues with the toilets being located close to the Library entrance.
- Archaeology** - The archaeology for this plot has been covered under the written scheme of investigation for the outline application. No further comment regarding archaeology is necessary for this application.
- New Communities** – Flexibility for the community room spaces would be beneficial.
- Transport** – A transport statement which identifies how the development complies with the outline application on transport grounds is required. This should include the trip generation associated with the proposals, and how these compare to the outline. In addition the cycle and car parking provision for the site should be detailed and how this compares to that agreed at the outline application stage. Therefore a holding objection is recommended until additional information has been provided.

Comments on application as revised

- 6.2 **Libraries and Lifelong Learning** – internal window in office not required as external now proposed. Small kitchenette required. Responsibility for maintenance of ‘tree of life’ metalwork needs confirming.

Cambridgeshire County Council (Highways Development Management)

Comments on application as submitted

- 6.3 Concern on single paving material in school square. No inter-vehicle visibility splays from the proposed motor vehicle accesses to the site have been provided.

Sliding doors to the bin stores should be used to avoid the use of doors that open outwards across a pedestrian route.

Whilst strictly outside the remit of the Highway Authority the internal car parking spaces are constrained. Garage entrance widths are impractical. May lead to increase in the demand for on street car parking.

Three car clubs bays are outside the proposed adopted public highway, which will mean that they will fall outside the control of the Highway Authority and that other methods of controlling unauthorised parking will have to be implemented.

Comments on application as revised

- 6.4 The proposed extent of the adopted public highway is acceptable to the Highway Authority.

Some concern is raised regarding the proposed car parking as manoeuvring within the proposed car parking courts is constrained. The proposed Interim Parking Management Plan does not provide sufficient comfort to the Highway Authority that on street car parking of residents ahead of the introduction of a formal traffic regulation order will be suitably controlled within the level approved as part of the outline consent.

Conditions required for inter vehicle visibility splays to be kept clear of planting and structures exceeding 600mm high and that no private drives and accesses water drains across or onto the proposed adopted public highway.

Environment Agency

Comments on application as submitted

- 6.5 To note the change to Statutory Consultees that the Lead Local Flood Authority (LLFA), Cambridgeshire County Council need to be consulted in respect of sustainable drainage and any proposed works to ordinary watercourses including culverting.

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

Informatives regarding surface water and foul water drainage and pollution prevention are recommended.

Comments on application as revised

- 6.6 None received.

County Council as Lead Flood Authority

Comments on application as submitted

- 6.7 The applicant has met the requirements of the NPPF and therefore the application is acceptable to our team. The applicant has demonstrated that surface water can be dealt with on site by using permeable paving and it is in accordance with the site wide surface water drainage strategy.

- Comments on application as revised
- 6.8 Any reduction in the impermeable area must be taken into account when calculating the discharge rates.

Architectural Liaison Officer

- Comments on application as submitted
- 6.9 No comments to make concerning these proposals in respect of crime prevention and fear of crime and would not object to granting of permission for this application.
- 6.10 Comments on application as revised
None received.

Fire and Rescue Services

- 6.11 Adequate provision for fire hydrants should be made. This can be secured by way of condition. (Outline condition 71 requires this detail).

Natural England

- 6.12 No comments received.

Strategic Housing

Comments on application as revised

- 6.13 40% affordable units need to be provided. There is an imbalance of one bedroom affordable units compared to the number of market one bedroom. Viability of future phases is uncertain as some phases will need to provide a higher concentration of larger affordable units and a smaller proportion of market units.

Comments on application as revised

- 6.14 BDW1 reserved matters is very slightly below the required 40% affordable housing (39.9%) and the Local Centre parcel is just over (40.4%), meaning the development is on course to deliver the Supplementary Policy Document and Section 106 requirements of 40%.
The tenure mix is also at tolerable levels individually and when taken with BDW1 reserved matters gives a 77.52% affordable rent bias, above SPD and s106 requirements.
Clustering is acceptable. Both the Local Centre and BDW1 have a high number of one and two which is dictated by the need to keep within the character of the location.
Future reserved matters applications will need to re-address the imbalance in the current proposed mix of dwelling bed spaces to achieve requirements site wide and demonstrate deliverability. These reassurances are being provided by the applicant and their Registered Provider (RP) for affordable homes across Darwin Green 1.

Without providing lifts across any of the residential blocks, the access to anything but the ground floor units is impaired for wheelchair users or those with mobility issues. However, all flats on the ground floor have full access and future parcels will have less flattened accommodation.

Access Officer

- 6.15 As a minimum all of the 15% of the 'accessible housing' should be able to get to the front door from the street either by path way, ramp or passenger lift. Access to the mezzanine/platform level is needed. Blind lift shafts could be constructed so that if needed in the future a platform lift could be fitted. Parking access to the ground floor premises does not have to be allocated before occupation, but sensible management to get the closest car parking space to disabled people's homes would be needed as residents move in.

Senior Sustainability Officer (Design and Construction)

Comments on application as submitted

- 6.16 The hierarchical approach to reducing carbon emissions proposed is supported, with photovoltaic panels for the residential units. A mix of photovoltaic and a Variable Refrigerant Flow (VRF) heat pump system is proposed for the non-residential building. Further information as to the proposed location of the heat pump is required, as if external, noise will need to be taken into consideration.

The maintenance of the photovoltaic panels will rest with the management company appointed to manage the communal areas, with the cost of this to be covered in the annual service charge. While this approach is supported, clarity is required as to whether this will include the photovoltaic panels being provided for the affordable units, for example via a charge to the Registered Provider.

The BREEAM phasing plan meets the requirements and is supported.

The overall approach to sustainable design and construction and renewable energy provision is supported.

Comments on application as revised

- 6.17 Carbon calculations have been submitted. The photovoltaic panels are predicted to result in 57,948 Kg/CO₂/annum reduction in emissions, which equates to a 15.61% reduction. This approach is supported.

A Code for Sustainable Homes pre-assessment has been submitted, based on a typical property scenario, which shows a score of 68.50 is achievable, which provides a small buffer above the minimum score for Code Level 4 (68 credits). This approach is supported.

The Sustainability Compliance Report includes a section on maintenance, which notes that for the residential units, the maintenance will rest with the management company appointed to manage the communal areas, with the cost of this to be covered in the annual service charge. For the non-residential units, the maintenance will lie with the owner of tenant of the property. This approach is supported.

The BREEAM phasing plan meets the requirements and is supported. One of the retail units has been chosen to be the unit that meets the 5% BREEAM 'excellent' requirement.

As before the overall approach to sustainable design and construction and renewable energy provision is supported.

Head of Refuse and Environment

Comments on application as submitted

- 6.18 Commercial impact – Shared waste storage areas share the boundary wall with several ground floor residential units, including blocks A1, B1 and D2. This is not recommended as the usage is likely to cause disturbance. Conditions are recommended for odour filtration duct work and HGV delivery restrictions.
- Condition 58 (Noise insulation scheme) information is acceptable.
- Condition 59 (Plant/building noise insulation for commercial use). All plant to serve the commercial units will require careful acoustic design to ensure amenity is protected.
- Contaminated land – Intrusive investigations have previously been undertaken at outline stage. In general they confirmed the absence of significant contamination on the site. Additional testing will be required for any material imported, this can be dealt with through the outline contaminated land condition 50 and the material management plan.

Comments on application as revised

- 6.19 Further assessment is required on the lighting assessment and the impact on residential amenity. The development proposed is acceptable subject to conditions/informatives relating to:
- Odour filtration ductwork details.
 - Limits on hours of use to 07:00-23:00 for the A1, A2, A3, A4 and A5 uses and
 - Limits of hours of use to 7:00-23: Monday to Saturday and 08:00 to 22:00 Sundays/Bank holidays for the community rooms and no playing of amplified music on the first floor room.
 - Noise insulation details of residential rooms adjacent to community rooms.
 - Compliance with noise insulation scheme and mitigation requirements regarding bin stores and habitable residential rooms overlooking delivery areas as submitted.
 - Plant noise insulation informative.

Waste

Comments on application as submitted

- 6.20 *Domestic waste* - The proposed distances for residents taking waste to bin stores and the crew pull distances of bins to the refuse vehicle have been assessed. A number of blocks have crew pull distances that are over the standard of 10 metres and require refuse vehicles to reverse long distances. Some residents to waste store distances are too far. Bin sizes need to be amended for some blocks as 1280 and 770 litre bins are not used.

Underground recycling facilities (Bring Site) – location requires collection vehicle to stop on corner and would cause an obstruction. Collections can take 5-10 minutes per unit. Collection vehicle needs to be parallel to the units for emptying – there is no designated bay/and or parking restrictions. As underground collection vehicles often use supports to ensure stability during the lifting process a 0.9m space between each storage container is required.

Comments on application as revised

- 6.21 No comments received.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

Comments on application as submitted

- 6.22 The proposals are in accordance with the strategic surface water drainage strategy. The proposals utilise best practice to manage water quality/flows and also offer betterment over what was originally approved with the strategic surface water drainage strategy.
A condition for the full construction details of both the hard landscaping and drainage elements of school square is required.

Comments on application as revised

- 6.23 Original comments remain valid.

Head of Streets and Open Spaces (Nature Conservation Officer)

Comments on application as submitted

- 6.24 Satisfied with the ecology survey and the proposed mitigations and enhancements comply with the agreed Darwin Green 1 Ecological Conservation Management Plan (ECMP).

Comments on application as revised

- 6.25 A plan showing the specification and locations of the proposed boxes is required.

Head of Streets and Open Spaces (Landscape Team)

Comments on application as submitted

- 6.26 Width of strips allowed for tree planting in car parking have been dictated by the density of the carpark as opposed to the requirements of the trees. The linear landscape at the northern corner of the Health Centre carpark has been reduced to a pass through space with shrub borders rather than as a greenspace/linear park for residents.

Comments on application as revised

- 6.27 The landscape proposals comply with all relevant Parameter Plans and Design Code sections. Recommend conditions for method statement and de-compaction details of temporary road for tree planting and tree pit details. Very supportive of the landscape for the submitted application, and can support approval.

Head of Streets and Open Spaces Cycling and Walking Officer

Comments on application as submitted

- 6.28 Formal crossings required for primary street south, from school square across School Lane and north west of primary street north.
Cycle parking: No rationale given for staff parking. Located within residential parking not ideal.
Cycle parking for Health Centre not conveniently located for access to the staff entrance. Very few visitor racks are shown for the residential blocks.

Comments on application as revised

- 6.29 Bench and tree in North Yard creates pinch point for cyclists and pedestrians using this important secondary route through the site. This should be moved further north east to open up the area more as a through route whilst still achieving the visual affect required.
Visitor cycle parking to rear of retail units is remote from entrances, not overlooked and vulnerable to theft so should be relocated.
Details of visitor racks should be provided.
Staff parking for health centre staff needs to be in proximity of staff entrances.

Urban Design and Conservation Team

Comments on application as submitted

- 6.30 This is a high density scheme and the proposal has not successfully resolved many of the design challenges and opportunities presented by the site. The density of this magnitude (in some cases in excess of 90dph) there are simply too many units being squeezed into too small areas,

placing too much pressure on internal and external spaces, and leading to relatively uniform, unvaried blocks particularly around the civic square.

- 6.31 There is little confidence that the buildings are resolving the complex interrelations between uses. A more bespoke approach to the type of units and associated parking is required to successfully resolve the functional and place making issues. The application does not comply with adopted planning policies and the site wide design code for the reasons set out and therefore the application is not supported application on design grounds.

Comments on application as revised

- 6.32 Since December 2015, the Urban Design Team together with the case officer and other technical consultees, have through a series of design-focussed meetings worked collaboratively with the applicant and their design team to help develop a revised scheme which addresses all our previous concerns raised in October 2015. Throughout the process the applicant's design team have responded positively to our concerns/comments and have sought to address them at each stage. Not only is the revised scheme a huge improvement to the original application, but is also in its own right, a development which is based on sound place making principles. It has the potential to create a high quality and unique scheme within the centre of the wider Darwin Green development. The proposal complies with the approved parameter plans and is consistent with the guidance set out in the approved design code. Accordingly the application is supported in Urban Design terms. Conditions are recommended for signage details and material sample panels.

Head of Community Services

Comments on application as submitted

- 6.33 The proposed community rooms are acceptable and meet S106 requirements. Received suggestion of retractable walls to the main meeting rooms were considered, but thought to lead to poor noise attenuation as well as limit storage within the main rooms when folded back.

Opening times would be in line with other comparable facilities and to accommodate cleaning routines. Detail of this would need to be negotiated with designated key holders as part of the future management plan.

Comments on application as revised

- 6.34 The proposal is S106 compliant. The front facing office offers space for two community development officers, who will work across the northwest quadrant of Cambridge. Separate bin storage and private cycle provision is provided to the rear of the facility accessed by ground floor back door. The facility will be initially run under lease, by Cambridge City Council until

capacity is built within the new community at which point it is intended to be run by a community group with a management agreement. The management agreement will dictate times of opening and operating restrictions in line with schedule 23 of the s106 (Community Rooms Draft Lease Heads of Terms) which ensures no nuisance or disturbance to residents.

Cambridgeshire Quality Panel

- 6.35 The Panel considered the original proposals on 4 March 2015. The Panel reiterated the importance of Barratts as the master developer and bringing all the spaces together. They welcomed the new architects taking a holistic view of the site. The full report is reproduced in appendix C at the end of this report. The revised scheme has not been reconsidered by the panel.

Disability Panel

- 6.36 The Panel considered the original proposals on 27 October 2015. The Panel raised concern on shared surfaces due to the likelihood of pedestrian/cyclist conflict (but note the Square is subject to separate planning consent). Recommendations made to Health Centre, Library and Community Rooms internal details regarding: hearing loops, WC, lift size, paint colours, acoustic dampening. Amount of accessible car parking provision to Health Centre disappointing. The distances disabled people would need to cross to reach facilities is a key concern. As a primary route from the area, a pedestrian crossing is recommended from the courtyard in front of the school. Visitor parking needs to consider the needs of disabled residents.

7.0 NEIGHBOUR REPRESENTATIONS

- 7.1 The application has been publicised with four site notices, a press advertisement and 213 neighbour letters.
- 7.2 No individual representations have been received.

Comment from the following organisation has been received.

Windsor Road Residents' Association (WIRE)

- 7.3 Access arrangements for booking by community groups in the library, and Community rooms are not clear. Crucial these should be available 7am-11pm all week without having to pay for a caretaker to be present. Important at planning stage to ensure that it is possible to access these rooms in a way that allows the rest of the building to be closed off. To make full use of the community rooms, access to kitchen area should be possible by users of both first and ground floor rooms. More lockable storage space is required. Lockable storage for community rooms within the library are required.

Recognise that the details on the affordable housing plan details for plot 10 are indicative but wish to point out that the layout does not comply with the Design Code.

No detail in the text to foul drainage (the local centre levels and drainage sheets are not sufficient).

On the revised proposal WIRE have made the following representation:

- 7.4 The provision of the community facilities should conform to the required standards laid down by Cambridge City Council.
Query the separate access to the library community room and access to toilets needs to be considered with appropriate locks.
Within the application it states that additional space will be required if a café is installed in the library. Unless the necessary infrastructure is provided at this stage (for example, water supply and drainage) a cafe will not be a possibility in the future, without major structural changes which would then be more expensive than if built in from the beginning.
Masterplan within city-wide cycle network Gilbert Road name is misplaced on the map.

8.0 ASSESSMENT

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

1. Principle of Development
2. Compliance with Parameter Plans
3. Compliance with Design Code
4. Housing Mix and Typology
5. Long term housing needs and Accessibility
6. Sustainable Design and Construction
7. Drainage and Flood Risk
8. Landscape, Ecology and Open Space
9. Transport Impact, Car and Cycle Parking
10. Retail units
11. Waste and recycling
12. Public Art
13. Residential Amenity
14. Third party comments
15. Other Issues
16. Conditions Submitted in Parallel

Principle of Development

- 8.2 The principle of residential, community, library, health 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 consent 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, community 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.
- 8.4 The S106 requires within the Local Centre, provision of: 200 sqm floor area for a Community Café (the Community rooms), 500 sqm multi-purpose primary care centre (the Health Centre) with appropriate car provision of parking and 350 sqm library, learning and information service (the Library). Detailed specifications are included within the S106 for each of these. The proposals meet in principle these requirements with appropriate floorspace and facilities. The outline consent allows for retail units within Classes A1 (retail), A2 (Financial and professional services), A3 (restaurant and cafes), A4 (Drinking establishments) and A5 (Hot food takeaways). The detailed design of each of these areas is discussed in more detail in the relevant sections of the report.

Compliance with Parameter Plans

- 8.5 The parameter plans and associated statements, which were approved as part of the outline application, fix the key principles for the development. The Parameter Plans relevant to this application are:
- Land Use (3.1)
 - Number of storeys (3.2)
 - Landscape (3.3)
 - Access (3.4)
 - Urban Design Framework (3.6)
- 8.6 The Urban Design Framework and Land Use parameter identify the location of the local centre and square, with the main site access road and bus service running east to west through the space. The local centre shall be formed by 'key building frontages' surrounding the square. A 'Key building' is identified to be located on the south side of the square at the end of the main vista from the main site access road from Histon Road. Residential development zones are indicated within the local centre area and surrounding parcels. The proposed siting of the local centre and the proposed uses are in accordance with these key parameter plan requirements. The 'Key Building' is the proposed library block which will be visible to the south from the main road through the site.
- 8.7 The Storey Height Parameter plan identifies the frontages to the Local Centre Square to be up to four storeys (maximum height 15.5m), and up to three storeys to the south (for the adjacent primary school site). The proposals meet these parameters with the tallest being the library building and the Health Centre buildings fronting the square at 15.5 metres in height.

- 8.8 The access plan sets out the main traffic routes (the Primary Streets) and the key pedestrian and cycle routes. The Landscape Plan defines the shape and extent of the Central Park and Green Corridors. All of the key vehicle routes were included within the approved Infrastructure reserved matters (14/0086/REM) and the proposed Square has been approved (14/1410/REM) forming the public realm of which the local centre will wrap around. The proposed layout of the local centre accords with these broad parameters.
- 8.9 The Quality Panel have raised concerns about the natural desire lines between the school, supermarket and Library and that a route through the residential blocks (of the Health Centre Block) would be natural and logical. Whilst it is recognised that there could be different block structures to accommodate this, the key streets are set out within the Design Code and parameter plans and the proposal complies with this layout.

Integration with approved infrastructure application 14/0086/FUL and Square application 14/1410/REM

- 8.10 The infrastructure application approved in June 2014 included all principle access roads linking Huntingdon Road and Histon Road (Primary Street North and South). The square application approved in December 2014 includes all the public realm area between the proposed local centre buildings including the access road details, parking bays, soft landscaping and drainage. A plan has been provided with this reserved matters application to identify each application site boundary plan relates to each other.
- 8.11 The principle of the development is acceptable and in accordance with the approved parameter plans approved under 07/0003/OUT.

Compliance with Design Code

- 8.12 The Design Code includes design objectives and requirements for all the site wide elements which are key to ensuring consistency and coordination across the site. This includes movement and streets and landscape. The code sets out best practice principles, which all Reserved Matters applications will need to adhere to. A series of key elements are set out in the code which includes the local centre to help make the scheme unique and help establish a strong sense of place. The new neighbourhood of Darwin Green will be focused around the local centre including shops, library, health centre, community facilities, bus stop and the Square. The Square is intended to become the focus of community life and an informal meeting point for residents.
- 8.13 Within the character area coding guiding principles are set out for the local centre which includes: legible environment, sense of place and enclosure, strong visual vistas, active and human scaled environment and local distinctiveness. Within the urban quarter - high density area, guiding principles are given for school square which include: relationship to school building, pedestrian and cycle friendly environment, attractive public space

and marker buildings. The design of the Local Centre is therefore key to creating a vibrant community hub for the development of high quality to set a precedent for the rest of site to develop around.

- 8.14 The applicant has submitted a design code compliance statement which demonstrates how they consider the scheme has responded to the approved code. A summary is provided in Appendix B.
- 8.15 Overall, the scheme is compliant with the approved design code. A minor variation to the street hierarchy is proposed to the north of the retail blocks (C, D, I and J), whereby a low order tertiary street has been introduced called 'North Lane'. Whilst this lane will operate as a temporary access road to the retail blocks in phase 1, in later phases vehicular access directly from the primary street into the lane will be removed and replaced with landscape. However, the 'North Lane' will still provide through access for pedestrians and cyclists. The introduction of this new connection was developed through detailed master planning as a way of 'wrapping' the rear retail functions and residential car parking of blocks C,D,I and J with residential units to create an overlooked mews street, and allow the formation of well-designed perimeter blocks immediately to the north in future phases. With this minor adjustment to the street hierarchy the layout still accords with the overall principles set out in the design code.
- 8.16 The amended proposals are compliant with the principles set out in the Design Code and meet the aspirations of the Code. Further analysis of this is set out in the following paragraphs.

Overall Design vision

- 8.17 The three blocks that face the Square all contain a combination of public uses and residential units above. One of the concerns of the original submitted design was that the buildings were too similar and the public buildings lacked civic presence to define the Square and give it character. The architect in the amended proposals has sought to overcome this by composing the buildings round the square as a whole but making each block very different from each other in terms of architectural character and expression. This approach and the changes that have been made are considered to meet this objective and the principles of the design code in creating a legible environment and sense of place will be achieved.

Layout and Design

- 8.18 The proposed layout accords with the approved access parameter plan. It also follows the guidance set out in the code whereby the arrangement of buildings creates a legible structure that has good levels of continuity and enclosure, provides well defined edges and 'fronts' to adjacent streets and spaces. Buildings 'hold' and emphasise key corners positively addressing key views and vistas identified within design code.
- 8.19 The layout of the wider health centre block (comprised of blocks A, B, G and H) creates clear distinctions between public streets and the more

private spaces within the interior of the block, responding well to the codes requirement for a legible and permeable environment. The provision of a pedestrian route to the rear of the health centre (blocks H1 and H2), which creates a clear gap between the health centre block and the residential buildings to the south of the wider block, helps to further reinforce the distinction between public and more private spaces. The revised layout of the wider health block has created an interior space that is subdivided into a 4 well landscaped courtyard areas, each served by a separate vehicle entry point, which accommodates parking that relates well to the block it is intended to serve.

8.20 The layout of the retail blocks to the north of the site have been amended and now responds well the requirements of the design code through 3 key elements:

- a) The provision of a pedestrian/cycle route between the two retail blocks. Through future phases this proposed route will link into an important north-south secondary link. The 'north yard' has now been designed as a space in its own right and buildings and ground floor retail units have been positioned to frame and overlook this space and a well-positioned tree will not only provides opportunities to sit but will also help to indicate to cyclists that a reduced speeds in required upon entering 'The square'.
- b) Resolving back of house retail functions through the creation of a retail service passage with landscaped podium above. The service passage can accommodate servicing and will help to avoid functional aspects such as bins being externalised within the public realm or within the adjacent residential parking courtyard. The additional area on the exposed roof of the service passage has been utilised for a landscaped terrace space for the residential units above. Residential uses above the retail units have separate entrances, which again will help to reduce the risk of commercial activities coming into conflict with domestic life.
- c) The creation of a street to the north of the retail blocks known as 'North Lane' – This revised approach is that it creates a better distinction between public and private space by enclosing the private residential parking courtyard to the rear of the retail uses, creates for a better defined and overlooked public realm by way of 2 storey residential buildings which front the street, and creates the potential for a resolved urban structure and layout in future residential phases north. The layout and design will create a more domestic and intimate character that will work well with the more suburban qualities of the adjoining 'Northern Quarter' Character Area promoted in the code.

The revised approach carefully considers adjoining character areas and the new layout has the potential to create a successful transition between the local centre character area and future residential phases to the north. Overall the layout and design of the scheme has been refined to meet the requirements of the design code.

Scale and massing

- 8.21 The proposed height and massing strategy responds well to key contextual factors (established within the design code) and good place making principles. Heights are varied across the scheme, ranging from 2-4 storeys, with taller buildings defining key routes and spaces, and height changes to emphasise key corners and terminate vistas. This will not only reinforce the legibility of the scheme, but the wider Darwin Green development as a whole. Furthermore, the range of building typologies proposed also contributes to a varied roofscape.
- 8.22 The proposed stepped scale of 3-4 storeys of the health centre blocks which front the main route of Darwin Street creates a varied roofscape and pleasing vertical rhythm onto the street, successfully breaking down a relatively long frontage. Whilst the scale around 'The Square' is more unified at predominantly 4 storeys, roof detail and corners are appropriately varied and the massing sufficiently modulated. The scale of buildings along 'School Lane' reduces to 2-3 storeys, which will work well with the adjacent consented primary school, and help to create a more intimate character appropriate to this lower order street. The blocks fronting 'School Square' are 4 storeys and will mirror the scale of adjacent blocks proposed in the BDW1 reserved matters application, which together will provide a comfortable level of enclosure and definition to 'School Square'. On the northern edge of the proposal, 2 storey forms are proposed along 'North Lane' creating a more domestic character and the beginnings of what could become a mews-type street in future phases.

Active frontages and elevations

- 8.23 The blocks which face the Square (Health Centre and Community Rooms, Retail Blocks and Library) work together as a whole, but architecturally are very different from one another. The approach to fenestration for each block, variety of reveal depths and treatments, projecting balconies and stepped rooflines provides a good degree of articulation and interest to these prominent buildings.

Health Centre Block (including community rooms and wider residential uses)

- 8.24 Within the northern façade which faces the Square, the public functions (the health centre and community rooms) are expressed differently to the residential use above, through the use of larger brick features framing both floors (and changes in brick type/patterning), which helps to emphasise their civic importance and provide a degree of horizontal order to the elevations, by providing a well expressed base to the building. The southern elevation formed by Block A which fronts onto School Square is considered to be balanced, well ordered and proportioned.

Retail blocks

- 8.25 Whilst composed as a group, the elevations of each 'face' of the proposed retail blocks are varied to respond to the differing edge conditions of this part of the site. The pair of urban blocks successfully frames the gap into

the 'North Yard', with ground floor windows of the retail units overlooking this space, extending the active street frontage into this space. The outer eastern elevation (Block D1) which fronts onto the main street provides a strong and grand grid of balconies that overlook the adjacent 'Central Park'. Stepped 2 storey forms along 'North Lane' complete the rear of the wider retail blocks. A mixture of ground floor windows, entrances to car ports and residential units, provides a good balance between access and service arrangements and overlooking of the public realm.

Library

- 8.26 The library responds well to the requirement for a marker building in this location. The volume, in which the library use itself occupies, is highly glazed and projects from the remainder of the building above, helping to differentiate its use from the residential component above and emphasise the civic function. The northern corner of the building projects up helping to visually mark the corner between the Square and Central Park. Elevations have been manipulated to be visually distinctive from other buildings within the local centre. The playful approach to stack-bonded bricks with floors expressed by horizontal concrete bands echoes the 'texture of library books' and furthers the unique qualities of the building.

Materials

- 8.27 A diverse, rich and complex palette of materials is proposed. The range of bricks identified as the 'Cambridge Mix' are in tone and texture reminiscent of many buildings and areas of Cambridge and together as a palette are considered very suitable. The combination of different brick patterning throughout the scheme has the potential to create a real sense of unique identity to the development. Detailing will be crucial to the final quality of the scheme and condition 9 for materials and sample panels on site is recommended. The design of the retail signage would be considered separately by applications under the Advertisement Regulations where necessary.

Cambridgeshire Quality Panel review

- 8.28 The Cambridgeshire Quality Panel reviewed an early emerging proposal on 4th March 2015. At that time Panel made a number of recommendations which were (where necessary) acted on. The amended design has evolved as a result of concerns raised by both officers and the Cambridgeshire Quality Panel.
- 8.29 *Building roofs* – The Panel felt that building roofs should be utilised as useable spaces for gardens rather than just for plant and PV Panels. The architect has exploited the opportunity for roof terraces and 'gardens' and where possible has included them within the proposal. For example, private roof terraces are included at some upper floor locations along Darwin Street, School Square, School Lane and North Lane. Shared roof terrace areas have also been provided above uses such as the library and service corridor associated with the retail units.

- 8.30 *Route through wider Health Centre Block* – The Panel suggested creating a route through the Health Centre Block to pick up on potential pedestrian desire lines.

The revised scheme has evolved through detailed master planning discussions which now includes the provision of a pedestrian route the rear of the health centre and community room blocks.

- 8.31 *Legibility of civic buildings* – Panel raised concerns that the civic uses were not legible enough and did not have the presence needed.

This was a view also shared by officers. The designs of the buildings and elevations have been significantly reworked to address previous concerns. The public functions within façades are now expressed differently to the uses above, which will help to emphasise the civic uses within. The redesign of the elevations is therefore supported and the revised approach addresses the issue raised by the Quality Panel.

- 8.32 The proposals have evolved considerably since being viewed by the Quality Panel, taking into account both panel and officer input. All of the key issues raised by panel have in officers' opinion been successfully resolved.

Conclusion

- 8.33 The design of the revised proposals will create a high quality and unique scheme within the centre of the wider Darwin Green development. The proposals are therefore considered compliant with the design code and Local Plan policies 3/4, 3/7 and 3/12.

Housing Mix and Typology

- 8.34 The 114 dwellings proposed in the application are a range of 1 to 3 bedroom units as shown in table 1 below. Condition 25 of the outline consent requires reserved matters to include the distribution of dwellings and a schedule of dwelling sizes. It also requires that the clustering of apartment blocks should be consistent with the City Council's affordable housing SPD. The location of the proposed units and tenure split is shown on plan 3 in Appendix D.

Housing mix for the Local Centre Reserved Matters Site – Table 1

	Market	Affordable	Total	% of overall Market units	% of overall affordable units
1 Bed apartment	3	12	15	3	10
2 Bed apartment	54	33	87	48	29
3 Bed apartment	5	0	15	4	0
2 bed duplex	6	1	7	5	1
Total Apartments	68	46	114		
%	59.6	40.35		60	40

- 8.35 The percentage of affordable housing on this parcel is slightly over 40 percent at 40.35%. As this is slightly above the percentage requirement this will be evened out with the second phase of residential development proposed in the reserved matters application for BDW1 parcels being developed by the applicants (which is to be considered by this committee, ref: 16/0208/REM). The BDW1 proposal has a slight shortfall at 39.9% of affordable units. When taken together the overall provision for both sites achieves the 40% affordable requirement.
- 8.36 The S106 accompanying the outline application gives an indicative mix of unit sizes as set out in the table below, this is to ensure a balanced, mixed community with a range of sizes to meet housing needs within the overall Darwin Green site.

S106 (Schedule 17) Indicative Affordable Housing Mix – Table 2

Affordable Housing mix	1 bed apartment	2 Bed apartment	2 bed house	3 Bed apartment	4 bed house
S106	10%	15%	25%	40%	10%
Proposed	10%	29%	1% (duplex)	0	0

- 8.37 Table 2 shows that the mix of unit sizes meets the 1-bedroom percentage for affordable units but is slightly higher on the percentage of 2-bedroom units. This reflects the high density requirements for this part of the site with a high number of apartments around the local centre as set out within the design code. The applicants have provided an overall affordable housing phasing plan for the Darwin Green One site to show how the site can deliver the overall unit mix across the whole development which meets the indicative mix as set out in the S106. For each reserved matters application the mix of unit sizes will need to be monitored to ensure that an even balance of units is provided across the site in accordance with the S106. For this reserved matters application the unit size mix is considered acceptable.

Tenure Split and Clustering

- 8.38 The S106 also requires an affordable housing tenure split of 75% social rented and 25% intermediate. For the local centre proposals the split is 73.9% and 26.08 % respectively.

Tenure split – Table 3

SPD and s106 requirement	Total affordable 40%	Affordable rent 75%	Intermediate 25%
BDW1	39.9%	81.15%	18.85%
Local Centre	40.35%	73.9%	26.08%
Combined	40.12%	77.52%	22.48%

- 8.39 As shown in table 3 whilst the tenure mix for the local centre is slightly different to the S106 requirement, when taken with the BDW1 development it meets and exceeds the requirements. Both sites together will provide 77.52% social rent and 22.48% intermediate, which meets the requirements of the S106 agreement. The location of the proposed units and tenure split is shown on plan 3 in Appendix D. The intermediate units will be located within two blocks I1 and I2 adjacent to the proposed social rent blocks. Each affordable apartment block has 6 or less units served off a shared entrance stairwell to aid property management. The clustering of units is in accordance with the Affordable Housing Supplementary Planning Document (SPD) with no more than 22 units clustered together.
- 8.40 At this stage the applicant has not confirmed a registered housing provider. They have had discussions with 'Circle' and are looking to secure delivery of the affordable housing with them for the local centre and BDW1 phases and potentially future phases of the site. The Section 106 requires that the City Council has approved the appointment of an approved affordable housing provider before the development for the local centre can be implemented. Therefore the developer will need to appoint a Registered Provider as soon as possible to avoid this delaying implementation.
- 8.41 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.
- 8.42 The proposals will deliver the requirements secured through the outline planning consent and Section 106 in terms of the affordable housing requirements and is compliant with the Affordable Housing SPD and Cambridge Local Plan policies 3/7, 5/5, 9/3 and 9/8.

Long term housing needs and accessibility

Long term housing needs

- 8.43 Condition 26 of the outline consent requires a minimum of 15% of all market housing and 15% of all affordable housing to be designed with external design, layout and access suitable for occupation by people with disabilities and capable of adaptation to meet long term housing needs. This equates to 11 of the market units and 7 of the affordable units.
- 8.44 Within the proposal a number of units have been identified to meet these requirements. The applicant has specified three types of units; those that are 'capable of adaption to meet long term housing needs', duplexes (each with a bedroom and a bath at ground level and potential for stair-lift to be installed if required) and those that meet the Lifetime Homes Standard (LTH). The numbers of the types of units proposed are set out in the table below.

8.45 *Distribution of unit types – Table 4*

Type of unit	Ground floor		First floor	
	Market	Affordable	Market	Affordable
Apartment LTH	3	2	8	5
Apartment 'capable of adaption to meet long-term housing needs'	2	1	-	-
Duplex	6	1	-	-
Total	11	4	8	5
Percentage of total units	16%	9%	12%	11%

- 8.46 On this basis the percentages provided are 28% of market units (19) and 20% of affordable units (9).
- 8.47 Given the mix of uses within the scheme there are a limited number (15) of residential units on the ground floor (7 of which are duplex units). All of these ground floor units are considered to fall within the type of units as required by Condition 26. In total 18 units are required to be fully compliant with the condition. A number of first floor apartment units are identified by the applicants as meeting the Lifetime Homes Standard (LTH). No lifts however, are provided for the residential units in any of the blocks. The applicant's interpretation of the LTH is that the definition of 'entrance level' is "*the first-storey level containing a habitable or non-habitable room if this storey is reached by an 'easy going' stair*". All the units are accessible through an 'easy-going' stair.
- 8.48 The Council's Access Officer is not supportive of this approach as lifts are not provided and not all of the 15% of the units (for affordable and market) are accessible by path way, ramp or passenger lift. The applicant has not proposed lifts as they considered the requirement met by interpretation of the lifetime home standards. Whilst the provision of lifts would overcome this issue, the policy requirement is not specific on lift provision. Other developments within the growth area sites have apartment blocks that do not have lifts which have been considered acceptable. As the applicant has demonstrated that above the 15% requirement can be met through lifetime homes standards and all apartments on the ground floor have full access and the proposal is considered acceptable in accordance with condition 26 and Cambridge Local Plan policy 5/9.

Accessibility

- 8.49 The Disability Panel raised concerns regarding the internal details of the public uses of which the applicant has been made aware. Car parking provision for disabled persons will be available in the Square near to the Health Centre entrance. Visitor parking within the Pavilion and supermarket car parks will be provided. Further details on car parking provision are detailed in paragraph 8.66.

Sustainable design and construction

Renewable Energy provision

- 8.50 Condition 27 of the outline consent requires each reserved matters application to demonstrate that a 10% reduction in carbon emissions can be achieved through the use of on-site renewable energy. Photovoltaic panels are proposed for the residential units and a mix of photovoltaic and a Variable Refrigerant Flow (VRF) heat pump system is proposed for the retail units building. Carbon calculations have been submitted, which establish a 10% requirement of 37,123 Kg/CO₂/annum. Between 0.70 – 1.35 kW of photovoltaic panels are proposed for each flat, while a total of 165 m² of panels are proposed for the non-residential elements of the scheme. Roof plans have been submitted showing the location of these panels. In total, these panels are predicted to result in 57,948 Kg/CO₂/annum reduction in emissions, which equates to a 15.61% reduction. This approach is supported.
- 8.51 Condition 27 also requires details of a maintenance programme for the renewable energy. The Sustainability Compliance Report includes a section on maintenance, which notes that for the residential units, the maintenance will rest with the management company appointed to manage the communal areas, with the cost of this to be covered in the annual service charge. For the affordable units the maintenance will rest with the appointed registered provider the cost which will be covered as part of any service charge/tenancy agreement. This approach is supported.

Code for Sustainable Homes

- 8.52 Condition 29 of the outline consent requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes. It should be noted that as the outline permission was granted prior to 27 March 2015, the legacy arrangements for the Code for Sustainable Homes apply to this site. A Code for Sustainable Homes pre-assessment has been submitted, based on a typical property scenario, which shows a score of 68.50 is achievable, which provides a small buffer above the minimum score for Code Level 4 (68 credits). This approach is supported and the proposal is will be in accordance with the requirements of outline Condition 29.

BREEAM

- 8.53 Condition 30 of the outline consent requires the submission of a BREEAM phasing plan showing the location of:
- The location and floorspace of 95% of the proposed non-residential buildings that will be constructed to at least BREEAM 'very good'; and

- The location and floorspace of at least 5% of the proposed non-residential buildings that will be constructed to at least BREEAM 'excellent'.

- 8.54 A phasing plan that meets the requirements of Condition 30 has been submitted along with some high level BREEAM pre-assessment summaries for the different types of non-residential use. One of the retail units has been identified to be the unit that meets the 5% BREEAM 'excellent' requirement. The proposals meet the requirements set out in Condition 30 and are supported.
- 8.55 The overall approach to sustainable design and construction and renewable energy provision is supported and the proposal therefore complies with outline conditions 27, 29 and 30 and policy 8/16 of the Cambridge Local Plan 2006.

Drainage and Flood Risk

- 8.56 A strategic surface water drainage strategy has been approved under outline condition 34. The SUDs scheme and pollution control of the water environment for each reserved matters as required by outline Conditions 35 and 38 and as set out in the design code sets three key drainage objectives to capture and treat surface water to minimise pollution, harvest rainwater and surface water runoff for reuse and reduce peak flows from the site. All car parking courts and vehicular entrances are permeable paving and it has been demonstrated by the applicant that surface water can be dealt with on site in this way. The proposals utilise best practice to manage water quality/flows and also offer betterment over what was originally approved with the strategic surface water drainage strategy.
- 8.57 Construction details of the hard landscaping and drainage elements of School Square (which will be adopted by Cambridge City Council) are required and Condition 10 is recommended. Overall it is considered that the proposals to manage surface water for these parcels are well integrated into the landscape, 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 Conditions 35 and 38, the design code and Local Plan policy 4/13 and national policy in this respect.

Landscape, Open Space and Ecology

Landscape

- 8.58 Through the amended proposals more space has been given over to landscaping to improve the amenity of the car parking courts. Tree planting and green screens break up the car parking courts within the health centre block. Additional space for pedestrian movement through the health centre has been provided and a communal 'healing garden' to the rear of the health centre will provide outdoor space for staff and visitors. Climbers, trees and planting are used to soften the car parking

areas within the retail blocks. The podium deck at first floor level provides additional external space for residents. Details of the planting scheme and watering system have been provided for the podium to ensure its longevity and ease of maintenance. A small 'reading garden' has been included to the east of the library block to provide some amenity space for library users and visual amenity for residents. School square has been designed with materials and planting to provide a continuous design with the square at the front of the primary school.

- 8.59 The landscape proposals, subject to condition 8 to secure the tree pit details and condition 7 for a method statement of de-compaction of the temporary road are acceptable and in accordance with outline condition 14, the design code and Local Plan policies 3/7, 3/8 and 3/11.

Open space and adoption

- 8.60 The public realm of the approved 'Square' provides the public open space that the local centre buildings will enclose. An adoption plan has been provided which identifies those areas that will be adopted by Cambridge City Council: School Square and the area of landscaping to the north of the library block as part of the approved 'Central Park' along with the 'Square' (as approved under ref: 14/1410/REM). The remaining landscaped areas and car parking courtyards will be managed by a Residents Management Company set up by the applicants. A detailed Landscape Management and Maintenance Plan has been submitted as part of the application in accordance with the Section 106 requirements. All roads save for private drives will be adopted and maintained by the Highway Authority.

Ecology

- 8.61 Outline Conditions 17, 18 and 20 relate to the survey, assessment and protection of hedgerows and trees. As the local centre is sited on former agricultural fields this assessment is not required for the reserved matters application. The proposals identify the provision of swift and bat boxes within the proposed buildings in accordance with the Ecological Conservation Management Plan approved under outline condition 39. Subject to condition 13 which requires a plan of the location and specification of the boxes the proposals are acceptable in mitigating the ecological impacts and in accordance with the outline consent and Local Plan policies 4/3, 4/6, and 4/8.

Transport Impact, Car and Cycle Parking

- 8.62 Transport impact from this development has been assessed and mitigated for at the outline stage. A transport statement to identify how this reserved matters proposal complies with the outline application on transport grounds has been submitted.
- 8.63 The mix and quantum of uses were fully assessed as part of the outline planning consent and as the number of dwellings and amount of commercial space proposed fall within the envelope of the outline permission the proposal is considered acceptable in transport terms.

- 8.64 A Residential and Area Wide Travel Plan has been approved for the site under the requirements of the outline Section 106 Agreement. The aims of the residential travel plan (RTP) are to reduce car travel and maximise the use of the most sustainable modes, cycling and walking, for all journey types. Incentives to encourage car users to try alternative modes of travel and sustain this new travel of behaviour forms part of the RTP. A Travel Plan Coordinator will be appointed for the Darwin Green site as part of the implementation of the travel plan.
- 8.65 With well located, accessible cycle storage near to residential entrances, local facilities and nearby bus stops and good integration with pedestrian and cycle links to the wider site and the City, the local centre will be an accessible site and should encourage sustainable mode trips. Car and cycle parking provision are further detailed in the next paragraphs.

Car parking

- 8.66 Outline condition 48 requires car parking to be in accordance with the local plan standards and restricts the total number of overall spaces for the Darwin Green development to not exceed 2389 spaces. Visitor spaces are also required as appropriate, not allocated to individual properties and marked as such. The condition also requires that a minimum of 3 spaces are given exclusively to car club spaces. The development proposes a ratio of 1 car parking space per residential unit with separate areas for private and affordable units. Eight private garages are proposed as part of this provision. Three car club spaces are proposed to the south of School Square.
- 8.67 The maximum car parking standards within Local Plan policy 8/10 (which are reflected in the Design Code) of one space for 1 and 2 bedroom dwellings and two spaces for 3 bedrooms and above.

Car parking standards - Table 5

Accommodation	Standard	Provision
1 bed apartment	Maximum of 1 space per unit	1 spaces per unit
2 bed apartments	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
Visitor spaces within red line	Maximum 1 every 4 dwellings	None

- 8.68 The car parking arrangements are shown in plan 5 in Appendix D. A parking strategy has been provided with the application to show which car parking spaces are allocated to which residential unit. The design code sets out guiding principles for car parking to accommodate the car without being visually intrusive and to be convenient and safe with natural surveillance. The car parking court designs have been amended to

include additional landscaped areas to improve visual amenity. Each car parking court to the rear of the blocks is provided in accordance with the standards and design code.

- 8.69 The spaces provided for visitor parking, disabled and health centre staff are shown in table 6. As the local centre will generate trips that are not associated with residential demand, additional visitor and disabled car parking spaces are required. Public car parking is to be provided within the adjacent supermarket car park. The final number of car parking space will be evidenced within a Transport Assessment (for the full application that will be required for the supermarket proposals), although this is expected to be approximately 190. The management of the car park will be undertaken by the supermarket operator and there is likely to be a period of free car parking subject to time restrictions. The applicant has provided a car parking strategy to include a temporary car park on the supermarket site to provide for visitor parking to meet this need before the permanent supermarket car park is provided. Visitor parking will also be available within the adjacent pavilion car park (to be managed by Cambridge City Council).

Visitor, disabled and staff car parking provision – Table 6

Location	Visitor spaces	Disabled spaces	Health Centre Staff
Pavilion car park	17	3	0
Interim temporary supermarket car park	19	2	0
On street within Square/roads (as approved in 'Square' consent).	0	5	0
Health centre block parking court	0	6	12
Library block	0	1	0
Retail blocks	0	2	0
Total	36	19	12

- 8.70 Provision for persons with disabilities is made within the residential parking courts, pavilion and temporary car park. 5 spaces are located within the approved Square within close proximity to the health centre, library and community rooms. The provision for health centre staff has been agreed with NHS Property Services as sufficient for their requirements. This level of provision is considered appropriate for the uses and in accordance with Cambridge Local Plan Policy 8/6 and the Design Code.
- 8.71 Condition 70 of the outline consent requires details of interim parking management arrangements prior to any formal adoption of the roads ahead of the introduction of a formal traffic regulation order (whereby

parking controls will be enforced by the local authority). Whilst the interim parking strategy is acceptable for the temporary arrangement of car parking spaces before the supermarket site is constructed, further details are required by the Highway Authority for the management of enforcement measures. Amended details will be required from the applicant to discharge Condition 70, prior to occupation of any dwelling, to ensure that sufficient parking controls are put in place. This can be through a separate condition application.

Cycle Parking

- 8.72 Condition 49 of the outline consent requires reserved matters proposals to include details of covered secure parking for bicycles in accordance with the Deign Code.
- 8.73 The Design Code set out the cycle parking standards which are based on those within the Cambridge Local Plan 2006. For the residential units each apartment building has cycle stores with Sheffield stands and separate cycle parking is provided for the staff of the retail, library, health centre and community rooms. Visitor parking is also proposed throughout the scheme near to entrances of the residential blocks and within the approved Square.
- 8.74 The proposed cycle parking provision for the local centre overall is set out in table 7.

Cycle parking provision – Table 7

Uses within the Square	Design Code Standards	Required	Proposed	
			Visitor cycle parking	Staff Cycle parking
Retail (500 sq m)	1 space per 25 sq m (gross area up to 1500sqm) thereafter 1 space per 75 sq m	20	18	12
Community Rooms (200 sq m)	1 space per 15 sq m	14	12	4
Health Centre (12 rooms considered as consulting)	2 spaces per consulting room, 1 for every 3 professional members of staff	24	24	7
Library (300 sq m)	1 space per 15 sq m	20	20	2

Residential	1 space per bedroom up to 3 bedrooms	218	As appropriate per apartment block	N/A
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- 8.75 The provision of cycling parking is located in the most convenient places where practicable to encourage residents and users of the local centre to travel by cycle. The level of cycle parking provision as set out in the above table meets the required standards. The proposal is considered acceptable and is compliant with the Design Code and Cambridge Local Plan (2006) policies 8/6 and 8/10.
- 8.76 The Council's walking and cycling officer has raised concern that there would be a pinch point for cyclists and pedestrians through the 'North Yard' between the two retail blocks. The tree and feature bench in this location provides a focal point from the square through this secondary route. A planter bed has been relocated to open up the space further to avoid potential pinch points. The hard landscaping has been designed as a shared space in this area and it is expected that cyclists' speeds would reduce in leaving or entering the Square.

Retail units

Servicing

- 8.77 The proposed six retail units form a parade along the northern edge of the Square located within Blocks C and D, and I and J. The arrangement of these blocks has been amended to allow flexibility of the unit sizes and to provide a rear service passage to avoid conflict with residential functions.
- 8.78 Condition 11 of the outline consent restricts the amalgamation of the individual units to ensure that appropriate range of facilities and services are provided (details of occupants are not known at the current time). Condition 12 of the outline consent requires that the combined floorspace of the A2, A3, A4 and A5 does not exceed an overall gross external floor area of 400sq m. This will ensure that an element of A1 retail use will be provided within the local centre (alongside the future supermarket) to ensure its vitality and viability.
- 8.79 The rear service passage (for back of house functions) will be beneath the residential terrace which would be open to air but screened from the adjacent parking court. The service passage is accessed from each end and contains lockable and ventilated refuse stores. Details of the building services for the retail units have been provided within the application which includes mechanical/electrical plant enclosures within the service passage. Vents to roof level are included in the building design to allow for potential A3 or A5 uses (cafes, takeaways) to avoid unsightly extract ducts/vents and to protect residential amenity.

Deliveries

- 8.80 Condition 61 of the outline consent restricts deliveries and collections to any of the retail, food or commercial units within the local centre to between the hours of 0700 and 2300 hours on Monday to Saturdays and not at all on Sundays, Bank and public holidays. Deliveries to the retail units will be serviced from the front using the delivery bay which is provided in the carriageway within the Square. This servicing arrangement was agreed in the design code and is intended to avoid conflict with other users. This approach was approved through the Square approval (14/1410/REM). Given the size of the units there is unlikely to be a requirement for large HGV's. Servicing is expected to be made by light vehicles with a limited a frequency. Condition 6 is recommended to ensure that this is controlled.
- 8.81 It is considered that the design makes adequate provision for servicing, and is in accordance with Local Plan policy 8/2.

Noise and odour control measures

- 8.82 Outline condition 58 requires an up to date noise assessment of the relevant part of the site where approval is being sought which should then inform a scheme for sound insulation and noise control measures. The Environmental Health officer is satisfied with the conclusions and recommendations within the submitted assessment.
- 8.83 In order to minimise noise disturbance to the residential units from the commercial uses a number of measures have been included in the proposals. The redesign of the retail blocks now includes a rear service passage to house mechanical/electrical plant to separate functions. Insulation measures between retail and adjacent or above residential units and isolation of mechanical/electrical service plant or speakers from the building fabric in order to reduce structureborne noise have been included. A higher specification bedroom window and acoustic ventilation for habitable rooms overlooking those areas that may be affected by noise (such as by music or people talking/shouting outside the building during late evening/night time) is specified. Condition 5 is recommended to ensure that these measures as set out in the detailed Design and Access Statement are implemented.
- 8.84 Alongside these physical measures to mitigate noise disturbance, controls on the hours of use of the commercial premises is required. Condition 1 is recommended to restrict hours to 0700 to 2300. (The community rooms are subject to a separate condition see section 8.87 of the report and Condition 3). This will protect the amenity of the above and nearby residential properties.
- 8.85 Should any of the commercial units be operated as a restaurant/café or hot food takeaway (use classes A3/A5) the cooking processes associated with these uses has the potential to adversely affect the amenity of nearby

residential properties if not suitably controlled. The design of the commercial units includes ventilation to the roof. Details of the duct work for the purpose of extraction will be required to ensure that a suitable extract system is installed to protect amenity. Condition 2 is recommended to secure this detail.

- 8.86 Whilst it is inevitable that there will be some noise and disturbance within a lively mixed use area, the design detail and controls that are in place through the outline conditions and those recommended for this application should ensure that disturbance to residents is minimised. The proposal is considered in accordance with Local Plan Policies 3/7 and 4/13.

Community Rooms

- 8.87 The proposed community rooms are arranged over two floors with a double height hall which helps to give this part of the building a strong presence on the Square. Lift provision is made and the layout of the rooms has been designed in discussion with community officers and meets the specification requirements within the Section 106 agreement.
- 8.88 Residential units are proposed above the community rooms and there could be the potential for noise disturbance. A noise insulation scheme which details the acoustic noise insulation performance specification of the building envelope of the residential units above and adjacent to the community rooms is required to ensure that potential noise impacts are mitigated. Condition 4 is therefore recommended to secure this detail.
- 8.89 The Environmental Health Officer is also concerned that even with an upgraded noise insulation scheme certain uses of the community rooms such as for parties, fitness classes, events with amplified music, may impact adversely on residential amenity. The community rooms will be initially run under lease, by Cambridge City Council until capacity is built within the new community at which point it is intended to be run by a community group with a management agreement. The management agreement will dictate times of opening and operating restrictions in line with schedule 23 of the s106 (Community Rooms Draft Lease Heads of Terms) which ensures no nuisance or disturbance to residents. The management agreement will therefore be the most efficient method of controlling potential noise to protect amenity, such as restricting amplified music to the ground floor room only and keeping first floor windows of the room closed shut (a dual strategy for mechanical and natural ventilation is proposed to regulate internal temperatures).
- 8.90 To further protect residential amenity in line with the noise insulation and management measures, control on the opening hours of the community rooms is recommended to 07:00 to 23:00 Monday to Saturday and 08:00 to 22:00 Sunday and Bank/public holidays. Slightly tighter controls are recommended than the commercial units to prevent undue disturbance on Sundays and bank/public holidays (commercial uses such as public houses generally have opening hours until 23:00).

- 8.91 The design detail and controls that are in place through recommended conditions and by the future management agreement should ensure that disturbance to residents is minimised from the community rooms whilst still enabling them to be used for a variety of uses for community purposes and enjoyment. The proposal is considered in accordance with Local Plan Policies 3/7 and 4/13.

Waste and recycling

- 8.92 Outline condition 62 requires full details of the on-site storage facilities for waste including waste for recycling. The design code requires that waste management and recycling strategy should be guided by the Cambridgeshire and Peterborough Waste Partnership (RECAP) Waste Management Design Guide SPD. The reserved matters application identifies the provision and location of storage and collection points for the council's three bin refuse/recycling system for apartments. All the apartments have centralised bin stores on the ground floor. Separate refuse stores to the residential stores are proposed for the health centre, community rooms, library and commercial uses.
- 8.93 The amended proposals now ensure that all refuse stores have a waste collection crew pulling distances of no more than 10m and that residents routes to bin storage are within 30m as required by the City Council requirements. The refuse stores have been designed as integral components of the buildings and are in convenient locations. The proposals are considered acceptable in accordance with outline condition 62, the design code and Local Plan 2006 policy 3/12.

Underground recycling facilities (Bring Site)

- 8.94 Condition 65 of the outline consent requires that within the submission of reserved matters for the local centre details relating to the location, design, specification, management and maintenance and phasing of underground recycling facilities (the bring site) shall be submitted. The bring site caters for those items that are not collected at kerbside: small electrical and electronics, books and media and textiles. The location of the bring site was identified within the Infrastructure approval (14/0086/REM) to be sited near to the entrance of the Pavilion car park that serves the Central Park. The details of the Pavilion building will be subject to a separate reserved matters application.
- 8.95 The proposals have been amended to take account of the Waste Strategy Officer's concerns. The location of the underground bins have been moved to be positioned parallel to the units for emptying and avoid obstructions such as parked cars and now allow sufficient space for the collection vehicle to collect safely.
- 8.96 Condition 64 of the outline consent requires that no more than 50 dwellings cumulatively across the Darwin Green site shall be occupied

until temporary recycling facilities are provided on site and these shall remain until the permanent facility is provided and available for use. Within the application a temporary facility is proposed, located to the south of school square which will cater for this need until the permanent facility is provided.

- 8.97 The proposals for recycling facilities meet the requirements of outline conditions 64 and 65 and Local Plan 2006 policy 3/1.

Public Art

- 8.98 Darwin Green One has an approved site wide Public Art Strategy, which sets out the themes and process for delivering public art across the site as a whole. It also breaks down separate commissions with budgets allocated for each commission. The Public Art Delivery Plan (PADP) for the Reserved Matters planning application encompasses one of the commissions, Mapping and Gateways. The total budget for DG1 is £557,550. This includes £196,650 for Gateways and Mapping. Two elements of public art are proposed for the local centre; feature landmark sculptures within the public realm and the 'Library Square' commission.
- 8.99 The sculptures have been inspired by the artists Vong Phaophanit and Claire Oboussier research into the work of NIAB and the Darwin Green overall site as viewed by satellite. The two structures are entitled 'Shadowcast' a 100mm thick steel plate that stands upright from its curved base inspired by the hedgerows within the site and 'Field' a structure comprising three connecting steel monoliths 9 metres high based on the plant test beds and field patterns. These will be located at the entrance to the site and the green link from the main square to the north west green corridor.
- 8.100 The Library Square has an artist Tricia Mackinnon-Day appointed. This includes a temporary work 'Darwin Green Sweet Pea'; Sweet Peas that NIAB have created will be named and packaging designed. Each resident moving into the development will be given a packet of seeds. The permanent installation will be located on the glazed elevation of the library. The design has been inspired by research into Darwin's sketch books and his design entitled 'The Tree of Life'. It will be an external boxed metal artwork housing an LED element allowing the artwork to be visible in the evening with a subtle glow of colour.
- 8.101 The principle of the proposed art installations are considered acceptable and have been approved by the Darwin Green Public Art Steering Panel. The details of these are being worked up by the artists and a detailed design submission will be required to include specification, size, location, footprint, management and maintenance of the art. To secure this detail and ensure that they are acceptable Condition 15 is recommended. The proposal is considered acceptable in accordance with the Darwin Green Public Art Strategy, Cambridge City Council Public Art (January 2010) guidance and Local Plan (2006) policy 3/7.

Residential Amenity

Impact on adjacent parcels

- 8.102 As this is the first reserved matters application for buildings on the site there are no detailed approved plans for the adjacent residential parcels to the north east or south east. The proposals for the adjacent residential parcel (BDW1) to the south east will be separated from the proposal by School Square and the primary access road through the site. 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, the square, a road or the primary school. The relation is therefore acceptable.

Future residents

- 8.103 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.
- 8.104 The conclusion to the assessment is that overall the daylighting within internal spaces, in terms of the guidance, is adequate and that average daylight factors (ADFs) all exceed the guidance. Some of the vertical sky components (VSCs) for the Health Centre apartment blocks and some units within the Library apartment blocks do not meet the VSC guidance thresholds. This is mainly due to overhangs from the dwellings above (balconies) or shading from adjacent blocks. The VSCs test is applied to all windows whereas the ADF applies to rooms, which takes precedence.
- 8.105 Other design factors also have to be taken into consideration such as the use of balconies which provide amenity space and add architectural interest to the buildings and the density requirements on these parcels. On this basis the proposals are considered acceptable in relation to daylight and sunlight levels for future occupants.
- 8.106 The residential units have defensible space and landscaped thresholds where appropriate to ensure suitable living conditions. Upper floor apartments have balconies or roof terraces. The amenity for future occupants is considered acceptable and in accordance with the design code and Local Plan policies 3/7 and 3/12.

Lighting

- 8.107 Outline condition 66 requires reserved matters applications to include a lighting scheme and details of the height, type, position and angle of glare of any final site lighting including isolux contours. Street lighting for roads to be adopted by the Highway Authority will need to comply with the County Council lighting specification. The lighting strategy for the Infrastructure and Square reserved matters has been approved which includes lighting on the road network around the local centre. The proposed lighting design for the local centre buildings and car parking

courts, with black columns and a range of light fittings including wall mounted and low-level bollards is acceptable and will complement the hard and soft landscaping strategy for these areas.

- 8.108 The impact of the proposed lighting on residential and environmental amenity also needs to be taken into account. Environmental Health officers require further assessment and clarification on the impact of all residential properties and the hours of use of the lighting to ensure that neighbouring residences do not have light spillages onto their property that would be unacceptable.
- 8.109 As further clarification is required on the lighting strategy for outline condition 66 pursuant to these reserved matters, it is recommended that this condition be determined by a separate discharge of condition than through this reserved matters approval.

Third party comments

- 8.110 The applicant has carried out pre-application consultations with local residents and provided a Statement of Community Involvement as part of the application. No individual third party comments have been received on the proposals.
- 8.111 Windsor Road Residents' Association (WIRE) has raised some queries regarding the internal fittings of the community uses which have been passed on to Community Development officers and the County Library Services.

Conditions Submitted in Parallel

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

- Condition 8 Design Code Compliance
- Condition 14 Landscaping within the Built-up Area *
- Condition 17 Trees and Hedges assessment
- Condition 18 Tree Survey
- Condition 20 Retained trees
- Condition 27 Renewable Energy Statement
- Condition 30 BREEAM
- Condition 35 Detailed Surface Water Strategy
- Condition 38 Scheme for Pollution Control of Water
- Condition 39 Ecological Conservation Management Plan**
- Condition 58 Noise Assessment for future residents***
- Condition 62 Domestic and Trade Waste
- Condition 64 Temporary Waste recycling facilities
- Condition 65 Underground recycling facilities
- Condition 66 Lighting

- Condition 69 Public Art Delivery Plan****

**Although the school square construction details and tree pits are subject of a further condition on this reserved matters.*

***Although the details of swift and bat boxes are subject of a further condition on this reserved matters.*

****Compliance conditions are applied on this reserved matters.*

***** Although final details are subject of a further condition on this reserved matters.*

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

- Condition 29 Code for Sustainable Homes (*post construction review certificates will be required*).

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

- Condition 66 – Lighting
- Condition 70 – Interim Parking Management

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

9.0 **CONCLUSION**

9.1 The proposal accords with the approved parameter plans and design code. A high quality local centre is proposed which will provide a hub for local shops, services, health centre, library and community rooms for Darwin Green. The buildings are attractively designed and will create a sense of place and identity to Darwin Green leading the way for future parcels to be developed in a similar high standard. The proposal complies with the outline consent and policies of the Cambridge Local Plan 2006 and is therefore recommended for approval.

10.0 **RECOMMENDATION**

APPROVE subject to the following conditions:

Hours for retail uses

1. Opening hours for the retail units identified as Retail 1-6 on drawing 035-06-100 rev P0 Ground Floor Plan, hereby approved, shall not be outside the hours of 07:00 to 23:00 hours.

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

Odour filtration ductwork

2. Prior to occupation of the commercial units, details of the location of associated duct work, for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved ductwork shall be installed before the use hereby permitted is commenced.
Reason: To safeguard the amenity and health of future occupants of the adjacent and nearby residential units (Cambridge Local Plan 2006 policy 4/13).

Hours for community rooms

3. Opening hours for the Community Rooms identified on drawings 035-06-100 Rev P0 Ground Floor Plan and 035-06-101 Rev P0 First Floor Plan, hereby approved shall not be outside the hours of:

07:00 to 23:00 hours Monday to Saturday

08:00 to 22:00 hours Sunday and Bank/Public Holidays.

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

Noise insulation for residential above/adjacent community rooms

4. Prior to the commencement of development, a noise insulation scheme detailing the acoustic noise insulation performance specification of the building envelope of the residential units above and adjacent to the community rooms within block H (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the noise levels from the community rooms use shall be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such.
Reason: To protect the amenity of the above and adjacent properties. (Cambridge Local Plan Policy 4/13).

Noise insulation bin stores and habitable rooms

5. The noise insulation scheme and mitigation requirements regarding bin stores and habitable residential rooms overlooking delivery areas for the retail units as stated within the Darwin Green One Local Centre: Revised Reserved Matters Application Design and Access Statement incl. Compliance statement dated 18th March 2016 on pages 126 and 127, shall be fully implemented, maintained and not altered.

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

HGV restrictions

6. The A1, A2, A3, A4 and A5 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).

Details of North Street

7. No development shall take place until full details of the permanent design for the hard and soft landscaping of the 'North Street' area to the rear of blocks J1, J2, D1 and D2 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 a method statement outlining how the haul road will be removed and the area for the trees will be de-compacted, root cell specifications allowing for 16m³ of rooting volume, and plans and sections of the pit areas including an edging that is a minimum of 150mm above the paving (slightly raised bed) to prevent over-running by cycles and pedestrians.

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).

Tree pit detail

8. No development shall take place until full details for tree pits which utilise root cell products have been submitted to and approved in writing by the local planning authority. These details shall include, location identification of all relevant trees, plan and section views to an appropriate scale, root cell product specifications, and soil/growing media specifications. The works shall be carried out as approved.

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

Materials samples

9. Prior to the commencement of development of the buildings approved and identified below, samples of the materials to be used in the construction of the external surfaces of those buildings, which includes external feature such as windows, window reveals, façade panels, head and cill treatments, brick slip systems, concrete strata band, porch details, doors, external metal work, balcony fronts and balustrades, podium feature gates,

rain water goods, lintels and coping, shall be submitted to and approved in writing by the local planning authority.

(buildings defined within Section 6 of the Design and Access Statement dated 18 March 2016)

- a) Library Block (blocks E/F)
- b) Health Centre Block including health centre and community rooms (blocks A, B, G, H)
- c) Retail Block (blocks C, D, I, J)

A sample panel (at least 1.5m x 1.5m) of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing, colour, type of jointing and any special brick patterning (e.g. perforated, striped alternated courses) shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2006 policies 3/7 and 3/12).

Drainage and hard landscape construction details – School Square

10. No development of School Square shall take place until full construction details of both the hard landscaping and drainage elements of School Square have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.
Reason: To ensure a satisfactory method of surface water drainage (Cambridge Local Plan 2006 policy 4/13).

Visibility splays

11. Inter vehicle visibility splays and pedestrian visibility splays shown on the Drawing Numbers 16483/2159 G, 16483/2160 G and 16483/2161 G are to be kept clear of all planting, fencing, walls and the like exceeding 600mm high in perpetuity.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policies 8/2 and 8/11).

Private drive drainage

12. All private drives and accesses shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the proposed adopted public highway.

Reason: For the safe and effective operation of the highway (Cambridge Local Plan 2006 policies 8/2 and 8/11).

Swift and bat box detail

13. No occupation of any residential unit shall take place until a plan identifying the location of the proposed swift and bat boxes and details of the specification have been submitted to and approved in writing by the local planning authority. The works shall be carried out as approved.
Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006 policy 4/3).

Sign details

14. The use of the health centre, community rooms and library shall not commence until full details of the proposed signage have been submitted to and approved in writing by the local planning authority. The agreed details shall be carried out as approved.
Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2006 policies 3/7 and 3/12).

Public art details

15. No occupation of any residential unit shall take place until a detailed design submission including specification, size, location, footprint, management and maintenance of all the public art to be installed has been submitted to and approved in writing by the local planning authority. The works shall be carried out as approved.
Reason: In the interest of visual amenity and long term maintenance of the public art (Cambridge Local Plan 2006 policy 3/7).

Visitor cycle parking details

16. No occupation of any residential unit shall take place until full details of type and specification of the visitor cycle parking as shown on drawing 035-08-002 P1 has been submitted to and approved in writing by the local planning authority. The works shall be carried out as approved.
Reason: To ensure that it is visually appropriate and that they provide useable appropriate storage for bicycles (Cambridge Local Plan 2006 Policy 8/6).
17. The development shall be carried out in accordance with the following approved drawings and technical documents:

Site Plan – Red Line 035-01-001
LC Red Line Boundary Applications 16483-2170 D
LC Red Line Boundary Differences 16483-2171 C

Site Plan Ground Level- Red Line 035-06-101
Ground Floor Plan 035-06-100 P1
First Floor Plan 035-06-101
Second Floor Plan 035-06-102
Third Floor Plan 035-06-103
Roof Floor Plan 035-06-104
Urban Elevations 035-06-200
Health Centre Block - Elevations – Street 035-06-201

Health Centre Block - Elevations – Courtyard 035-06-202
 Library Block – Elevations 035-06-203
 Retail Blocks - Elevations – Street 035-06-204
 Retail Blocks - Elevations – Courtyard 035-06-205
 Typical Sections 035-06-301
 Health Centre 035-06-601
 Community Rooms 035-06-602
 Library 035-06-603 P1
 Retail Blocks C&D, I&J 035-06-604
 Waste Collection and Servicing 035-08-001
 Cycle Storage 035-08-002 P1

Site Wide Masterplan 628.13-001 G
 Health Centre Block 628.13-002 H
 Library Block 628.13-003 H
 Secondary Retail Block 628.13-004 G
 School Square 628.13-005 F

Landscape Specification Notes 628.5-006 A
 Roof Terraces 628.13-007 D
 Secondary Retail Block – Permanent Road Layout 628.13-008
 Key Plan - A1 628.5-100L
 HC - General Arrangement & External Works - A1 628.5-101 M
 Library - GA and EW A1 628.5-102 L
 SR - General Arrangement & External Works - A1 628.5-103 M
 SR - General Arrangement & External Works Permanent Road - A1 628.5-106
 SS - General Arrangement & External Works - A1 628.5-104 L
 Roof Terrace GA and EW A1 628.5-105 E
 Health Centre Planting Proposals - A1 628.5-201 G
 Library Block Planting Proposals - A1 628.5-202 F
 SR - Planting Proposals & Soft Landscape A1 628.5-203 H
 School Square Planting Proposals - A1 628.5-204 F
 Roof Terraces Planting Proposals - A1 628.5-205 C
 SR Permanent Road Soft Landscaping 628.4-206
 Typical Landscape Details 01 A1 628.5-300 B
 Typical Sections (Sheet 1 of 3) 628.5-301 C
 Typical Sections (Sheet 2 of 3) A1 628.5-302 C
 Typical Landscape Details 02 A1 628.5-303 A
 Typical Detail to Podium Deck A3 628.5-304 B
 Typical Sections (Sheet 3 of 3) A1 628.5-305

Levels and Drainage Sheet 1 16483-2155 G
 Levels and Drainage Sheet 2 16483-2156 G
 Levels and Drainage Sheet 3 16483-2157 G
 LC Private Con Details 16483-2158 D
 Local Centre Tracking Sheet 1 16483-2159 G
 Local Centre Tracking Sheet 2 16483-2160 G
 Local Centre Tracking Sheet 3 16483-2161 G
 Local Centre Retail Access 16483-2173 D

Landscape Management and Maintenance Plan 628.5-RPT02
Proposed Lighting – Health Centre 1 OJ-M3886.00.001MK
Proposed Lighting – Health Centre 2 OJ-M3886.00.002MK
Proposed Lighting – Library OJ-M3886.00.003MK
Proposed Lighting – Retail 1 OJ-M3886.00.004MK
Proposed Lighting – Retail 2 OJ-M3886.00.005MK
Proposed Management Strategy A
Surface Water Drainage B10223SD Cond 35 V3
Transport Statement 116292
Waste Recycling B10223SD Cond 65

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.

Informative: Tree pits

In relation to condition 8 the rooting volumes for each tree in order to achieve some longevity in tree life would be 16m³ for small tree species (e.g. Birch), 25m³ for medium sized trees (e.g. Hornbeam) and 35m³ for large sized trees (e.g. Lime). This based on a topsoil depth of 1.0m.

Informative: Surface Water Drainage

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

Informative: Foul Water Drainage

Foul drainage from the proposed development should be discharged to the public foul sewer unless it can be satisfactorily demonstrated that a connection is not reasonably available.

Informative: Pollution Prevention

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

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 OUTLINE CONSENT CONDITIONS WHICH HAVE BEEN DISCHARGED

NO DEVELOPMENT TO COMMENCE

Number	Condition	Decision Date
5	Phasing Plan approval	JDCC Nov 2014
7	Design Code approval	JDCC June 2014
15	Broadband Strategy	April 2014
22	Location and extent of allotments	JDCC April 2014
34	Surface water strategy Drainage Strategy	JDCC June 2014
38	Pollution control of water environment	April 2014
39	Ecological Conservation Management Plan	May 2014
50	Soil and contamination	Part discharged April 2014 Subject to assessment during works and final closure reports.
51	Construction and Environmental Management plan	Dec 2014 Amendment to construction delivery hours (07/0003/COND51) Feb 2016
53	Construction Programme	JDCC Nov 2014
54	Vibration report	Feb 2014
67	Archaeology	Part discharged Feb 2014 Subject to archive report

NO RESIDENTIAL DEVELOPMENT TO COMMENCE

9	Youth Strategy approval	JDCC June 2014
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APPENDIX B: SUMMARY OF DESIGN CODE COMPLIANCE STATEMENT

Attached as separate document

APPENDIX C: QUALITY PANEL REPORT

Attached as separate document

APPENDIX D: PLANS

Attached as separate document
Also see separate drawing pack.

APPENDIX B: SUMMARY OF DESIGN CODE COMPLIANCE STATEMENT

Page	Subject		Action
01 Introduction			
pp 8	The vision and key objectives	✓	The Design Code is clear as to the objectives of the project both in terms of built form and public realm. It is to deliver a range of accommodation and a mix of uses that will help foster a strong sense of community, as deep sense of quality and sustainable living. These objectives have been taken into account throughout the design process and can be seen in the Design and Access Statement. It is our aim that the Local Centre should be a sustainable project in the deepest sense of the word. By this we mean that it should be built to last, should improve with age and should promote a 'sense of belonging'. Our objective is that the design belongs to its context, and that it belongs to the community of people who live, work and visit there; also that it becomes a place to which people feel they belong.
pp 17	The Illustrative Master Plan (June 2013 including DG2)	✓	The site layout follows the intent of the Illustrative Master Plan within the Code, while differing from it in some respects. Refer to Chapter 4.1 in the Compliance Statement for more detailed information.
pp18	Key elements		There are 12 key elements set to create a coherent Master Plan, five of which relate directly to the Local Centre.
Page 79	1 Local Centre and primary school	✓	The Local Centre celebrates the relationships and hierarchies between a series of buildings, streets and spaces coming together to form a cohesive and distinctive urban realm; its distinctive character is rooted in its mix of uses and Town Square provision, with the Landscape and Infrastructure application for The Square already having been consented.
	2 Central Park	✓	The proposal for the Local Centre sits adjacent to the Central Park and the housing typologies, orientation and boundary edge treatment all relate to the Park. The Library faces directly onto the edge of the Central Park through a fully glazed wall.
	4 Primary streets	✓	The proposal for the Local Centre is located on a Primary street through the Master Plan and the building design acknowledges and supports pedestrian and cyclist safety along this route.
	10 Form and layout	✓	Following a comparative analysis with Cambridge Market Square, the Local Centre buildings are set up to frame similarly enclosed public spaces; nonetheless maintaining a scale and character suitable for a local neighbourhood rather than city-centre location.
	11 Residential density	✓	The entire Local Centre sits within the highest density portion of the Masterplan, constituting its own Character Area. Heights are generally of three stories above ground level but in some areas the form is cut away to create a variegated skyline. The Local Centre conforms to the permitted density of 125 DpHa laid out in the Design Code, proposing only 61 DpHa. Unit numbers have been reduced from 121 units to 114 and the extent of the project has increased to the North.
02 The Code and how to use it			
pp24	Character areas	✓	The Local Centre application sits within two character areas: Local Centre – including school building and Urban Quarter – high density. The proposals address the guidance in sections 5.2 and 5.3 from the Design Code.
03 Local character appraisal			
pp32	Analysis that has informed the Local Centre – including school building	✓	A close examination of Cambridge vernacular – both traditional and contemporary – has underpinned the design. As acknowledged by the Code for these character areas, the urban typologies of Cambridge (rather than suburban examples) – terraces, streets and urban blocks – have provided the primary references. Refer to Chapter 5 in the Compliance Statement for more detailed information.
pp34	Analysis that has informed the Urban Quarter – high density	✓	A close examination of the analysis of key features has underpinned the design. Refer to Chapter 5 in the Compliance Statement for more detailed information.

Page	Subject		Action
04 Site wide coding			
pp38	Site wide strategies	✓	The proposal follows all the related Conditions in Fig 4.0 of the Approved Design Code.
	Condition 5:	✓	Refer to Chapter 9 Environmental, in the Compliance Statement.
	Conditions 9 and 10: Youth facility and children's play provision strategy and details	✓	Youth facility and children's play does not form part of the Local Centre and will be developed within future phases.
	Condition 14: Landscaping details	✓	Refer to Chapter 8 Landscape, in the Compliance Statement.
	Condition 15: Broadband provision strategy	✓	This is a prior to commencement condition and does not need to form part of the compliance document for the Local Centre submission.
	Conditions 27 and 28: Energy	✓	Refer to Chapter 9 Environmental, in the Compliance Statement.
	Conditions 30, 31, 32 and 33: BREEAM	✓	Refer to Chapter 9 Environmental, in the Compliance Statement.
	Conditions 34, 35 and 38: Drainage, flood risk and pollution control of the water	✓	Refer to Woods Hardwicks Compliance Statement.
	Conditions 39 and 40: Ecological conservation management plan	✓	
	Conditions 42 and 66: Lighting	✓	Refer to Woods Hardwicks Compliance Statement.
	Condition 50: Contaminated land assessment and associated remedial strategy	✓	This is a prior to commencement condition and does not need to form part of the compliance document for the Local Centre submission.
	Condition 51: Construction and environmental management plan	✓	This is a prior to commencement condition and does not need to form part of the compliance document for the Local Centre submission.
	Conditions 52 and 53: Construction method statement and programme	✓	This is a prior to commencement condition and does not need to form part of the compliance document for the Local Centre submission.
	Condition 58: Noise	✓	Refer to Updated Noise Survey and Assessment by AcousticAir Limited.
	Conditions 62, 63, 64 and 65: Waste and recycling	✓	Condition 62: Refer to Woods Hardwicks Compliance Statement. Condition 63 and 64 do not need to form part of the compliance document for the Local Centre submission; Condition 65: Refer to Woods Hardwicks Compliance Statement.
	Condition 67: Implementation of a programme of archaeological works	✓	This is a prior to commencement condition and does not need to form part of the compliance document for the Local Centre submission.

Page	Subject		Action
pp38	Conditions 69: Public Art	✓	Refer to Public Art Compliance Statement
	Conditions 70: Interim parking management arrangements.	✓	Refer to Woods Hardwicks Compliance Statement.
pp39	Land uses	✓	The proposed land use is within the description set in Table 4i. Refer to Chapter 4.8 in the Compliance Statement for more detailed information.
pp40	Urban structure	✓	The site is organised as three urban blocks, each one fronting key public spaces, whilst giving enclosure to courtyard spaces to the rear. Refer to Chapter 4.2 in the Compliance Statement for more detailed information.
pp41	Transition and interfaces		Most of the buildings have a gap between the façade and the public realm, adhering to the consented landscape and infrastructure application. Some are private gardens some are defensive spaces. Refer to Chapter 6 in the Compliance Statement for more detailed information.
pp42	Amenity space	✓	The proposal gives importance to the amenity space. It provides roof terraces, balconies with appropriate size to to the size of the dwelling in order to accommodate outdoor furniture if necessary. Most of the balconies face south thus benefiting from this orientation. Refer to Chapter 7.8 in the Compliance Statement for more detailed information.
pp44	Movement and streets	✓	The street hierarchy of the Master Plan is respected and reinforced by the massing, frontage and landscape design of the proposal. A series of events have been created; also, clear gateways and different range of approaches have been considered in the proposal. Refer to Chapter 4.5 in the Compliance Statement for more detailed information.
pp46	Street furniture and lighting	✓	Refer to Chapter 8 Landscape and Woods Hardwick Lighting Compliance Statement..
pp46	Surface finish material	✓	Refer to Chapter 8 Landscape in the Compliance Statement.
pp48	Pedestrian and cyclists – Fig 4.10 & 4.11	✓	The layout makes walking and cycling to local facilities the natural option. Clear separation is created between cars and pedestrians, with pedestrians and cycles being given priority over cars. Refer to Chapter 7.1 in the Compliance Statement for more detailed information.
pp58/59	Cycle parking: guiding principles	✓	The proposal complies with the numbers set in Table 4v. Secure cycle storage is provided in accordance with www.camcycle.org.uk/resources/cycleparking/standards/city2006.pdf . The majority of storage takes the form of 'Sheffield' stands at 1000mm centres, within gated cycle stores, with access as described in Chapter 7.1. Cycle stores are within 20m max of entrances, unless stated otherwise. Visitor cycle spaces have been included as indicated in plans. Refer to Chapter 7.1 in the Compliance Statement for more detailed information.
pp60/61	Car parking: guiding principles	✓	The proposal accommodates cars within the development, providing on-plot parking for apartments. A number of measures are employed to prevent the vehicles from being visually intrusive. Car parking is provided at a ratio of 1 space per unit, including the 3 Car Club spaces in School Square as part of the provision for the Courtyard Block. Refer to Chapter 7.2 in the Compliance Statement for more detailed information.
pp62	Key spaces and frontages	✓	The Local Centre development area is described in Chapter 5 of the Compliance Statement.
pp64/pp89	Landscape biodiversity and trees	✓	Refer to Chapter 8 Landscape in the Compliance Statement.
pp90	Youth and children's play strategy		Youth facility and children's play does not form part of the Local Centre and will be developed within future phases.
pp92	Public art strategy	✓	Three public art commissions are being developed in relation to the Local Centre project. <ul style="list-style-type: none"> • Evolutionary Links based on Darwin's Tree of Life, by Patricia McKinnon Day • Darwin Green Sweet Pea, by Patricia McKinnon Day • Shadowcast by Vong Phaophanit and Claire Oboussier Shadowcast relates to gateway locations around the site and is integral to the landscape concept. Evolutionary Links is integral to the architectural design of the Library. The Darwin Green Sweet Pea is an interactive project within the community. The project was last discussed at the Public Art Steering Panel on 22nd Jan 2015 and was positively received.

Page	Subject		Action
pp96	Drainage	✓	The drainage works that this submission covers is all the surface water within the three elements of the Local Centre namely the Health Centre block, the Library and the Secondary Retail Block and part of School Square. Refer to Woods Hardwick Compliance Statement.
pp98	Waste and recycling	✓	Public highways are designed to standards that allow and withstand regular access by refuse vehicles. Refuse vehicles do not need to reverse or make difficult manoeuvres before or after reaching bin collection points. Waste collection services are accounted for and designed into the layout. Generally, all the apartments have communal waste storage points within thirty metres, and collection crews transfer the waste under ten metres. Public highways are designed to standards that allow and withstand regular access by refuse vehicles. Refuse vehicles do not need to reverse or make difficult manoeuvres before or after reaching bin collection points. Refer to Chapter 7.3 and Refer to Woods Hardwick Compliance Statement.
pp99	Utility services	✓	Where above ground utilities are required, their appearance and location is designed to limit their impact on the street scene. Gas, electricity and water are enclosed within dedicated cupboards inside lobbies or integrated with the building's external walls. Refer to Woods Hardwick Compliance Statement.
pp100	Sustainable development	✓	The supporting Sustainability Statement demonstrates how these matters have been addressed. In accordance with the Design Code all the affordable housing has been designed to Code for Sustainable Homes Level 4. The private housing has also been designed to Level 4. Refer to Chapter 9 in the Compliance Statement.
pp104	Noise	✓	The proposal for the Local Centre sits adjacent to the Central Park and the housing typologies, orientation and boundary edge treatment all relate to the Park. The Library faces directly onto the edge of the Central Park through a fully glazed wall. Noise from Community Rooms, Retail, Plant Rooms and Bin storage near housing units has been described in Chapter 7.3, 7.4, 7.5, 7.6 and 7.7 in the Compliance Statement.
05 Character area coding			
5.2: Local Centre			
pp112	Guiding design principles	✓	The general layout and form complies with the guiding design principles of the Local Centre.
	Legible Environment	✓	Carefully considered placement of hard and soft landscape elements to create a legible, clutter-free environment in both public and private realms. Clear lines of sight along pavements, at road junctions and towards buildings entrances in order to promote safe and intuitive movement for pedestrians, cyclists and motorists. This facilitates movement and way-finding for all users and enables fully inclusive access to external spaces and buildings. Building entrances, whether interfacing with the public or private domain, are clearly visible with a clear, legible landscape context that responds to anticipated user movement patterns and behaviour. School Square is recognised as an important gateway and primary route for motorists, pedestrians and cyclists moving through Darwin Green 1, particularly to and from the Huntington Road. School Square also functions as a route to, and setting for, the new primary school and residential properties. Potential conflicts between motorists, pedestrians and cyclists are minimised by encouraging motorists to reduce speed and become more aware of pedestrians (many of which will be children). This is communicated through the layout of the square, which includes a raised carriageway, generous side pavements that respond to pedestrian movement/behaviour, and design elements such as paving materials, plant beds and furniture that visually unite and define the whole of School Square.
	Sense of Place & Enclosure	✓	Landscape proposals include a suite of complementary hardscape and softscape materials that are fit for purpose and visually unite defined areas, whether private parking courts or public areas such as School Square. As well as responding to building function, routes, micro-climate, aspect, etc School Square's unique 'Sense of Place' is expressed and reinforced through the design concept which includes a site-specific narrative alluding to trial beds and controlled horticultural linear planting, which once featured on the site. It is envisaged that this narrative will be further reinforced through the public art element of the proposals.
	Strong Public Realm	✓	The Local Centre includes the active frontages of mixed-use buildings with public function (Library, Health Centre, Community Rooms), private retail facilities (including supermarket), and residential units. The public realm also provides a fluid, interconnected space that responds to built form and anticipated user movement. Hard and soft landscape elements are carefully configured and specified, to create a legible, clutter-free environment in both public and private realms.

Page	Subject		Action
pp112	Permanent Community	✓	Landscape areas are designed to enable natural surveillance at ground level and upper levels of buildings. Screening elements such as hedges are specified to be planted and maintained at heights that facilitate natural surveillance. Trees species are selected so that their overall form allows some screening, while their leaf type/cover creates only dapples shade, in order to avoid the creation of dark, potential obscured areas of landscape.
	Permeability	✓	A key driver for the design of the private and public realm comprising the Local Centre is the creation of an intuitive, legible and safely accessible landscape that connects to building entrances and wider public open space. The Local Centre is well connected to DGI's network of footpaths, cycle routes, roads, and public open space including The Square, Central Park, and the NW Corridor.
	Accessibility	✓	The Local Centre is located on Primary Street North and Primary Street North South which connects motorists, cyclists and pedestrians to the wider site context at the Huntington Road and Histon Road. Public carriageway and pavements are typically delineated from one another by a 125mm high kerb, with level crossing points to enable inclusive access, where necessary. In private parking courts 6mm high kerbs are proposed next to disabled bays, and 25mm high kerbs are proposed in areas where vehicle overrun is not deemed problematic. In School Square a 25mm high kerb delineates carriageway and adjacent pavements to create a level surface help this space read as an environment where motorists and cyclists are required to travel at reduced speeds. Low 25mm kerbs are specified as a colour which contrasts to that of surrounding paving in order to assist legibility for the visually impaired. There is no on-street parking within School Square. Parking is limited to 3no. Car Club bays which are located within the zone controlled by Cambridgeshire County Council Highways Department, so that Car Club parking can be controlled. Level access to these bays is provided.
	Strong Visual Vistas	✓	Marker buildings are located at the terminal end of key vistas and at key corners, thus reinforcing and enhancing these vistas. Tree positions, crossing points and paving design comprising the public open space, including School Square, have all been considered in relation to marker buildings and public art to ensure visibility of these have been retained.
	Local Distinctiveness	✓	Landscape proposals consider and respond to the function and aesthetics of proposed buildings. The location, form, colour and type of materials comprising the landscape proposals are chosen to complement architecture and to contribute to the sense of place and local distinctiveness. Functional, aesthetic and allegorical considerations are synthesised and brought forward, as appropriate, to create site-specific landscape proposals.
	Active & Human-scaled Environment	✓	A key driver for landscape proposals across the site is the creation of external spaces that respond to and meet user needs. User movement, dwell-time, and behaviour, legibility, inclusivity and safety have been considered in relation to surrounding context, including proposed buildings, streets, public open space, and private communal areas. Potential conflicts have been identified and resolved.
pp114	Building plots, types and typologies	✓	The general layout and form complies with table 5i and 5ii. Building heights are generally of three stories above ground level in the Local Centre but in some areas the form is cut away to create a variegated skyline. Refer to Chapter 5.3 in the Compliance Statement.
pp114	Development edges	✓	Transitions and interfaces between façades and public realm are set in the consented Landscape and infrastructure application. Refer to Chapter 8.1 Landscape in the Compliance Statement for more detailed information.
pp115	Materials	✓	The material palette for the project will strike a balance between diversity and unity. Brick will be the principle material of the project. Variety will be created with a selection of four brick types, in some cases used in combinations (eg stripes) to create a 'soft mottle' of multiple tints. Refer to Chapter 5.4 in the Compliance Statement for more detailed information.
pp115	Architectural design principles and detailing	✓	The design is a study in contemporary vernacular; it seeks to allow each of the buildings to 'be what it wants to be', both individually and as a group. Our idiom is that of naturalness and informality, whilst also being rooted in functionality and a robust approach to detail. Refer to Chapter 6 in the Compliance Statement for more detailed information.

Page	Subject		Action
pp116	Key spaces, frontages and public realm - Town Square: Guiding design principles	✓	The public realm has been consented in the Landscape and Infrastructure application for The Square. Inspired by Cambridge City Centre, the Local Centre celebrates the relationships and hierarchies between a series of buildings, streets and spaces coming together to form a cohesive and distinctive urban realm. As expressed in the Design Code, its distinctive character is rooted in its mix of uses and Town Square provision – which should take direct inspiration from the city's Market Square. Refer to Chapter 5 in the Compliance Statement for more detailed information.
pp116	Bring site	✓	A bring site has been provided as part of this application and is located adjacent to the Sports Pavilion which utilises the adjacent car park facility. 3No. underground waste recycling storage systems include: Small electrical & Electronics, Books & Media and Textiles.
pp118	Key spaces, frontages and public realm - School site: Guiding design principles	✓	Refer to Chapter 8 in the Compliance Statement for more detailed information regarding the below.
	Positively contribute to surrounding are	✓	Landscape proposals respond to building entrances and massing, and anticipated movement patterns of the various end users including - importantly - pupils and parents/carers travelling to/from the primary school and Children's Centre. Despite being under the control of Cambridgeshire County Council's Education department, the school's forecourt has a completely open boundary, allowing it to be physically and visually linked to the public realm of the wider square. The school's external security gate is located immediately outside the main door. School Square utilises a common suite of materials across the whole public open space, carriageway and school forecourt. A consistent palette of hardscape materials, softscape (tree, shrub, herbaceous and hedge planting), and furniture (including benches, bins and street lights) serves to visually unite School Square and helps create a sense of place distinct from other areas within Darwin Green I. In rationalising the layout and materials of landscape of School Square, we have considered the form, function, character and materiality of proposed buildings that define the edges of the square. Boundaries with residential properties consist of low 200mm railings, behind which evergreen hedge will be planted.
	Integrated environment	✓	Although the landscape that comprises School Square will be distinct from The Square to the north, the site-specific narrative and overall aesthetic - achieved through layout and choice of materials - will be complementary and serve to unite these key nodal points and connecting streets (primary and tertiary).
	Key intersection of routes	✓	School Square is recognised as a primary route through Darwin Green I and as such provides a clear and legible carriageway for motor vehicles. However, School Square is also an important route for pedestrians and cyclists, particularly families accessing the Primary School and Children's Centre. Wide pavements to the north of the carriageway have therefore been provided. A raised carriageway and contrasting surfacing to that used to pedestrian areas communicates to motorist that slower speeds are required through School Square. Streetscaping is simple, uncluttered, and legible, allowing clear sight lines for all users in order to avoid potential conflict/safety issues. Marker buildings are clearly visible and are positioned such that they terminate or punctuate key vistas.
	Key building within the development	✓	The Primary School is the key building of local importance on School Square and landscape treatment responds accordingly. Planting across the public open space and school forecourt is orientated to the building's entrance, and runs parallel with the alignment of the eastern section of Primary Street South, thus creating further connections and inter-relationships. School Square includes many incidental areas where people can stop/interact, whether moving or stationary, standing or seated.
	Boundary treatments	✓	Boundaries with residential properties consist of either 200mm railings or low walls, behind which evergreen hedge will be planted helping to increase the visual influence of planting to streetscapes all year round. The school forecourt has an open, publicly accessible boundary. The primary school's external security gate is located immediately outside the main door fronting onto School Square.

Page	Subject		Action
pp118	Natural surveillance / security	✓	School Square has been designed to be open, legible and safe. Planting consists of clear-stem trees (<i>Corylus columna</i> - Turkish Hazel) and low shrub and herbaceous planting arranged in simple, clear rows. School Square will benefit from natural surveillance throughout the day and into the evening by virtue of adjacent residential properties (up to 4 floors) and from the steady flow of through-traffic (pedestrian, cyclists and motorists) along Primary Street South. The existing hedge has been retained (as designed by others) and will be managed to a height/width that will facilitate natural surveillance.
	School Square	✓	The primary school's main door and security gate front onto School Square. Windows from the school also front onto School Square. The school forecourt has an open boundary allowing free movement of the public, which further activates the space throughout the day.
	Outdoor play facilities	✓	There are no outdoor play facilities or additional opportunities for teaching in School Square as the design team feel that these activities are inappropriate on the primary vehicular route through Darwin Green I. Extensive play facilities have been provided within the grounds of the school site (as designed by others) and comply with the Design Code requirements. School Square does not link visually with Central Park as the two spaces have very different functions and are also obscured by buildings. Central Park appears visually 'extended' to the south by the location of the school playing fields extending down onto Primary Street South.
	Orbital Cycle Route	✓	Cyclists are able to access the orbital cycle route via primary and tertiary streets that connect to School Square and a dedicated access to the north of the site onto a shared link connecting directly into the Orbital Cycle Route connecting east-west.

05 Character area coding

5.3: Urban quarter

pp122	Guiding design principles	✓	The general layout and form complies with the guiding design principles of the Local Centre.
pp124	Building plots, types and typologies	✓	The general layout and form complies with tables 5iv and 5v. Building heights are generally of three stories above ground level in the Local Centre but in some areas the form is cut away to create a variegated skyline. Refer to Chapter 5 and 6 in the Compliance Statement for more detailed information.
pp125	Materials	✓	Recessed within the depth of the block are residential lobby entrances. Being carved into the length of the archway, they offer a degree of privacy and separation from the public pathway. Generally, boundaries onto residential properties consist of low 400mm railings and low 400mm walls, behind which evergreen hedges will be planted. Refer to Chapter 5 and 6 in the Compliance Statement for more detailed information.
pp125	Threshold boundary treatment	✓	Recessed within the depth of the block are residential lobby entrances. Being carved into the length of the archway, they offer a degree of privacy and separation from the public pathway. Generally boundaries onto residential properties consist of low 400mm railings and low 400mm walls, behind which evergreen hedges will be planted.
pp125	Architectural design principles and detailing	✓	The two side streets are given a diversified grain, with a variety of brick colours along their length; each façade is a different colour on Darwin Street and each half-façade on School Lane. The Northwest-facing frontages to Darwin Street comprise simple flat-fronted facades with deep-set windows, setting up strong rhythms enlivened by soft syncopations. Proportions of vertical and horizontal windows distinguish between bedroom and kitchen windows. The frontage divides naturally into eight strips, each of which is of a different colour mix. These are made up of alternate striped brick courses, created by varying mixes from a base palette of 4 colours. Welcoming porches mark out the rhythm of the frontage. In contrast the Southeast-facing frontage onto quieter School Lane is broken up by a combination of projecting and recessed balconies. Refer to Chapter 5 and 6 in the Compliance Statement for more detailed information.
pp130	Key spaces, frontages and public realm - School Square: Guiding design principles		Refer to Chapter 5, 6.2, 6.4, 6.5 and 8.1 in the Compliance Statement for more detailed information regarding the below.

Page	Subject	Action
	Relationship to School building	<p>✓ The primary school's main door and security gate front onto School Square. Windows from the school also front onto School Square.</p> <p>The school forecourt has an open boundary allowing free movement of the public, which further activates the space throughout the day.</p> <p>School Square utilises a common suit of materials across the whole public open space, carriageway and school forecourt. A consistent palette of hardscape materials, softscape (tree, shrub, herbaceous and hedge planting), and furniture (including benches, bins and street lights) serves to visually unite School Square and helps create a sense of place distinct from other areas within Darwin Green I.</p> <p>Planting across the public open space and school forecourt is orientated to the building's entrance, and runs parallel with the alignment of the eastern section of Primary Street South, thus creating further connections and inter-relationships.</p> <p>School Square has been designed to be open, legible and safe. Planting consists of clear-stem trees (<i>Corylus columna</i> - Turkish Hazel) and low shrub and herbaceous planting arranged in simple, clear rows.</p> <p>School Square will benefit from natural surveillance throughout the day and into the evening by virtue of adjacent residential properties (up to 4 floors) and from the steady flow of through-traffic (pedestrian, cyclists and motorists) along Primary Street South.</p> <p>The school forecourt has an open, publicly accessible boundary. The primary school's external security gate is located immediately outside the main door fronting onto School Square.</p> <p>The existing hedge has been retained (as designed by others) and will be managed to a height/width that will facilitate natural surveillance.</p>
	Pedestrian and cycle friendly environment	<p>✓ Cyclists are able to access the orbital cycle route via primary and tertiary streets that connect to School Square.</p> <p>School Square is recognised as a primary route through Darwin Green I and as such provides a clear and legible carriageway for motor vehicles. However, School Square is also an important route for pedestrians and cyclists, particularly families accessing the Primary School and Children's Centre. Wide pavements to the northern edge of the carriageway are provided. A raised carriageway, which is surfaced in contrasting block paving within the pavements, communicates to motorist that slower speeds are required through School Square.</p> <p>Streetscaping is simple, uncluttered, and legible, allowing clear sight lines for all users in order to avoid potential conflict/safety issues.</p>
	Primary Street South	<p>✓ Primary Street South runs through School Square providing a looped vehicular access to School Site, Health Centre Block, The Square and adjacent residential plots.</p> <p>Design proposals allow for the steady flow of through-traffic (pedestrian, cyclists and motorists) along Primary Street South.</p> <p>Dedicated cycle lanes located on the junction with Primary Street North and South provides easy access for cyclists to and through School Square.</p>
	Attractive public space	<p>✓ Landscape proposals respond to building entrances and massing, and anticipated movement patterns of the various end users including - importantly - pupils and parents/carers travelling to/from the primary school and Children's Centre.</p> <p>Despite being under the control of Cambridgeshire County Council's Education department, the school's forecourt has a completely open boundary, allowing it to be physically and visually linked to the public realm of the wider square. The school's external security gate is located immediately outside the main door.</p> <p>School Square utilises a contrasting suite of materials across the whole public open space, carriageway and school forecourt. A consistent palette of hardscape materials, softscape (tree, shrub, herbaceous and hedge planting), and furniture (including benches, bins and street lights) serves to visually unite School Square and helps create a sense of place distinct from other areas within Darwin Green I.</p> <p>In rationalising the layout and materials of landscape of School Square, we have considered the form, function, character and materiality of proposed buildings that define the edges of the square.</p> <p>Boundaries with residential properties consist of low 200mm railings and low walls, behind which evergreen hedge will be planted.</p>
	Marker buildings	<p>✓ Marker buildings are clearly visible and are positioned such that they terminate or punctuate key vistas.</p> <p>The Primary School is the key building of local importance on School Square and landscape treatment responds accordingly. Planting across the public open space and school forecourt is orientated to the building's entrance, and runs parallel with the alignment of the eastern section of Primary Street South, thus creating further connections and inter-relationships.</p>
	Vehicle parking	<p>✓ Majority of vehicular parking associated with residential apartments are contained within rear parking courts ensuring streets remain free from car parking helping to aid legibility, way-finding and provides a safer environment for pedestrian and cyclists.</p> <p>A limited number of private car spaces are associated with individual dwellings to the southern boundary of the square as part of the BDWI proposals. Driveways are partially setback to limit the visual impact of parked cars to the streetscape.</p>

APPENDIX C: QUALITY PANEL REPORT

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING



Scheme: Darwin Green One Local Centre

Date: 4th March 2015

Venue: Shire Hall Room 128, Cambridgeshire County Council, CB3 0AP

Time: 9:30 -12:30

Quality Panel Members

John Worthington (Chair)

Simon Carne

David Prichard

Steve Platt

Panel secretariat and support

Stuart Clarke – Cambridgeshire County Council

Judit Carballo – Cambridgeshire County Council

Local Authority Attendees

Janine Richardson – Principal Planner, Cambridge City Council

Jonathan Brookes – Principal Urban Designer, Cambridge City Council

Applicant and Representatives

Mark Sperrin – Barratt Eastern Counties

Marcia Whitehead – Bidwells

Sean Marten – Barratt Eastern Counties

Tim Makower – Makower Architects

Paulo Sosa – Makower Architects

Ian Bishop – Woods Hardwick

1. Scheme description and presentation

Architect/Designer Makower Architects
Applicant Barratt Eastern Counties
Planning status Pre application stage

2. Overview

Following the issue of planning permission for various infrastructure provisions and the Square at Darwin Green, attention is now focusing on the local centre.

The Local Centre for Darwin Green will act as an important focal point for the development providing a range of buildings and spaces to serve the planned community. It comprises of 14 buildings and public spaces including the following:

- retail parade;
- residential units – 121 one, two and three bedroom residential units (73 market and 48 affordable);
- Health centre (700 sq m over two floors);
- Public library (350 sq m at ground floor level);
- Community Rooms;
- The Square; and
- School Square.

The Local Centre will be surrounded by a supermarket, other residential phases of development, a primary school and nearby pocket park and central park.

The Local Centre is a specific character area within the Design Code.

Public Artists have been appointed to develop the Art Strategy at Darwin Green and emerging ideas include a potential glazed façade for the Library building with the theme of Darwin's Green Tree of Life Diagram. Any public art element will need to consider maintenance and decommission arrangements.

3. Cambridgeshire Quality Panel views

Introduction

The Panel noted the recent planning permissions granted in Darwin Green and that Makower Architects have been appointed since August 2014 to develop the Local Centre.

The Panel stressed the importance the role of Barratt as both master planners and master developers for the wider development site and the role they have in delivering a vibrant and successful community.

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

Community

Affordable housing (40% provision) is distributed across the residential blocks but primarily within one block facing Darwin Street (primary route) and School Lane (tertiary street). The Panel questioned the anticipated demography of the site and highlighted the importance of taking this into account when planning the affordable housing distribution within the blocks.

The Local Centre will be a strong focus for community interaction with the Library, community rooms, retail, neighbouring school and supermarket. These functions with their associated car parking and the two squares, will form a "campus" setting for a variety of community services serving both Darwin Green 1&2 and the surrounding neighbourhoods with a wide demographic of users over different times of the day. The direct and indirect routes between and through this variety of public and semi-public spaces should be reviewed and planned as a rich collection of community settings to stimulate formal and informal activities.

The Square should be a vibrant and special place. The Panel urged the applicant to ensure that the retail units are utilised from the outset and should consider pop-up shops and sensible terms for potential users to avoid empty units that detract from the local centre rather than early on establishing the centre as a destination and place to be. The use of public and semi-public outdoor/indoor spaces should be encouraged.

Connectivity

The Panel recognised that the scheme is well connected with the bus route passing through the Local Centre, served by two bus stops. The Local Centre is situated on a 'cross road' of cycle routes connecting to the wider site and surrounding areas via the orbital and local cycle routes. Further improvements are being made to cycle provision on Huntingdon Road.

There will be 3 car club spaces within the Local Centre.

Parking spaces will be provided off-road in parking courts for the residential dwellings at a ratio of 1:1 with car parks serving the school (for staff) and wider local centre. Disabled bays will be provided near the Square.

The Panel challenged to need for these parking levels given the highly accessible location and whether the entrance to the parking court behind the Library (albeit serving the residential flats above) and the school car park could be shared. This space could work better.

The Panel proposed that on street parking should be considered with parking under tree cover in the School Square. On street parking would allow for flexibility of use and ease of reduction of provision in the future.

Character

The applicant explained the character of the Local Centre as being local in feel, whilst urban in character providing a distinctive new neighbourhood for Cambridge. The architect stressed that this aimed to be more than another suburban development. Distinguished by its relationship between spaces and the surrounding areas, and the choice of simple building typologies provided with identity through "carved blocks" with marker corners, modulated heights and balconies and terraces. The vitality was expected by the variety of routes, surprise views, and the dialogue between people and spaces.

40% of the residential will be affordable provision and all of the dwellings will have private space (balconies) which is to be welcomed. The scale, rhythm and linearity learns from Cambridge and seeks a balance between diversity and unity.

Buildings will be ground +2 or +3 (floors) in height. The Panel suggested that as the design had a European flavour, the roof spaces could be utilised better than just as spaces for PVC units or air conditioning. The applicant agreed to give this more thought.

The buildings have a carved formation with recessed and projecting balconies – in / out design – to maximise sunlight and to bring facades to life.

The design of the civic buildings (the health, community and Library buildings) was discussed and challenged. Will they be legible enough and have the presence that they need?

The library is a separate block of 350 sq m with floor to ceiling glazed windows facing north, a roof light, and reading terrace to maximise light.

The applicant indicated that they are also exploring possibilities of changing the community rooms to ground floor only with opening doors onto the Square in order to have an indoor/outdoor feeling. The Panel welcomed this approach.

The Panel questioned the largest of the residential blocks facing Darwin Street. The typology chosen is a typical continental block, which aims to create a living street at its front with a semi-public space within and routes through to the street behind. The

Panel liked this typology but felt this had not been achieved with the compartmented parking courts within the block, though the internal courts were not gated and allowed a through way, the planning and design gave no feeling that such permeability might be allowed.

The Panel were keen to ensure that the groundscape worked. Bins and cycle storage need to work in their spaces in conjunction with pedestrian, road and shared surfaces. It was noted that provision for a 1.8m pavement width had been agreed with County Highways as appropriate and that has been achieved.

The applicant highlighted the importance of the landscape. The Panel suggested that drawings need to show the architecture and landscaping together and also that the parking courts should perhaps consider more mature trees, but fewer than proposed.

The Panel noted that no balconies have been positioned in those units facing north-west, but this is where the late evening summer sun would be. The Applicant explained that this was a purposeful decision made in order to maximise sunlight in the flats by facing all balconies south east. They also differentiate the character of Darwin Street and School Lane and have taken into account any potential noise issues. The Panel also suggested thought should be given to having all balconies facing into the courtyard – again as a European flavour to the design – however the applicant stated that the courtyard was not a main communal area it is mainly for parking, and although it would act as a semi-public space residents should be drawn to the surrounding spaces and parks for amenity use. The parking courts act as 5 ‘rooms’, but the panel felt they could be more permeable.

Materials – The Panel noted the proposed single treatment with a strip approach using Kenilworth Antique and Cambridge Cream types. Perhaps there could be 2 different treatments for the library and civic uses and for the retail and school Square frontages?

Copper cladding will be used to mark opposing corners of the buildings in the Square.

The Panel raised concerns about the natural desire lines between the school, supermarket and Library and that a route through the residential blocks would be natural and logical. This could be achieved by moving the residential blocks apart. The applicant rebutted this approach but acknowledged that as a short-cut it might be used by some. The intention is that people should use the streets and spaces around the Local Centre, that is how it is meant to work and the applicant felt strongly that it does work as proposed.

Climate

The applicant explained that their intention is to create the best places to live, optimising the sun’s light and orientation. The scheme will be built to BREAAAM ‘Very Good’ and sunlight analysis studies have been undertaken.

The Panel applauded the provision of photovoltaic panels, but questioned how better use might be made of the flat roofs for terraces to the top floor nits so increasing the value of the “penthouse units”.

4. Conclusion

The Panel welcomed the passion that the architects have brought to this scheme and highlighted the simplicity and quality of this proposal which have so many different elements. The Panel reiterated the importance of Barratt as the Darwin Green Master developer and their role of bringing all spaces together. The Panel were delighted to see the new architect taking a holistic view of the site and recognising the relationship of the Local centre site to the surrounding sites.

The Panel made the following recommendations. Further details can be found above:

- Provide a drawing showing the landscape and buildings together, defining how the different spaces work together to provide a diversity of alternate routes between a rich variety of indoor and outdoor settings, for a variety of community uses.
- Utilise building roofs as useable spaces for gardens for example rather than just for accommodating kit (e.g. PVC or air conditioning units).
- Consider the walking flows generated from the supermarket car park through the courtyard block to the school. Rethink the typology of the Darwin Street block and the routes through.
- Make the most of the groundscape and reinforce the sense of a distinctive 'campus' of spaces and settings to support the community.
- Continue to work together with other providers such as the County Council (school and library) or Supermarket.
- Give further thought to the area outside the school and see how this relates to the Supermarket. Is the relationship to the surrounding building right?
- Provide pictures/diagrams regarding similar places to act as exemplars.
- Express civic functions at street level. The calm design works very well but it disappoints in the lack of legible civic design.
- Review and reinforce the aspirations for Darwin Green local centre in the context of the type of user expected and lifestyles to be supported. Well designed, distinctive, well used places, will meet the desires of the design team to provide a distinctive and desirable neighbourhood for Cambridge.

Appendix D – Plans

1. Darwin Green site

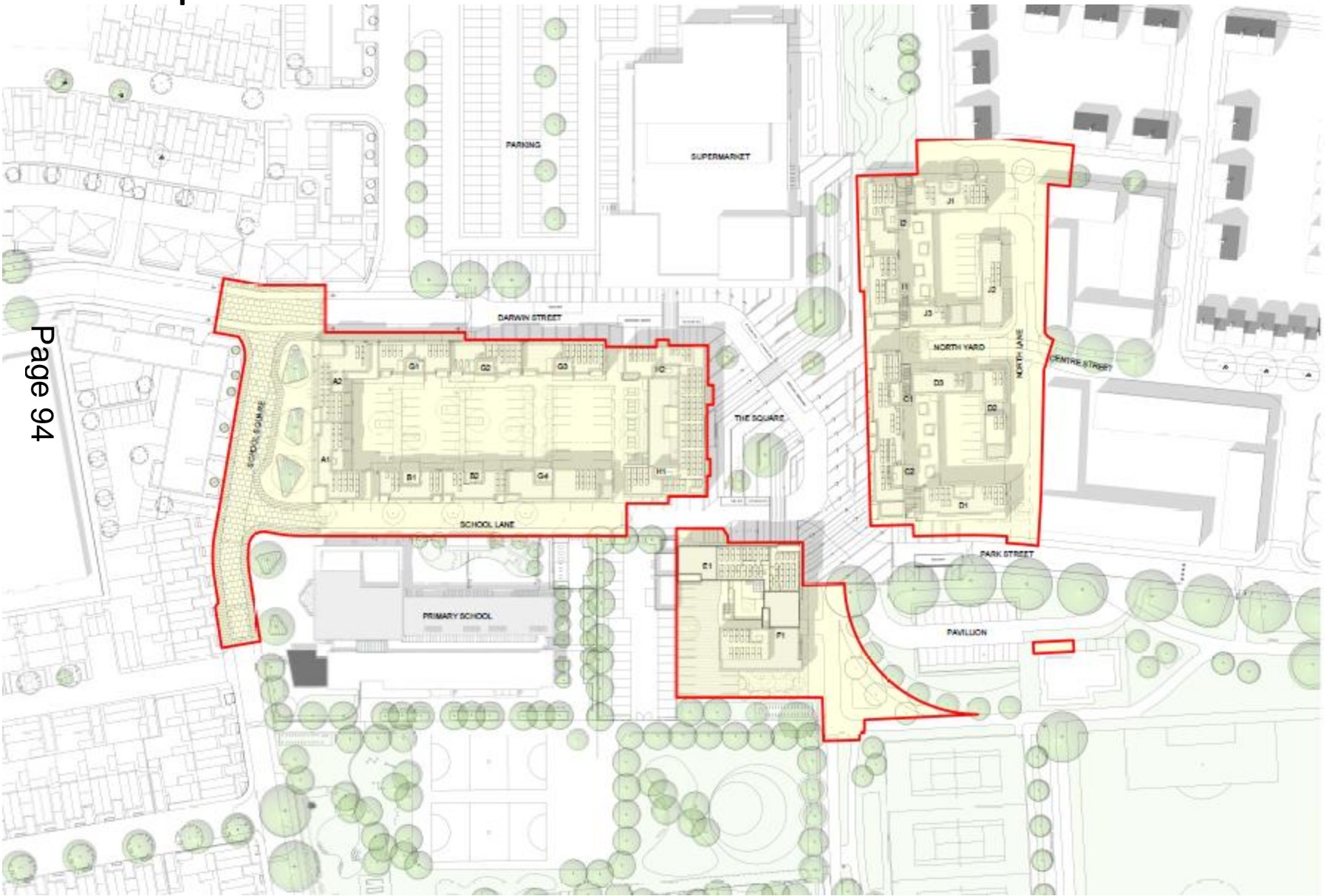
Page 93

Key

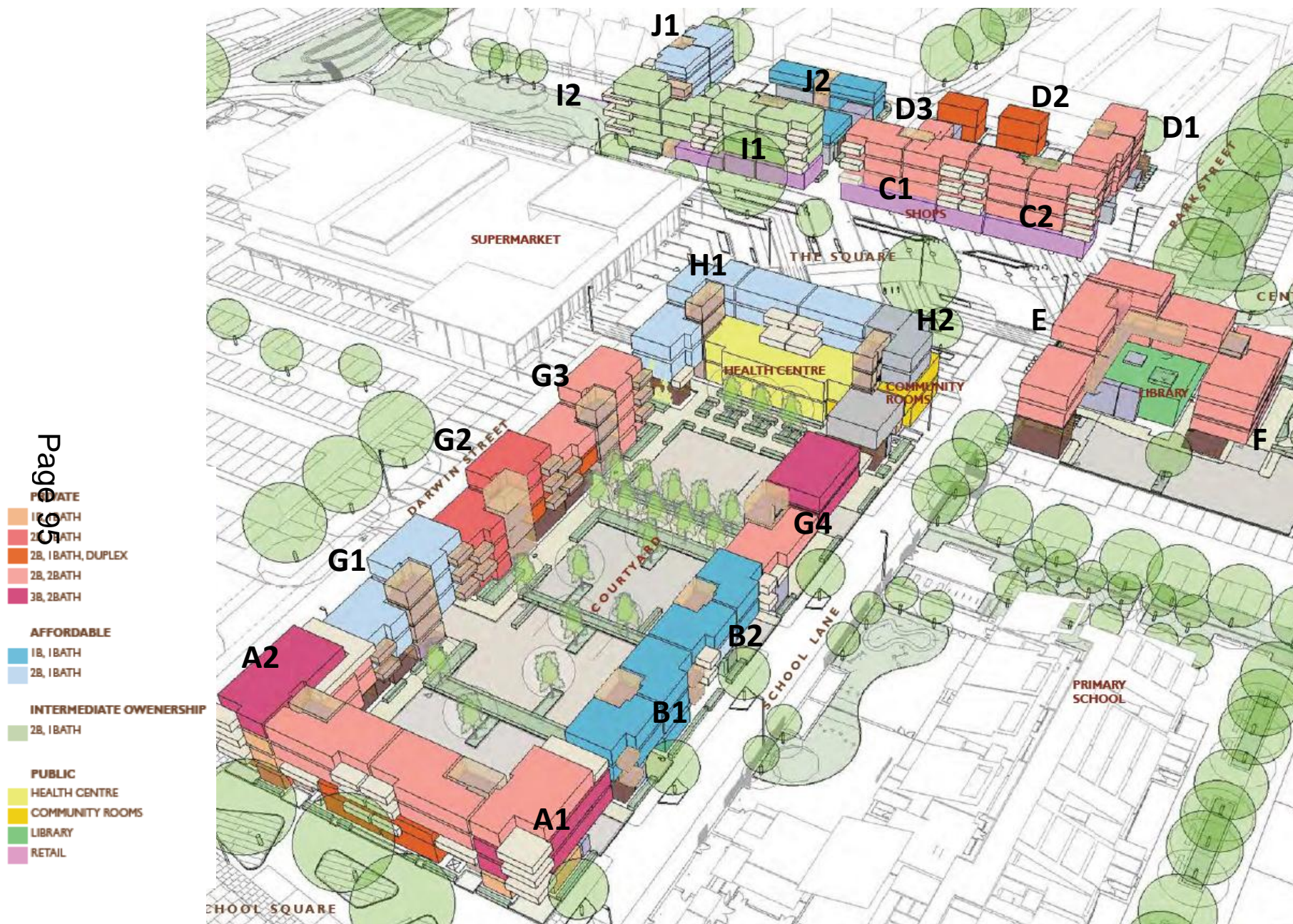
- A - Supermarket
- B - Adjoining Development: 'BDWI'
- C - Primary School
- D - Central Park
- - Proposed cycle route
- - Existing cycle route



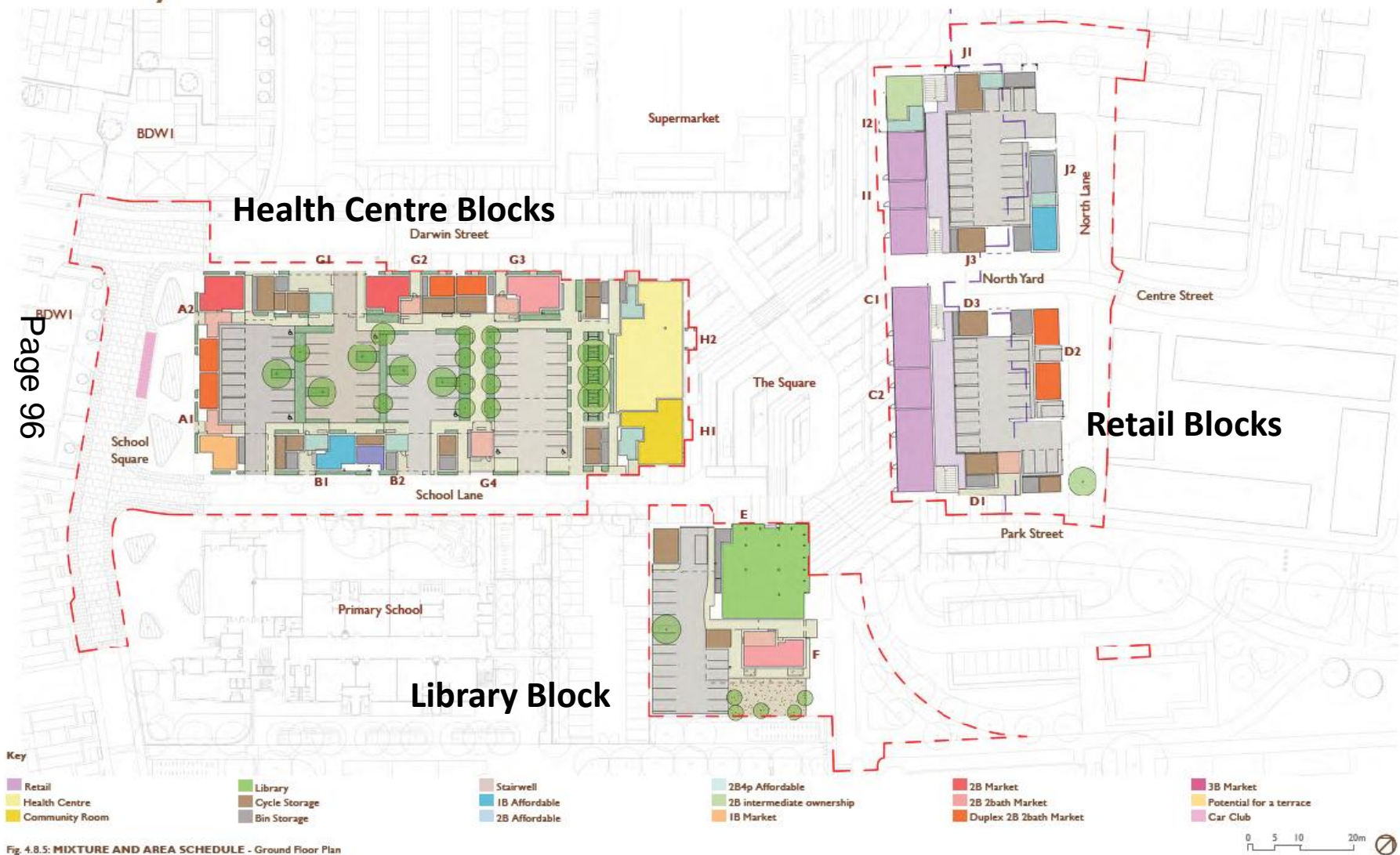
2. Red line plan



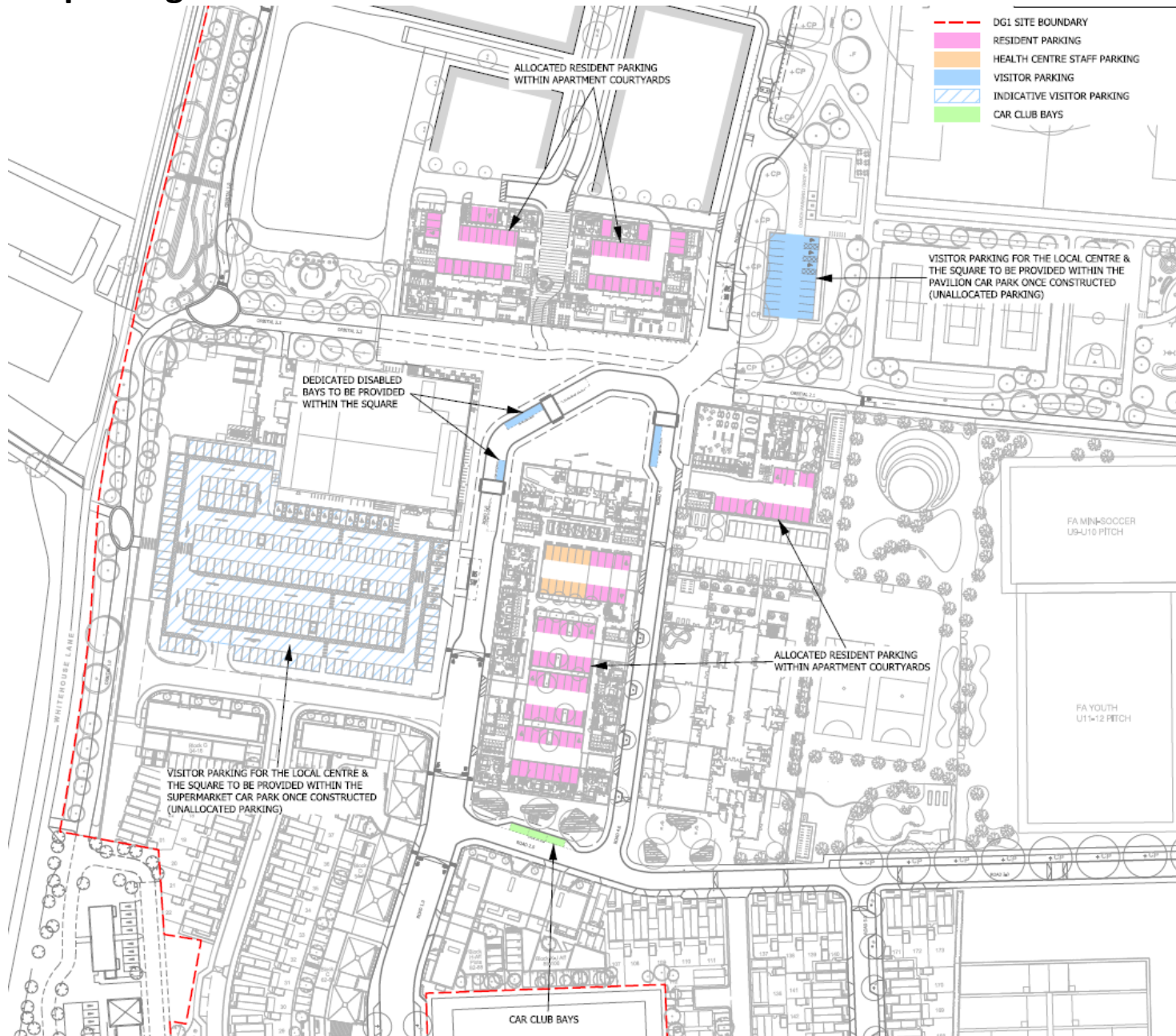
3. Blocks and tenure



4. Layout



5. Car parking



KEY

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Agenda Item 5

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 18 May 2016

Application Number	16/0208/REM	Agenda Item	
Date Received	26 February 2016	Officer	Tom Webster
Target Date	27 May 2016		
Ward	Arbury and Castle		
Site	Darwin Green One Land Between Huntingdon Road and Histon Road Cambridge		
Proposal	Reserved Matters application pursuant to outline approval 07/0003/OUT for first housing phase (known as BDW1) including 173 market and affordable dwellings with associated internal roads, car parking, landscaping, amenity and public open space.		
Applicant	BDW Eastern Counties & The NW Cambridge Consortium of Landowners		
Application Type	Major reserved matters	Departure:	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.

Summary	The development accords with the Development Plan for the following reasons: <ol style="list-style-type: none">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, varied residential area for Darwin Green.3) Together, with the parallel local centre reserved matters application, the scheme provides 40 % affordable housing in accordance with policy)
Recommendation	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 173 dwellings with associated roads, car parking spaces, landscaping amenity and public open space.
- 0.2 On the 18 December 2013 outline permission (with an accompanying S106 Agreement) was granted for a mixed use development of up to 1593 dwellings, primary school, community facilities, retail units, transport infrastructure and open space. Full permission was also granted for the balancing pond and access from Histon Road
- 0.3 A number of strategic conditions attached to the outline permission have been discharged, as shown in Appendix A. All reserved matters applications must comply with the documents approved through these conditions. The site wide infrastructure reserved matters and the public square (that the local centre surrounds) reserved matters has also been approved.
- 0.4 This reserved matters application is the first housing parcel on the wider development and is known as BDW1.
- 0.5 At the time of writing this report some enabling works have commenced on the Darwin Green site.

1. **SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site, known as Darwin Green 1 (DG1, previously NIAB), is a 52.87 Ha site situated on land between Huntingdon Road and Histon Road. It is located on the northwest fringe of the City bounded by Huntingdon Road to the southwest, Whitehouse Lane and a public footpath to the northwest. Histon Road is to the north and residential development forms the existing urban edge along the eastern boundary. To the north of the site is the Darwin Green Two site within South Cambridgeshire District Council (SCDC), which has yet to come forward.
- 1.2 The DG1 site was previously used for large-scale crop trials run by the National Institute of Agricultural Botany (NIAB). The southern corner of the

site consisted of playing fields for Christ's and Sidney Sussex Colleges' Sports Ground. The site is not within a Conservation Area, and does not contain any listed buildings or protected trees.

- 1.3 The DG1 site is allocated for housing within proposals site 9.03 in the Cambridge Local Plan 2006. The Draft Cambridge Local Plan 2014 allocates the site as an area of major change, proposals site R43. The entire site benefits from outline approval (07/0003/OUT) and a Design Code.
- 1.4 This reserved matters site covers 4ha of land, has an irregular shape and is located on the southern part of the DG1 site.
- 1.5 As this parcel will be accessed from Huntingdon Road it will form the entrance or 'gateway' into the wider development.
- 1.6 It is bounded to the north by the recently approved Primary School and also by the 'live' application for the new local centre buildings (15/1671/REM) that will enclose the already approved new square (15/1670/REM).
- 1.7 To the east lies an area that will become an allotment (as approved through the infrastructure application) and to the south east the parcel is bounded by Howes Place a private cul-de-sac.
- 1.8 The southern edges are bounded by the existing retained land of the National Institute of Agricultural Botany (NIAB) headquarters, which benefits from an implemented (but partly built out) consent for office, laboratories, glass houses and decked car park, as well as the part completed residential development known as the 'NIAB frontage'. The remaining land of the part completed frontage scheme, abuts the south and western edges of the parcel and is retained by NIAB, currently being used as part of their operational land.

2. THE PROPOSAL

- 2.1 The submission is a reserved matters (access, appearance, landscaping, layout and scale) application for 173 dwellings, including 39.9% (69) affordable homes, associated car parking, roads, footways, cycle ways and drainage infrastructure. The development would have an overall density of 43 dwellings per hectare (gross). The storey heights across the parcel range from 2 to 4 storeys.
- 2.2 The scheme contains 3 character areas, which are:
 - Urban Quarter – High Density
 - Southern Quarter –Medium Density
 - Southern Quarter –Lower Density

2.3 Of the 173 residential properties, 47% are apartments and 53% are houses. The apartment blocks (82 apartments in total) are made up of one bed (16) and two bed flats (66). There will be 91 houses, 15 of which will be two beds, 44 will be three bed and 32 will be four bed. Just over 15% of the affordable properties will meet Lifetime Homes Standards, and 15% of the private residential units will be Lifetime Homes compliant.

2.4 The proposals include secondary, tertiary and private roads (including areas of shared surface). There will be 265 associated parking spaces, which will be delivered through on plot garages and driveways, and private courtyards for the apartment blocks. In addition to this, there will also be 15 visitor parking bays. The proposal also includes complementary infrastructure in terms of bin stores and cycle spaces.

2.5 There will also be a Local Area of Play.

2.6 The application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement
- Design Code Compliance Statement
- Affordable Housing site wide phasing plan
- Detailed Waste Management Plan
- Detailed Surface Water Strategy
- Landscape Management & Maintenance Plan
- Sustainability Statement
- Statement of Community Involvement
- Transport Statement
- Daylight and Sunlight Analysis
- Lighting Design Documents
- Light Design Drawing
- Ecological Survey
- Noise Assessment
- Arboricultural Assessment
- Interim-Parking Management Strategy
- Vehicle tracking diagrams
- Levels and drainage details
- Plans, elevations and sections

2.7 In addition to this Reserved Matters Application, a number of conditions that were applied to the outline approval have been submitted for determination in parallel. The information to discharge the conditions is included within the submitted drawings and within the suite of documents above. The conditions being discharged as part of this application are:

- Condition 8 Design Code Compliance
- Condition 10 Youth Facility and Children's Play Provision
- Condition 14 Soft and Hard Landscaping
- Condition 17 Trees and Hedges assessment

- Condition 18 Tree Protection
- Condition 25 Affordable Housing
- Condition 26 Accessible Dwellings
- Condition 27 Renewable Energy
- Condition 29 Code for Sustainable Homes
- Condition 35 Detailed Surface Water Strategy
- Condition 40 Ecological Conservation Management Plan Statement
- Condition 49 Secure Parking of Bicycles
- Condition 58 Noise Assessment for future residents
- Condition 62 Domestic and Trade Waste
- Condition 66 Lighting

2.8 Assessment of the details within the submission for these conditions is considered within the relevant sections of the report where appropriate.

3. **RELEVANT SITE HISTORY**

Reference (City Council)	Description	Decision
07/0003/OUT	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Approved
14/0063/FUL	Construction of vehicular road link across the north-west green corridor of consented development 07/0003/OUT to provide access to the proposed secondary school parcel of land within South Cambridgeshire District Council.	Approved
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site.	Approved
14/1410/REM	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT	Approved
Reference (South Cambridgeshire DC)	Description	Decision
S/0001/07/F (SCDC)	Formation of vehicular, pedestrian and cycleway access from Histon Road to serve the urban extension of the city between Huntingdon Road and Histon Road, Cambridge, together with drainage	Approved

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

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 - The Use of Conditions in Planning Permissions.</p> <p>Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Cambridge City Council Affordable Housing (January 2008)</p> <p>Cambridge City Council Public Art (January 2010)</p>
	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Balanced and Mixed Communities – A Good Practice Guide (2006)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p><u>Information Guidance</u></p>

	Darwin Green Square Design Brief June 2014 Informal Planning Policy Guidance: Food Store Provision in North West Cambridge
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Status of Proposed Submission – Cambridge Local Plan

5.3 Status of Proposed Submission – Cambridge Local Plan

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

5.4 For the application considered in this report, the policies in the emerging Local Plan that are of relevance to this proposal are addressed in the assessment section below.

6. INTERNAL AND EXTERNAL CONSULTATIONS

External

County Highways

6.1 The Highways officer has requested that the following amendments are made to the plans

- Public Highway should be demarked as such.
- The location of the visitor parking spaces will form part of the consultation process for the Traffic Regulation Order and as such the locations are not as yet fixed.
- All the proposed parking spaces to the dwelling houses should have 5m separation distance from the public highway.
- The gates that allow access to the adjacent allotments (that falls outside the boundary line) should be shown as being set back at least 5m from the boundary of the proposed adopted public highway to avoid any future confusion over what has and what has not been approved.

The Highways officer has also asked that conditions are imposed that require there to be:

- proposed drive ways that are to accessed from the proposed adopted public highway be constructed so that their falls and levels

are such that no private water from the parking areas drains across or onto the adopted public highway (**see condition 5**)

County Council as Lead Flood Authority

- 6.2 The applicant has met the requirements of the NPPF and therefore the application is acceptable
- 6.3 The applicant has demonstrated that surface water can be dealt with on site by using green roofs and permeable paving and is in accordance with the site wide surface water drainage strategy.

Architectural Liaison Officer

- 6.4 The architectural liaison officer, has no comments or observations to make in regarding community safety and crime.

Fire and Rescue Services

- 6.5 Adequate provision for fire hydrants should be made. This can be secured by way of condition. (Outline condition 71 requires this detail).

Natural England

- 6.6 No comments received.

Sports England

- 6.7 As the proposal does not affect existing playing fields or sports facilities, and this phase does not include new facilities for indoor or outdoor sport, Sport England does not wish to make any comments on this application.

Cambridge Airport

- 6.8 Cambridge Airport has raised no objection to the proposal, although it is requested that the Airport be informed of any construction plan for the use of cranes so that they can be assessed to ensure they do not penetrate the airports safeguarded surfaces.

Histon and Impington Parish Council

- 6.9 They would request that construction traffic accessing and leaving the site via the haul road is limited to within the hours of 10am – 3pm.
- 6.10 They have concerns about construction vehicles turning right into the site during peak hours, as it could congest the already busy junction during peak hours.

Internal

Strategic Housing

- 6.11 The housing officer supports the application, whilst acknowledging that future reserved matters applications will need to re-address the imbalance in the current proposed mix of dwelling bed spaces to achieve requirements site wide and demonstrate deliverability.
- 6.12 These re-assurances will need to be provided by the applicant and their Registered Provider (RP) for affordable homes across Darwin Green 1. The selected RP will need to be in place very soon.
- 6.13 Without providing lifts across any of the residential blocks, the access to anything but the ground floor units is impaired for wheelchair users or those with mobility issues. However, all flats on the ground floor have full access and future parcels will have less flatted accommodation.

Access Officer

- 6.14 The Access Officer is not satisfied with the Lifetime Homes apartments in this reserve matters application.
- 6.15 In this application there is no specialist provision of older people's accommodation or wheelchair housing.
- 6.16 The current application does not meet Lifetime homes in the following ways.
- To be Lifetime Homes all the specified homes must be on the ground floor. This is not the case.
 - To meet the Local Plan all apartment blocks should have lifts.
 - The second and third floor corridors in the apartment blocks are difficult to use because of an excess of doors.
 - The design should provide for a reasonable route for a potential hoist from a main bedroom to the bathroom. It doesn't at present.
 - No thought has been given to how disabled people will take rubbish to the bin store.

Sustainability officer

6.17 The overall approach to sustainable design and construction, renewable energy provision and construction waste management is supported, although clarification is sought on the following points:

- Clarification on the maintenance arrangements for the photovoltaic panels being provided for the affordable units.
- Clarification that all houses with gardens will be provided with water butts to ensure that credit Wat02 from the Code for Sustainable Homes is achieved for houses.
- Clarification as to whether green/sedum roofs are to be included on the apartment blocks with flat roofs in addition to the photovoltaic panels.

Biodiversity Officer

6.18 The Biodiversity Officer is satisfied that the Ecological Conservation Management Plan produced by Applied Ecology Ltd, dated January 2016 accords with the requirements of Condition 40 of the outline permission (07/0003/OUT).

6.19 The proposed ecological enhancements and the specification, number and locations of the bird and bat box provision are supported.

Environmental Health

6.20 The Environmental Health officer supports the submission in principle, but would like vertical illuminance drawings to determine how intrusive the lighting will be on the surrounding properties before and after curfew (11pm) lighting. This information will be secured by condition.

Landscape

6.21 The landscape officer is pleased with the quality of the submission but has suggested the following amendments:

Drainage

6.22 The proposals are in accordance with the site wide surface water drainage strategy and it is, therefore, acceptable to discharge outline condition 35.

6.23 The proposals utilise rain gardens and permeable paving. As the proposals are reliant on these features he has suggested an appropriate condition to ensure these features remain and are well managed and maintained (**see condition 3**).

Cycling and Walking officer

6.24 The Cycling and Walking officer has suggested the following amendments to the plans

- Links across tertiary streets and car park courtyards should be consistent – continuing the footway material across with no kerb lines as for the entrance to block A car park.
- The footway opposite school square should be all footway (flagstones) material otherwise there appears to be priority for motor vehicles across the footway.
- Seats need to go on edge of path next to play area linking to orbital cycleway, rather than in the middle.
- *Tertiary roads* - the pinch points created by visitor parking bays and tree planting should be narrower to avoid the temptation of drivers trying to overtake or pass cyclists at the pinch point. Width should be between 2.6m 2.8m.
- The access plan shows the links to the orbital cycle route and the paths either side of the tree in the middle of the tertiary street as pedestrian connections. This should be changed to pedestrian and cycle connections. The paths either side of the tree should be a minimum of 2m wide.
- Dimensions shown in compliance statement for Garden design 2/3 bike store are not consistent with the plans. The width length of the cycle store should be 2200m for more than 2 bikes.
- There are too many gates to negotiate to access cycle parking for some of the housing. The gate at the entrance to side paths should be removed.
- Given the location of cycle parking at the back of gardens which is not convenient for short term access, a wall bar or Sheffield stand should also be provided at the front/side of the house where possible.
- The apartment blocks should provide another visitor rack behind the one proposed.
- Garages/ driveways need to be 3.3m width

- Access from the cycle stores to the entrances for blocks K & H need to be shown – the cycle parking for these blocks doesn't appear to be very convenient.
- Block F – pillars make some of the cycle parking inaccessible.

Waste Strategy

6.25 No comments received

Urban Design

- 6.26 Overall, the Urban Design Team consider that the proposed application has the potential to create a high quality and well-designed scheme at the gateway to the new wider Darwin Green One development. They have, however, requested a few adjustments be to the plans to allow for private amenity space for the ground floor apartments and additional windows are inserted in some of the properties to allow for greater levels of surveillance
- 6.27 Subject to these amendments being made, the application is supported in Urban Design terms.

Conservation

- 6.28 It is considered that there are no material Conservation issues with this proposal.

Cambridgeshire Quality Panel

- 6.29 The Panel was generally very supportive of the scheme but encouraged the applicant to improve and rethink the so-called Bedford Square blocks, and pursue pedestrian and cycle routes to existing communities. The full report is reproduced in appendix C at the end of this report

Disability Panel

- 6.30 The Panel stressed the need for the grass verge to be punctuated by areas of hard standing providing wheelchair users on the footpath with regular access points to the road. They were also concerned about access to bins for the disabled residents.

7. NEIGHBOUR REPRESENTATIONS

- 7.1 The application has been publicised with four site notices, a press advertisement and 213 neighbour letters.

- 7.2 One letter of objection was received. A resident of Tavistock Road objected to the proposal on the following grounds:
- Overshadowing
 - Loss of privacy
 - Noise
 - Can the roads cope with additional traffic?

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. Layout and Movement
5. Scale and Massing
6. Elevations
7. Materials
8. Housing Mix and Typology
9. Lifetime Homes and Accessibility
10. Residential amenity
11. Sustainable Design and Construction
12. Drainage and Flood Risk
13. Landscape, Ecology and Open Space
14. Transport Impact, Car and Cycle Parking
15. Walking and Cycling
16. Highways
17. Waste and recycling
18. Public Art
19. Residential Amenity
20. Third party comments
21. Conditions Submitted in Parallel

Principle of Development

- 8.2 The principle of residential development within this parcel of land was established by the outline permission. This is a reserved matters application submitted pursuant to the outline consent 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, community and health facilities were assessed previously and the necessary mitigation measures were provided for through the wider

development on site and/or off site provision set out in the Section 106 agreement.

Compliance with Parameter Plans

- 8.4 The parameter plans and associated statements, which were approved as part of the outline application, fix the key principles for the development. The Parameter Plans relevant to this application are:
- Land Use (3.1)
 - Number of storeys (3.2)
 - Landscape (3.3)
 - Access (3.4)
 - Urban Design Framework (3.6)
- 8.5 *Land Use Parameter Plan (3.1)*: This parameter plan identifies the BDW1 site as being a parcel suitable for entirely residential use. The proposals are for an entirely residential scheme and, therefore, accord fully with the parameter plan.
- 8.6 *Number of Storeys Parameter Plan (3.2)*: This parameter plan controls the upper and lower heights of buildings across the BDW1 site. Most of the site has an allowance of up to 4 storeys (15.5m). The south east part of the site is then reduced to a maximum of 3 storeys (12.8m) before sliding down to 2 storeys (9.7m) along the boundary. This application complies with the heights specified in the parameter plan.
- 8.7 *Landscape Parameter Plan (3.3)*: This parameter plan outlines the landscape corridors, open space and SUDS and surface water network, which are located along the western edge of the BDW1 site.
- 8.8 *Access Parameter Plan (3.4)*: This parameter plan identifies the main traffic routes (the Primary Streets) and the key pedestrian and cycle routes. The main roads run through the heart of the site and will connect up with the Local Centre and the future parcels on Darwin Green 1. All of the key vehicle routes were included within the approved Infrastructure reserved matters (14/0086/REM). The proposed layout of the BDW1 accords with these broad parameters.
- 8.9 *Urban Design Framework Parameter Plan (PP6)*: This parameter plan requires there to be key building frontages along the main roads in the BDW1 site. The proposals that form this reserved matters application reflect this design principle.
- Integration with approved infrastructure application 14/0086/FUL and Square application 14/1410/REM*
- 8.10 The infrastructure application approved in June 2014 included all principal access roads linking Huntingdon Road and Histon Road (Primary Street

North and South). The square application approved in December 2014 includes all the public realm area between the proposed local centre buildings including the access road details, parking bays, soft landscaping and drainage. A plan has been provided with this reserved matters application to identify each application site boundary plan relates to each other.

- 8.11 The principle of the development is acceptable and in accordance with the approved parameter plans approved under 07/0003/OUT.

Compliance with Design Code

- 8.12 The Design Code includes design objectives and requirements for all the site wide elements which are key to ensuring consistency and coordination across the site. This includes movement and streets and landscape. The code sets out best practice principles, which all Reserved Matters applications will need to adhere to.
- 8.13 With regards to the design code, the BDW1 parcel sits within three character areas: Urban Quarter (high density), Southern Quarter Medium density, and Southern Quarter lower density. The submitted Design and Access Statement (DAS) contains a Design Code Compliance Statement (Section 5). This statement provides an analysis of the scheme against the approved design code, providing a clear explanation as to how the scheme has responded to the more detailed 'character areas' guidance within the approved code.
- 8.14 Overall, the scheme is compliant with the approved design code. A minor variation to the block layout and street hierarchy is proposed, whereby two low order 'tertiary streets' have been deleted because the perimeter blocks in these areas have been rationalised to provide a more legible and overlooked network of streets. The removal of these streets does not negatively impact upon the permeability of the proposal. Furthermore, the scheme has developed through detailed site masterplanning which has evolved with the input of the highway authority and in our view, with these minor adjustments the street hierarchy and layout still accords with the overall principles set out in the design code.
- 8.15 The other minor deviation relates to a small area at the north western corner of the parcel, whereby the urban quarter character area is proposed to extend west along the Tertiary Street, which is likely to front the supermarket car park. The design code identifies through the character area guidance that buildings in this area should be up to 3 storeys. The variation in approach taken along this frontage where Block G has been proposed at 4 storeys (one additional storey) was discussed at pre-application stage and the proposed form of the buildings is considered an acceptable approach. Furthermore Block G steps down to 3 storeys along the green corridor frontage, providing a pleasing transition between the 3 storey gabled houses proposed along this edge. Whilst there is an additional storey, the proposed buildings along the supermarket frontage act as unified group and are considered to respond well to the varying

edges they front onto and are still within the overall building heights parameter plan agreed as part of the outline application.

Layout and Movement

- 8.16 The evolution and justification of the schemes layout is well illustrated and summarised within the DAS along with the submitted plans. The proposed layout follows the guidance set out in the code and the arrangement of buildings creates a legible structure that provides well defined edges and 'fronts' to adjacent streets and spaces.
- 8.17 The proposal links well with the existing context and key routes and linkages approved through the infrastructure application. The application proposes a connection at the north western corner that will provide pedestrian/cycle access onto the City Orbital Cycle Route which was approved through the infrastructure application.
- 8.18 Whilst the highway authority will be providing more detailed comments, overall the design of the streets meets the requirements of the design code. Streets have been designed to help reduce vehicle speeds and reinforce the changing characters throughout this parcel. The proposed car parking solutions relate well to the various typologies; on plot frontage parking for all house types will help to reduce the risk of rogue parking within the public realm, and where parking courts are provided for the apartment buildings, the design approach to these spaces is well considered. Good levels of defensible space is proposed in front of ground floor apartments, trees have been carefully positioned to structure spaces and respond to glimpsed views in, and generally the integration of landscape has been considered to soften these spaces.
- 8.19 The layout of the scheme has been refined over the course of a number of productive pre-application discussions with the applicant and their design team and is supported in urban design terms.

Scale and massing

- 8.20 The proposed height and massing strategy for this parcel is supported, as it responds well to key contextual factors (established within the code) and good placemaking principles. Heights range from 2-4 storeys, with taller elements located at key corners to help terminate views, define key routes and spaces, and reinforce the legibility of the scheme. The range of building forms proposed (e.g. pavilion blocks, gabled house types etc.) create a massing and roofscape that is sufficiently varied. The series of pavilion buildings along Primary Street North is supported which will help to create a strong frontage and pleasing rhythm to the street. Elsewhere, 3 storey gabled house types with setbacks that accommodate the parked car, respond well to the design code character requirements. Off the main street, a mixture of 2 and 3 storey forms are proposed through a series of

linked courtyards creating a more informal character. 2 storey buildings are appropriately located along the southern boundary.

- 8.21 None of the proposed buildings on the site breach the heights established by the parameter plans and overall, the scheme accords with the principles set out the design code relating to height and massing.

Elevations

- 8.22 The overall approach to the design of the elevations is supported. Facades of all buildings are well ordered and proportioned which will provide a degree of rhythm and vertical emphasis to the street. The combination of different roof forms; pitched, gable ended and flat roof will create a varied and articulated roofscape. These are all characteristics that are encouraged by the approved design code. Overall, in our view the proposed elevations, materials and detailing will combine to create a well-designed scheme.

Materials

- 8.23 The applicant has identified the general approach to materials which is supported. The palette of materials, which includes three different brick types, has the potential to create a rich and textured character. Sample panels are proposed to be conditioned (**see condition 2**). The urban design officer is also unsure about the use of horizontal roller slatted garage doors so details of garage doors are also proposed to be conditioned (**see condition 2**)

Conclusion

- 8.24 The design of the revised proposals will create a high quality scheme within the centre of the wider Darwin Green development. The proposals are therefore considered compliant with the design code and Local Plan policies 3/4, 3/7 and 3/12

Housing Mix and Typology

- 8.25 The 173 dwellings proposed in the application are a range of 1 to 4 bedroom units as shown in table 1 below. Condition 25 of the outline consent requires reserved matters to include the distribution of dwellings and a schedule of dwelling sizes. It also requires that the clustering of apartment blocks should be consistent with the City Council's affordable housing SPD. The location of the proposed units and tenure split is shown in plan AA5301/2022 in Appendix D.

Housing mix for the BDW1 Reserved Matters Site – Table 1

	Market	Affordable	Total
1 Bed Apartment	5	11	16
2 Bed Apartment	31	35	66
2 Bed House	0	15	15
3 Bed House	17	8	25
4 bed House	51	0	51
Total Units	104	69	173
%	60.1%	39.9%	

- 8.26 The percentage of affordable housing on this parcel, at 39.9%, is slightly below the policy target of 40%. However, the Local Centre reserved matters application (which is also being determined in parallel by this committee), which will link up with this proposal is proposing to deliver 40.35% affordable housing. Therefore, when the two schemes are taken together, the overall provision of affordable housing will achieve the 40% requirement. See table 2 below:

Combined Affordable Housing Percentage for BDW1 & the Local Centre – Table 2

Sites	Total affordable 40%
BDW1	39.9%
Local Centre	40.35%
Combined total	40.12%

- 8.27 The S106 agreement that accompanies the outline application gives an indicative mix of unit sizes. This indicative mix is set out in table 3 below. The reason that this indicative mix was put in the s106 agreement was to ensure there is a balanced, mixed community with a range of sizes that meet the housing needs within the overall Darwin Green site.

S106 (Schedule 17) Indicative Affordable Housing Mix – Table 3

Affordable Housing mix	1 bed apartment	2 Bed apartment	2 bed house	3 Bed units	4 bed house
S106	10%	15%	25%	40%	10%
Proposed	16%	51%	22%	11%	0

- 8.28 Table 3 above shows that the mix of unit sizes has a higher percentage of 1-bedroom affordable units (11 units) than required by the S106 agreement, as well as a significantly higher percentage of 2-bedroom affordable units (35 units). It also shows that there is an under provision of 3 bed properties and no 4 bed houses.
- 8.29 The reason for this departure from the S106 indicative mix is because the design code sets out high density requirements for the character zone known as 'urban quarter', which allows for a density of up to 125 dpha.
- 8.30 The rationale for a high density urban quarter is that, when combined with the local centre, it helps form the urban core of the DG1 development. Having a high number of 1 and 2 bed apartments and less and 3 and 4 bed dwellings helps achieve a high density (78dpha in this instance) and meet the vision of the Design Code.
- 8.31 Additionally, according to the design code, some of the future /phases parcels which will be lower density will be able to deliver a greater number of 3 and 4 bed houses, which will help DG1 meet the overall indicative mix set out in the S106 agreement.
- 8.32 Each reserved matters application the mix of unit sizes will need to be carefully monitored, though, to ensure that an even balance of units is provided across the site in accordance with the S106.
- 8.33 At this stage the applicant has not confirmed a registered housing provider. They have had discussions with 'Circle' and are looking to secure delivery of the affordable housing with them for the local centre and BDW1 phases and potentially future phases of the site. The Section 106 requires that the City Council has approved the appointment of an approved affordable housing provider before the development for the local centre can be implemented. Therefore, the developer will need to appoint a Registered Provider as soon as possible to avoid this delaying implementation.
- 8.34 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.

- 8.35 Due to the design code density requirements, the mix of units for BDW1 is considered to be acceptable and accords with the design code and the affordable housing SPD

Tenure Split and Clustering

- 8.35 The S106 also requires an affordable housing tenure split of 75% social rented and 25% intermediate. For the BDW1 proposals, as seen in table 4 below, the split is 81.15% and 18.85 % respectively and is, therefore, not in compliance with the S106 tenure split requirement. However, when read in conjunction with the tenure split of the Local Centre proposal, the combined tenure split will be 77.52% social rented and 22.46% intermediate, which is in accordance with the Affordable Housing SPD requirements.

Tenure Split and Clustering -Table 4

SPD and s106 requirement	Affordable rent 75%	Intermediate 25%
BDW1	81.15%	18.85%
Local Centre	73.9%	26.08%
Combined	77.52%	22.48%

- 8.36 The draft affordable housing SPD sets out guidance on clustering with the recommended size of clusters of being no more 25 units. The layout and design of the scheme means that it accords fully with this guidance, as the apartment blocks range from 8 to 18.
- 8.37 The ground floor units in all the apartment Blocks (A- K) create active frontages on Primary Road North, and south. As 98% of all the flats are dual aspect, and as the two flats that are single aspect have generous balconies, it means that the clustering of apartments will result in their being good levels of surveillance
- 8.38 None of the apartment blocks have more than 4 flats per floor, and the majority of them have two flats per floor, all of which are accessed of centrally located staircases. This is seen as another positive element of the design as this layout encourages social cohesion and results in more dual aspect flats.
- 8.39 The proposals will deliver the requirements secured through the outline planning consent and Section 106 in terms of the affordable housing requirements and is compliant with the Affordable Housing SPD and Cambridge Local Plan policies 3/7, 5/5, 9/3 and 9/8.

Long Term Housing Needs and Accessibility

Long term housing needs

- 8.40 Condition 26 of the outline consent requires a minimum of 15% of all market housing and 15% of all affordable housing to be designed with external design, layout and access suitable for occupation by people with disabilities and capable of adaptation to meet long term housing needs. This equates to 15.6 of the market units and 10.35 of the affordable units.
- 8.41 The applicants have provided 16 market units that are Lifetime Homes compliant and 13 affordable units that are Lifetime Homes compliant. They are located in Blocks E, F and G.
- 8.42 As noted in the consultee section of this report, the Council's Access Officer is not supportive of the approach taken, and does not consider the plans to meet the Lifetime Homes standards, primarily because there will be no lifts in any of the residential blocks. He is also concerned about access to the waste storage facilities and difficult corridors in a couple of flats in Blocks E, F and G.
- 8.43 Whilst having lifts for all the apartments would undoubtedly be desirable, they are not a requirement of the Lifetime Homes criteria, which states that: *"All flats within a block without a lift, on whatever storey, are capable of achieving the Lifetime Home standard if the communal stairs achieve the above dimensional and specification requirements, and the features of each flat conform to other relevant criteria"*
- 8.44 In response to the access officer's other comments, the plans show that there are over 40 apartments able to provide for a reasonable route for a potential hoist from a bedroom to a bathroom, because the bathroom and bedroom are not only on the same floor, they are also next to each other in these instances. The plans also show, in compliance with condition 26 of the outline consent that they are capable of meeting long term needs, and this includes reconfiguring flats to allow for a greater number of bathrooms next to bedrooms.
- 8.45 The width of the corridors in the apartment blocks meet the width criteria of condition 6 of the Lifetime Homes Standards (1050mm wide with a clear opening of 800mm). As for the additional doors in the upper floors of Block G, they are in place to meet the Building Regulations fire safety and minimum escape distance to the stairs (Part B).
- 8.46 With regards to the access officer's concern over the route to the waste facilities, officers are of the view that, due to the width of the paths, coupled with the fact that there will be no change of levels, access to the bins is satisfactory for all the potential residents of these apartments.
- 8.47 As the applicant has demonstrated that above the 15% requirement can be met through lifetime homes standards the proposal is considered

acceptable in accordance with condition 26 and Cambridge Local Plan policy 5/9.

Residential Amenity

Daylight/Sunlight for Future residents

- 8.48 A summary of a sunlight assessment is included in the Appendix to the Design and Access Statement. This assessment has been made using the BRE good practice guidance.
- 8.49 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 21st March.
- 8.50 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 21st March to achieve good practice. The assessment reveals that the development achieves good practice. This conclusion is supported by officers.
- 8.51 It is, therefore, considered that the amenity for the future occupiers is acceptable and complies with local plan policy 3/12.

Amenity Space

- 8.52 Each of the houses on BDW1 has access to private amenity space that have depths ranging from 4.7m to 11m. Each garden will receive sunlight at different times of the day. The largest dwellings have the bigger gardens.
- 8.53 The applicants have also undertaken a study where they have pulled out all the smaller rear gardens and assessed them against the external amenity space in the emerging Local Plan 2013, and they meet all the standards, which are:

“External amenity space should be sufficient to accommodate:

- *a table and chairs suitable for the size of dwelling;*
- *where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible);*
- *space for refuse and recycling bins;*
- *an area to dry washing;*
- *circulation space; and*
- *an area for children to play in.”*

In addition to the garden space, some of the houses will also have access to terraced gardens.

- 8.54 All the apartments will have access to private amenity space. The upper floor apartments of Blocks G and F have projecting balconies either above the cycle stores or on the side, which face out onto the supermarket car park. Blocks A, B, C and D have inset balconies, which are good for noise and privacy. Blocks H and K have south facing inset balconies. Although there are two single aspect flats (one in Block G and one in Block J) they have access to the biggest private balconies.
- 8.55 Following a request from the Urban Design officer, revised plans have been submitted that show that all the ground floor apartments will have access to private amenity space in the form of front garden space on Primary Street North, Primary Street South and Tertiary Street respectively. The size of these spaces is comparable with those provided elsewhere on the southern fringe sites.

Impact on existing residents/adjacent parcels

- 8.56 As this is the first reserved matters application for a residential scheme on Darwin Green 1, and the planning permissions for the land to the south and west of this parcel have outline consent only, there are no detailed approved plans for this layout to assess against. However, the Local Centre reserved matters application is running concurrently with this one, the relationship between these properties and those in the Local Centre are known and have been assessed.
- 8.57 The separation distance between between Block K and housetypes 8sv2/2Sv2 and the flats in the local centre application that front onto the school square ranges from 20m to 30m. This is considered to be acceptable.
- 8.58 Of the existing properties that surround the BDW1 site (there are not many), the closest relationship is between plots 152 to 160 on the southern boundary line of this application site and 12 Howes Place. There is a 12.5m separation distance between plot 152 and 12 Howes Place. Privacy is not an issue here as plot 152c has been designed to only have one window at first floor level, which is for a bathroom. This window will be obscure glazed, which will be secured by condition **(see condition 12)**. As for the other plots, they won't be visible to the occupiers of 12 Howes Place as there is very tall, dense and mature conifer trees along the boundary line.
- 8.59 The only other existing properties in the local vicinity are those on Whitehouse Lane along the western side of BDW1. The closest building is, in fact a large greenhouse, but the nearest habitable property will have a separation distance of 23m, which is acceptable. Furthermore, the new dwellings on this part of BDW1 will be screened by 2m high fences.

8.60 Overall the proposals are considered to be acceptable in amenity terms.

Sustainable design and construction

Renewable Energy provision

- 8.61 Condition 27 of the outline permission requires each reserved matters application to be accompanied by a Renewable Energy Statement that demonstrates that a 10% reduction in carbon emissions can be achieved through the use of on-site renewable energy. Information regarding renewable energy provision has been included within the “Darwin Green: BDW1 Sustainability Compliance Report”, produced by Daedalus Environmental. This sets out the hierarchical approach to reducing carbon emissions for this phase of the Darwin Green development, an approach that is supported.
- 8.62 With regards to renewable energy provision, photovoltaic panels are proposed, with the roof masterplan showing the location of the proposed panels. This approach is supported.
- 8.63 Regarding the carbon reduction contribution of the photovoltaic panels, carbon calculations have been submitted, which establish a 10% requirement of 59,827 Kg/CO₂/annum for both the apartments and the houses. Between 0.80 – 1.2 kW of photovoltaic panels are proposed for each unit. In total, these panels are predicted to result in 106,405 Kg/CO₂/annum reduction in emissions, which equates to a 17.78% reduction. This approach, which exceeds the minimum requirements of condition 27, is supported.
- 8.64 Condition 27 also requires the submission of a maintenance programme for the renewable energy. The Sustainability Compliance Report includes a section on maintenance, which notes that for the apartments, the maintenance will rest with the management company appointed to manage the communal areas, with the cost of this to be covered in the annual service charge. Although this approach is supported, during the consultation period the Council’s sustainability officer requested further information be provided to clarify whether this will include the photovoltaic panels being provided for the affordable units, for example via a charge to the Registered Provider. This information has been provided and it is considered that the Sustainability compliance report complies with the Local Plan policy 8/16 and condition 27 can be discharged for this phase.

Code for Sustainable Homes

- 8.65 Condition 29 of the outline consent requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes. It should be noted that, as the outline permission was granted prior to 27 March 2015, the legacy arrangements for the Code for Sustainable Homes apply to this site.

- 8.66 A Code for Sustainable Homes pre-assessment has been submitted, based on a typical property scenario, which shows a score of 70.69 is achievable, which provides a small buffer above the minimum score for Code Level 4 (68 credits). This approach is supported and the proposal is will be in accordance with the requirements of outline Condition 29.
- 8.67 Condition 29 requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes. It should be noted that as the outline permission was granted prior to 27 March 2015, the legacy arrangements for the Code for Sustainable Homes apply to this site. The Sustainability Compliance report includes a Code for Sustainable Homes pre-assessment has been submitted, based on a typical property scenario, which shows a score of 68.77 is achievable, which provides a small buffer above the minimum score for Code Level 4 (68 credits). This approach is supported, although the Sustainability officer recommends that some additional credits be identified to increase this buffer. It would also have been helpful to have seen a pre-assessment for a typical apartment (based on the worst case unit) and a separate pre-assessment for a typical house (again based on the worst case unit), and the Sustainability officer recommends that this approach be taken for future reserved matters applications.
- 8.68 There is one area on the pre-assessment where some clarification would be welcomed, related to credits for Wat02 (external water use). The pre-assessment notes that “this credit is awarded by default as there are no communal gardens – only balconies, to consider”. While this will be the case for the apartments on the BDW1 scheme, it is important to note that the houses with gardens will be provided with water butts as well, which ensures that this credit is achieved.
- 8.69 The overall approach to sustainable design and construction and renewable energy provision is supported proposal therefore complies with policy 8/16 of the Cambridge Local Plan 2006

Drainage and Flood Risk

- 8.70 A strategic surface water drainage strategy has been approved under outline condition 34. The SUDs scheme for each reserved matters as required by outline Condition 35 and as set out in the design code sets three key drainage objectives to capture and treat surface water to minimise pollution, harvest rainwater and surface water runoff for reuse and reduce peak flows from the site. All car parking courts and vehicular entrances are permeable paving and it has been demonstrated by the applicant that surface water can be dealt with on site in this way. The proposals utilise best practice (rain gardens) to manage water quality/flows and also offer betterment over what was originally approved with the strategic surface water drainage strategy.

- 8.71 Overall it is considered that the proposals to manage surface water for BDW1 is well integrated into the landscape, 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 Condition 35, the design code and Local Plan policy 4/13 and national policy in this respect.

Landscape, Open Space and Ecology

Landscape

- 8.72 The accompanying Landscape Design Approach and the Design Code compliance statement, along with a planting schedule, show that there will be a diverse range of tree species throughout the site, which, as the trees mature, will add character to the development.
- 8.73 The residential properties will be bounded by a mixture of hard and soft landscaping, which will create calming and welcoming streetscenes and is supported by the Council officers.

Open Space

- 8.74 In accordance with the Site Wide Youth and Play Strategy, this reserved matters application will deliver a new Local Area of Play (LAP) along the western boundary of BDW1. The applicants have addressed the concerns of the landscape officer and removed reference to glacial boulders on the plan and replaced them with wooden mushrooms. The landscape officer is happy with this amendment
- 8.75 In addition, there will be plenty of access to good pedestrian and cycle routes, level crossings at the road junctions and a shared surface area on one of the private roads (Tertiary Street Shared Surface).
- 8.76 The landscaping and open space strategy accords fully with the design code and Local Plan policies 3/7, 3/8 and 3/11.

Ecology

- 8.77 Outline Conditions 17 and 18 relate to the survey, assessment and protection of hedgerows and trees. As BDW1 is sited on former agricultural fields this assessment is not required for the reserved matters application. The proposals identify the provision of swift and bat boxes within the proposed buildings in accordance with the Ecological Conservation Management Plan approved under outline condition 39. Subject to **condition 6** which requires a plan of the location and specification of the boxes the proposals are acceptable in mitigating the ecological impacts and in accordance with the outline consent and Local Plan policies 4/3, 4/6, and 4/8.

Transport Impact, Car and Cycle Parking

- 8.78 Transport impact from this development has been assessed and mitigated for at the outline stage. A transport statement to identify how this reserved matters proposal complies with the outline application on transport grounds has been submitted.
- 8.79 The mix and quantum of uses were fully assessed as part of the outline planning consent and as the number of dwellings and amount of commercial space proposed fall within the envelope of the outline permission the proposal is considered acceptable in transport terms.
- 8.80 A Residential and Area Wide Travel Plan has been approved for the site under the requirements of the outline Section 106 Agreement. The aims of the residential travel plan (RTP) are to reduce car travel and maximise the use of the most sustainable modes, cycling and walking, for all journey types. Incentives to encourage car users to try alternative modes of travel and sustain this new travel of behaviour forms part of the RTP. A Travel Plan Coordinator will be appointed for the Darwin Green site as part of the implementation of the travel plan.
- 8.81 With well located, accessible cycle storage near to residential entrances, local facilities and nearby bus stops and good integration with pedestrian and cycle links to the wider site and the City, BDW1 will be an accessible site and should encourage sustainable mode trips. Car and cycle parking provision are further detailed in the next paragraphs.

Car parking

- 8.82 Outline condition 48 requires car parking to be in accordance with the local plan standards and restricts the total number of overall spaces for the Darwin Green development to a maximum of 2389 spaces. Visitor spaces are also required (as appropriate), and should not be allocated to individual properties and marked as such.
- 8.83 For ease of reference, the Local Plan standards, which are a maximum and not a minimum standard, are set out in table 5 below:

Car Parking Standards -Table 5

Accommodation	Standard
1 or 2 bed Residential properties	Maximum of 1 space per unit
3 bed and 4 bed Residential properties	Maximum of 2 spaces per unit
Visitor spaces within red line	Maximum 1 every 4 dwellings

- 8.84 The development complies with the City Council maximum car parking standards as it will deliver a ratio of 1.5 average car parking space per residential unit across the parcel with separate areas for private and affordable units.
- 8.85 The breakdown of the proposed parking provision, can be seen in the table below.

Car parking provision for BDW1 –Table 6

House Type	Provision
82 flats with 1 parking space	82 spaces
23 houses with 1 parking space	23
68 houses with 2 parking space	136
Total	241
Average parking space per unit	1.5

- 8.86 Of the 241 parking bays, 14 have been allocated as accessible parking bays. These bays are located in the parking courts associated with the flats.
- 8.87 All of the houses have their parking provided for on-plot. The on-plot provision varies with housing typologies. The houses on the secondary and tertiary have an alternate rhythm of alternate garages or curtilage. 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. The houses on the western and southern arms of the 'southern quarter' have parking at the frontage only.
- 8.88 In addition to the 241 residential bays on BDW1, there will be 15 visitor parking bays, 13 of which will be parallel to the curb (7 will be located on Tertiary Street, 6 will be located on Tertiary Street Shared Surface, 1 will be provided next to the parking bays for Block A, and 1 will be provided next to the parking bays for Block C. This equates to 1 bay for every 11 units and is considered to be reasonable, given that this is the higher density part of the development near to the local centre.

Cycle Parking

- 8.84 Condition 49 of the outline consent requires reserved matters proposals to include details of covered secure parking for bicycles in accordance with the Design Code. How many in total then????
- 8.85 The Design Code sets out the cycle parking standards which are based on those within the Cambridge Local Plan 2006, (design Code p 58). Each property will have the appropriate level of cycle and storage provision,

which means that the scheme complies with the design code cycle standards, which are set out in table 7 below:

Cycle Parking Standards –Table 7

Type of development	Visitor cycle parking	Design Code Standards
Residential property	As appropriate per apartment block	1 space per bedroom up to 3 bedrooms. Then 4 spaces for 4 bedroom dwellings.

8.86 The provision of cycling parking is located in the most convenient places to encourage residents and users of BDW1 to travel by cycle. All houses will be provided with a wooden bike shed that is designed to fit either two or four cycles, depending on the size of the property. These cycle storage spaces will be in rear garden of each of the houses. Cycle parking for all of the apartments will be provided in secure parking areas using Sheffield stands. Visitor parking will also be provided with a suitable number of Sheffield stands being located next to the entrances of the apartments.

8.90 The level of cycle parking provision meets the required standards of the outline permission, the Design Code and Cambridge Local Plan (2006) policies 8/6 and 8/10.

Walking and Cycling

8.91 The Walking and Cycling officer raised a number of concerns in her consultation response. The section of the report addresses those points:

Links across Tertiary Streets

8.92 The revised landscape drawings confirm that 'heritage surfacing' is continued across the entrance to the courtyards of the apartment blocks

Footway material to School Square

8.93 School Square is outside the red line for this application. However, block paving is proposed on the pedestrian surfaces, which contrasts but is complementary with the Brindle Tegula block work for the carriageway

Seating adjacent to the play area

8.94 The applicants have confirmed that they are happy for the seating to be repositioned and have submitted a revised plan that now shows the seating next to the edge of the play area.

Reduced width of pinch points on Tertiary Roads

- 8.95 The proposed 'pinch points' along tertiary road measure at 3.25m. The Manual for Streets guidance document states that the minimum width for the passing of emergency vehicles should be 2.75m, so any reduction in width could not fall below this. The Manual for Streets guidance also states that widths of between 2.75m and 3.25m in most cases should be avoided, since they could result in drivers trying to squeeze past cyclists. The 3.25m width of the tertiary road meets the guidance, and the County Council have raised no objections to it, therefore it is considered to be acceptable.

Width of path either side of the tree between plots 118 and 133

- 8.96 The applicants have submitted a revised coloured landscape plan that states the routes through the green space adjacent to the Tertiary Road as 'pedestrian and cycle links to future NIAB development'. The proposed widths of these are 4.2m and 4m respectively.

Cycle Store Size

- 8.97 The formally submitted plan shows the correct size of the proposed cycle storage shows the correct width.

Gates at the entrance to shared side paths

- 8.98 The entrance gates secure the side passage and ensure a safe route to the garden, which is a requirement of Secure By Design. Whilst not ideal only 16 out of 173 residential units have this arrangement.

Additional cycle wall anchor or stands

- 8.99 The configuration of these plots doesn't allow for secure parking at the front because it would impact on the landscaping and parking arrangements.

Additional visitor parking to the apartment blocks

- 8.100 The applicants have revised the plans that show that an additional Sheffield stand will be placed in front of each of the four locations adjacent to the principal building entrances to Block A, Block B and two entrances to Block J, which will provide an increase of 8 visitor parking spaces.

Garages/ driveways need to be 3.3m width

- 8.101 Page 60 of the DAS states that all parking for homes has been designed to meet LHS for enhanced spaces of 3.3m. All frontage and garage spaces accord with the 3.3m minimum garage dimensions set out in the Design Code. However, the space between parking for plots 128 and 127 at 1m appears a little tight to comfortably push a bike between two parked cars. Increasing the width by 20cm to achieve a dimension of 1.2m would

help alleviate this. There appears to be space to absorb this change within plot 129. This detail will be addressed through **condition 13**.

Cycle store access for blocks K & J

- 8.102 Although the cycle parking is considered to meet the guidance within the Design Code, the applicants have agreed to include additional internal doors from the cycle stores to the communal entrance lobby for each of the blocks J and K, as requested and have amended the plans accordingly.

Block F Cycle store pillars

- 8.103 The design of the cycle store requires further consideration to ensure that the cycle parking is more accessible. Accordingly, condition 13 is attached which requires the submission of revised plans that will ensure that there is an accessible cycle storage area in Block F.

Highways

- 8.104 All the issues raised by the Highways officer have been addressed through amendments to the submitted plans. Condition 5, will also ensure that each of the private drives has the appropriate falls and levels.
- 8.105 Therefore, the proposals are acceptable in highways terms and accord with the design code principles and

Waste and recycling

- 8.105 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. All the bins are within the required drag distances. Most of the apartment drag distances are significantly under the 10m drag distance, and block c is 10m exactly. Similarly, all the drag distances for the houses are under the 25m requirement.
- 8.106 Houses have on-plot provision for three bins which can be wheeled out and collected. Apartments have centralised bin stores on the ground floor.
- 8.107 The application is supported by a plan showing tracking for a refuse vehicle.
- 8.108 Therefore, it is considered that the refuse provision is acceptable and compliant with the waste local plan.

Noise (new dwellings)

- 8.109 The design of the proposed new dwellings to ensure that they are protected from elevated external noise sources (such as traffic and impacts from the proposed new supermarket) is covered by Condition 58 of outline application 07/0003/OUT. The applicant has submitted an Updated Noise Survey and Assessment (prepared by Acoustic Air and dated January 2016), pursuant to discharge of Condition 58 for this phase of development.
- 8.110 The Noise Survey correctly identifies that Phase BDW1 is potentially impacted by noise from Huntingdon Road and Histon Road, albeit these roads are some distance from the development and any impact would not be significant. The Environmental Health officer's view is that the A14 is far enough from this phase of development to not be considered a problem.
- 8.111 External areas have also been considered within the Noise Survey. When considering the monitoring data submitted alongside the supporting evidence, the Environmental Health officer considers that the area of BDW1 is acceptable in terms of noise impact levels on new residential occupiers.

Noise from Supermarket Deliveries

- 8.112 The layout of the supermarket is such that the delivery yard is approximately 90-100m from the nearest dwellings on BDW1.
- 8.113 It is clear from the detail within the Noise Survey that noise from service yard activities will not adversely impact on the dwellings at BDW1 during day-time hours.
- 8.114 Outline application 07/0003/OUT contains Condition 61, which limits delivery times to the service yard. Given the above comments and assumptions, the restrictions to the delivery times remain appropriate. The Environmental Health officer is confident that there will be no adverse impact between the hours of 07.00 and 23.00.
- 8.115 On consideration of the Noise Survey and of Condition 61 of 07/0003/OUT, the Environmental Health officer believes that the proposed dwellings at BDW1 will not be significantly impacted by noise from traffic on the nearby road infrastructure or by day-time supermarket deliveries/delivery yard activities. The requirements of Condition 58 of 07/0003/OUT have therefore been met and the proposals are considered to be acceptable in terms of any noise impacts on residential amenity.

Lighting

- 8.116 Outline condition 66 requires reserved matters applications to include a lighting scheme and details of the height, type, position and angle of glare of any final site lighting including isolux contours. Street lighting for roads to be adopted by the Highway Authority will need to comply with the County Council lighting specification.

8.117 The impact of the proposed lighting on residential and environmental amenity also needs to be taken into account. Environmental Health officers require further assessment and clarification on the impact of all residential properties and the hours of use of the lighting to ensure that neighbouring residences do not have light spillages onto their property that would be unacceptable.

8.118 As further clarification is required on the lighting strategy for outline condition 66 pursuant to these reserved matters, it is recommended that this condition be determined by a separate discharge of condition than through this reserved matters approval.

Public Art

8.119 Darwin Green One has an approved site wide Public Art Strategy, which sets out the themes and process for delivering public art across the site as a whole. It also breaks down separate commissions with budgets allocated for each commission.

8.120 There is no requirement under the Public Art Strategy to provide public art within BDW1, and the applicants are not proposing to place any permanent artworks on BDW1, there will, however, be views of the artwork that will be located on the neighbouring Local Centre development.

Fire Safety

8.121 The fire and rescue service has requested a condition requiring the agreement and provision of fire hydrants. This condition is not necessary as this condition has already been attached to the outline consent.

Third party comments

8.122 A resident of Tavistock Road has objected to the application on the grounds of daylight/sunlight, overshadowing, noise and loss of privacy issues.

8.123 As the property is 564m away from the nearest dwelling on BDW1, it is considered that there will be no impact on the private amenities that the Tavistock Road resident currently enjoys.

8.124 Histon and Impington Parish Council requested that construction traffic accessing and leaving the site via the haul road is limited to within the hours of 10am – 3pm. The hours of operation have already been set under condition 51 of the outline application. For ease of reference, these hours are:

Monday – Friday 08:00am – 18:00pm

Saturday 08:00am – 13:00pm

No construction work on Sundays or public holidays

Conditions Submitted in Parallel

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

- Condition 8 Design Code Compliance
- Condition 10 Youth Facility and Children's Play Provision
- Condition 14 Soft and Hard Landscaping
- Condition 17 Trees and Hedges assessment
- Condition 18 Tree Protection
- Condition 25 Affordable Housing
- Condition 26 Accessible Dwellings
- Condition 27 Renewable Energy
- Condition 29 Code for Sustainable Homes
- Condition 35 Detailed Surface Water Strategy
- Condition 40 Ecological Conservation Management Plan Statement
- Condition 49 Secure Parking of Bicycles
- Condition 58 Noise Assessment for future residents
- Condition 62 Domestic and Trade Waste
- Condition 66 Lighting

8.126 The following conditions can be partially discharged:

- Condition 29 Code for Sustainable Homes (post construction review certificates will be required)

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

- Condition 66 Lighting

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

9. CONCLUSION

- 9.1 The proposal accords with the approved parameter plans and design code. A high quality residential scheme is proposed which will provide vital housing and important cycle and pedestrian routes.
- 9.2 The buildings are attractively designed and will create a sense of place and identity to Darwin Green that will lead the way for future parcels to be developed in a similar high standard. The proposal complies with the outline consent and the Cambridge Local Plan 2006 and is, therefore, recommended for approval.

10. RECOMMENDATION

APPROVE subject to the following conditions:

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.

Materials

2. Prior to the commencement of development, samples and details of colour of the materials to be used in the construction of the external surfaces of buildings, which includes external features such as garage doors, entrance doors, windows, roof and hanging tiles, stone detailing, external metal work, balcony and balustrades, rain water goods, coping, bike and bins stores, shall be submitted to and approved in writing by the local planning authority.

Brick sample panels of the facing materials to be used shall be erected on site and shall be at least 1m x 1m to establish the detailing of bonding, coursing, colour and type of jointing and any special brick patterning/articulation detailing (e.g. protruding detail) shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To protect the character and appearance of the site in accordance with Policies 3/4, 3/7 and 3/14 of the Cambridge Local Plan (2006).

Drainage Management

3. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved surface water drainage proposals and the management and maintenance plan.

Reason: To ensure a satisfactory method of surface water drainage (Cambridge Local Plan 2006 policy 4/13).

Visibility splays

4. Inter vehicle visibility splays and pedestrian visibility splays shown on the Drawing Numbers 16483-5-402 and 16483-5-403 are to be kept clear of all planting, fencing, walls and the like exceeding 600mm high in perpetuity.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policies 8/2 and 8/11).

Private drive drainage

5. All private drives and accesses shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the proposed adopted public highway.

Reason: For the safe and effective operation of the highway (Cambridge Local Plan 2006 policies 8/2 and 8/11).

Swift and bat box detail

6. No occupation of any residential unit shall take place until a plan identifying the location of the proposed swift and bat boxes and details of the specification have been submitted to and approved in writing by the local planning authority. The works shall be carried out as approved.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006 policy 4/3).

Plans

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

Site Location Plan	AA5301/2001	D	
Masterplan	AA5301/2002	G	
Masterplan Ground Floor	AA5301/2003	G	
Masterplan Existing	AA5301/2005	-	
Boundary Plan	AA5301/2004		A
Storey Heights Plan	AA5301/2021	C	
Cycle Strategy Plan	AA5301/2024	D	
Refuse Strategy Plan	AA5301/2025		E

Street Hierarchy Plan	AA5301/2027	C
Frontage Diagram	AA5301/2028	C
Car Parking Strategy	AA5301/2029	C
Lifetime Homes Plan	AA5301/2030	C
Material Plan	AA5301/2031	C
Characters Plan	AA5301/2032	C
Access Plan	AA5301/2033	A
Street Scenes 1-4	AA5301/2051	D
Street Scenes 5-9	AA5301/2052	D
Street Scenes 10-13	AA5301/2053	C
Site Sections	AA5301/2055	C
Block AB Plans	AA5301/2200	E
Block AB Plans	AA5301/2201	D
Block AB Elevations	AA5301/2202	E
Block C Plans	AA5301/2210	E
Block C Elevations	AA5301/2211	E
Block D Plans	AA5301/2215	E
Block D Elevations	AA5301/2216	E
Block E Plans	AA5301/2220	E
Block E Elevations	AA5301/2221	E
Block F Plans	AA5301/2225	E
Block F Elevations	AA5301/2227	E
Block G Plans	AA5301/2230	C
Block G Elevations	AA5301/2235	C
Block J Plans	AA5301/2240	H
Block J Plans	AA5301/2241	E
Block J Plans	AA5301/2242	F
Block J Plans	AA5301/2243	E
Block J Plans	AA5301/2244	C
Block J Elevations	AA5301/2245	E
Block J Elevations	AA5301/2246	C
Ancillary Buildings	AA5301/2250	B
Ancillary Buildings – Cycle Storage	AA5301/2251	A
House 2A	AA5301/2405	C
House 2Sv1	AA5301/2410	C
House 2Sv2	AA5301/2411	C
House 2Sv3	AA5301/2412	C
House 2Sv4	AA5301/2413	C
House 9S	AA5301/2420	C
House 5A	AA5301/2435	C
House 6Av2	AA5301/2441	C
House 6Sv1	AA5301/2442	C
House 6Sv2	AA5301/2443	C
House 7S	AA5301/2445	C
House 7Sv2	AA5301/2446	C
House 7Sv3	AA5301/2447	C
House 7Sv4	AA5301/2448	C
House 8Sv1	AA5301/2460	C
House 8Sv2	AA5301/2461	C
House 8Sv3	AA5301/2462	C
House 10Sv1	AA5301/2465	C

House 10Sv2	AA5301/2466	C	
House 11A	AA5301/2470	C	
Apartment Entrance - Door Detail	AA5301_2503	-	
Apartment Entrance - Door Detail	AA5301_2504	-	
Existing Site Plan	628.4-001	B	
Site Wide Coloured Masterplan	628.4-002	C	
Coloured Landscape Masterplan 1 of 4	628.4-003	C	
Coloured Landscape Masterplan 2 of 4	628.4-004	C	
Coloured Landscape Masterplan 3 of 4	628.4-005	C	
Coloured Landscape Masterplan 4 of 4	628.4-006	C	
Typical Landscape Specification	628.4-007	A	
Key Plan	628.4-100	D	
General Arrangements Plan 1 of 4	628.4-101	F	
General Arrangements Plan 2 of 4	628.4-102	D	
General Arrangements Plan 3 of 4	628.4-103	F	
General Arrangements Plan 4 of 4	628.4-104	E	
Planting Plan 1 of 4	628.4-200	B	
Planting Plan 2 of 4	628.4-201	B	
Planting Plan 3 of 4	628.4-202	B	
Planting Plan 4 of 4	628.4-203	B	
Typical Landscape Details 1 of 4	628.4-300	-	
Typical Landscape Details 2 of 4	628.4-301	C	
Typical Landscape Details 3 of 4	628.4-302	B	
Typical Landscape Details 4 of 4	628.4-303	A	
Typical Sections to Parking Courts	628.4-304	B	
Boundary Type Plan	628.4-305	D	
Rear Garden Depths	628.4-306	B	
LAP 1a	11164	D	
Tracking Sheet 1	16483/5/400	A	
Tracking Sheet 2	16483/5/401	A	
Tracking Sheet 3	16483/5/402	B	
Tracking Sheet 4	16483/5/403	B	
Levels & Drainage 1	16483/5/404	A	
Levels & Drainage 2	16483/5/405	A	
Masterplan Overlay	16483/5/406	A	
Adoption Plan	16483/5/408	B	
Red Line Boundaries	16483/5/409	B	
Construction Details	16483/5/410	-	
Design Statement	AA5301	C	
Landscape Design Statement	628.4/RPT01 V5		
Affordable Housing Distribution Plan	AA5301/2022	C	
Detailed Waste Management Plan	IDB/16483/B1	April 2016	
Detailed Surface Water Strategy	B11201IDB-Cond 35	-	
Landscape Management & Maintenance Plan	628.4-RPT02	-	
Sustainability Statement	Final		
Statement of Community Involvement	-		
Transport Statement	116292/MSF/160118	0	
Lighting Design Documents	MMA13312		
Lighting Layout Drawing	MMA13312/001		
Ecological Statement	AEL0635	3.0	

Noise Assessment	AA1006N/R1 -	
Arboricultural Statement	HA/aiams01a/dg/bdw1	
Interim Parking Management	B11201IDB-Cond 70	April 2016
Darwin Green Option 1	-	
Dormer Image	-	
SK1	-	
SK2	-	

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.

Restrictive Use

8. The on plot parking spaces, including garages, shall not be used as additional living accommodation and shall be maintained for the purposes of parking.

(Reason: In the interests of highway safety, visual amenity and sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site in accordance with Cambridge Local Plan policies 3/1, 3/7, 8/2 and 8/11)

Permitted Development Rights Restrictions: dormer windows

9. Notwithstanding the provisions of Schedule 2, Part 1, Classes A and B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed on the following dwellings (as identified on drawing number AA5301/2002 Rev G) without the granting of specific planning permission:
 - a) Tertiary Street – plots 01 – 37
 - b) Primary Street South – plots 107 – 140 and 171, 172 and 173
 - c) Tertiary Street Shared Surface – plots 112 -136
 - d) Secondary Street – plots 141 – 170

Reason: To protect the visual amenity of the neighbourhood and the amenities of future occupants in accordance with policy 3/12 of the Cambridge City Local Plan 2006

Permitted Development Rights Restrictions: extensions

10. Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the following dwellings (as identified on drawing number AA5301/2002 Rev G) is not permitted without the granting of specific planning permission:

- a) Tertiary Street Shared Surface – plots 113 -129
- b) Primary Street South – plots 137 & 140
- c) Secondary Street – Plots 152 - 156,

Reason: In order to safeguard the character and appearance of the area and the amenities of future occupiers in accordance with policy 3/12 of the Cambridge Local Plan 2006.

Permitted Development Rights Restrictions: Parking

11. Notwithstanding the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or Order revoking and re-enacting that Order with or without modification) no hard surfacing of frontage plot areas approved for landscaping that are adjacent to the highway shall be carried out.

Reason: In the interests of visual amenity ensuring that front gardens are retained as attractive landscape elements and in the interests of sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site in accordance with Cambridge Local Plan (2006) policies 3/1, 3/7, 8/2 and 8/11.

Obscure Glazed Window

12. The bathroom window on the rear wall of plot 152 facing No. 12 Howes Place shall be glazed with obscure glass only and shall be obscured to at least Pilkington glass level 3. The obscure glazing shall be installed prior to the use of the extension and remain in situ thereafter.

Reason: To safeguard the privacy and amenities of the adjacent neighbour in accordance with Policies 3/4 and 3/7 of the Cambridge Local Plan (2006).

Width between Parking plots

13. Prior to the commencement of development, revised plans that show an increased width of 20cm to the space between parking for plots 128 and 127 shall be submitted to and approved in writing by the Local Planning Authority and implemented thereafter in accordance with such approval.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car in accordance with policies 8/4, 8/5, 8/6 and 8/7 of the Cambridge Local Plan (2006).

Block J Cycle Storage

14. Prior to the commencement of development, revised plans that show more accessible cycle storage space in Block J shall be submitted to and approved in writing by the Local Planning Authority and implemented thereafter in accordance with such approval.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car in accordance with policies 8/4, 8/5, 8/6 and 8/7 of the Cambridge Local Plan (2006).

Contact details

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

Author's Name:	Thomas Webster
Author's Phone Number:	01223 457296
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APPENDIX A: STRATEGIC OUTLINE CONSENT CONDITIONS WHICH HAVE BEEN DISCHARGED

NO DEVELOPMENT TO COMMENCE

Number	Condition	Decision Date
8	Phasing Plan approval	JDCC Nov 2014
7	Design Code approval	JDCC June 2014
15	Broadband Strategy	April 2014
22	Location and extent of allotments	JDCC April 2014
34	Surface water strategy Drainage Strategy	JDCC June 2014
38	Pollution control of water environment	April 2014
39	Ecological Conservation Management Plan	May 2014
50	Soil and contamination	Part discharged April 2014 Subject to assessment during works and final closure reports.
51	Construction and Environmental Management plan	Dec 2014 Amendment to construction delivery hours (07/0003/COND51) Feb 2016
53	Construction Programme	JDCC Nov 2014
54	Vibration report	Feb 2014
67	Archaeology	Part discharged Feb 2014 Subject to archive report

NO RESIDENTIAL DEVELOPMENT TO COMMENCE

9	Youth Strategy approval	JDCC June 2014
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APPENDIX B: SUMMARY OF DESIGN CODE COMPLIANCE STATEMENT

The Darwin Green One Design Code was approved in February 2014 which sets a high standard of design creating constraints and guidelines but allowing the flexibility for designers to bring forward their proposals.

The Design and Access Statement and Design Code Compliance Statements that accompany this application demonstrates how the design responds to, and is compliant with, the approved site wide Darwin Green One Design Code.

Fundamentally, the design of BDW1 seeks to create a unique character on the north west fringe of Cambridge and will provide a benchmark for new development with high quality design and variety. The design accords in all key areas including its location, connectivity, context and delivery of a strong meaningful, site related, design concept.

The application is considered compliant in all areas with the Design Code whilst not seeking to be overly restricted by the 'illustrative' images from the Design Code, ensuring that a high quality design can be delivered.

APPENDIX C: QUALITY PANEL REPORT

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Darwin Green One BDW1

Date: Monday 9th November 2015

Venue: Shire Hall Room 128, Cambridgeshire County Council

Time: 13:00 – 16:00

Quality Panel Members

Robin Nicholson (chair)

Canda Smith

Phil Jones

Simon Carne

Steve Platt

Kirk Archibald (observant)

Panel secretariat and support

Judit Carballo – Cambridgeshire County Council

David Carford – Cambridgeshire County Council

Local Authority Attendees

Janine Richardson - Principal Planer, Cambridge City Council

Glen Richardson – Head Urban Designer, Cambridge City Council

Chris Mohtram –Planning Officer, Cambridge City Council

Applicant and Representatives

Sean Marten – Senior Planner, Barratt Homes

Marcia Whitehead – Planning Consultant, Partner at Bidwells

Ben Williamson – Scheme Architect, Associate Director at PRP Architects

Federica Romeo – Senior Architect, PRP architects

1. Scheme description and presentation

Architect/Designer PRP Architects

Applicant Barratt Homes

Planning status Pre Reserved Matters

2. Overview

BDW1 is the first fully residential phase of development within the Darwin Green masterplan. The outline application for 1,593 homes and related infrastructure, community facilities and open space was approved in December 2013. The Darwin Green Masterplan sits between Huntingdon Road and Histon Road in the north west of Cambridge. The outline consented masterplan was later supplemented by the approval of a design code providing detailed guidance for the development of individual parcels within the masterplan.

The Design Code has been approved and other strategic conditions discharged. An Infrastructure application has been approved for the details of all the main roads across the site, the central open space and green corridors and the first allotment. Approval has been granted for the 'Square' application which the local centre buildings will focus around.

An application has been submitted for the Local Centre (re 15/1670/REM) which is currently under consideration. The Local Centre includes a health facility, library, community rooms, retail units and residential units.

The BDW1 residential phase is located to the rear of the NIAB buildings and Lawrence Weaver Road.

The proposals for the BDW1 scheme comprise the following:

- 173 new homes - 40% affordable and 60% sale homes
- Code for Sustainable Homes Level 4
- Car parking provided at an average of 1.4 spaces per dwelling plus on street visitor parking
- Cycle parking provided in accordance with maximum standards in the Code for Sustainable Homes.

3. Cambridgeshire Quality Panel views

Introduction

The Panel welcomed seeing the proposals and thanked the applicant for their very comprehensive presentation and although it discourages the use of Power Point this was used well.

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

Community

The Panel praised the design ambition of the semi-public areas and appreciated that new residents will benefit from the Darwin Green wider infrastructure which includes the provision of parks, community facilities, cycle routes and public spaces. The Panel considered that the planting provided in these semi-public spaces may be too delicate if for example children use them as play areas and queried how these spaces will be managed in the future. The applicant explained that all planting is provided within the private realm, with the exemption of a single tree which is in the highways domain. Advice from experts will inform the type of species that will be appropriate to use for the site.

Connectivity

The Panel noted that BDW1 is located on the main entrance route into the Darwin Green Masterplan which comprises a network of streets, dedicated cycle routes and a bus route which are well connected into and out of Cambridge. The Panel sought clarification on the provision of cycling routes to the north west of the site. There were concerns as to the number of parallel aligned routes including Whitehouse Lane, the orbital cycle route and a new road proposed in the approved development on adjacent land (Phase 2 of the NIAB frontage site) yet to be built out. The Panel asked whether these could be combined. The applicant explained that the cycle route will continue but on a separate route from Whitehouse Lane which is privately owned providing access for NIAB and the hotel.

The Panel noted the uncertainty as to the timescales for delivery of dwellings on adjoining property that has planning permission, and land currently without plans for development.

The Panel enquired as to the design of the road blocks F and G that front onto and border the supermarket car park. It was explained delivery vehicles will access the supermarket via this road and therefore needed to be suitably designed to take such vehicles.

Character

The Panel welcomed the character of the proposals and noted that the design code identifies three character areas within the BDW1 phase which will have difference density.

However, the Panel were concerned about the view into empty plots from the secondary and tertiary streets and considered that these could be more exciting by for example shifting some of the dwellings on block C.

Some of the discussion revolved around the architecture for the School Urban Quarter, along Lawrence Road and School Square. The applicant explained that part of the thinking was to bring some uniqueness and identifiable character and referred to Bedford Square (London). The Panel were not convinced by the reference and recommended that the elevations should be more calming. The Panel queried the contrast in design between pavilions and those on the opposite side of the avenue and the spacing of the Pavilion buildings at key points along the avenue.

The Panel had some concerns about block D and E which is constrained by hedges and has little space and recommended further exploration. The Panel also raised the issue of blocks F and G overlooking the supermarket car park from the front and parking in the courtyard from the back.

The Panel welcomed that the frontage car parking will be broken down with vegetation and noted that the bins are located in the garages or storage in gardens, and won't be visible from the street.

The Panel suggested there is more opportunity to enhance the view looking down the streets in the Southern Quarter of the development, in particular the more north-western road.

The Panel noted that balconies are south facing on those units where the main entrances are north facing; however the Panel considered that balconies would benefit from a better design.

Dormers are quiet complex in terms of air-tightness; therefore the Panel considered that they need carefully detailing.

Climate

The Panel noted that the proposals will achieve Code Level 4 of the Code for Sustainable homes by using fabric first approach and by reducing the energy use through low energy appliances and lighting and low water use fittings. Photovoltaic panels will be located on roofs and will be integrated with the tiling.

The Panel queried if there has been concerns about overheating. The applicant explained that that they would like to mitigate overheating as much as possible and by having double aspect dwellings there will be better ventilation and suitable control and infrastructure will be in place to manage that.

4. Conclusion

The Panel was generally very supportive of the scheme but encouraged the applicant to improve and rethink the so-called Bedford Square blocks.

The Panel made the following recommendations, further details of which can be found above:

- Consider the impact of informal use of shared space areas.
- Think about the duplication of north and south routes to the north west of the site.
- Pedestrian and cycle links to existing communities are important and should be pursued to ensure connectivity.
- New standards (ambition) and how the cycle lane design impact on the system.
- Key views. Consider where the gaps between the pavilions are located. To be aware of how the end of the road is terminated and the opportunities to enhance the street scene.
- Bedford Square wasn't a relevant example.
- Further thoughts on balcony designs.
- Consider how the scheme changes over time with additions to homes such as garages and planting.
- The importance of detailing when designing environmental aspects.
- The concept and planning stage architects be retained for the detail design.

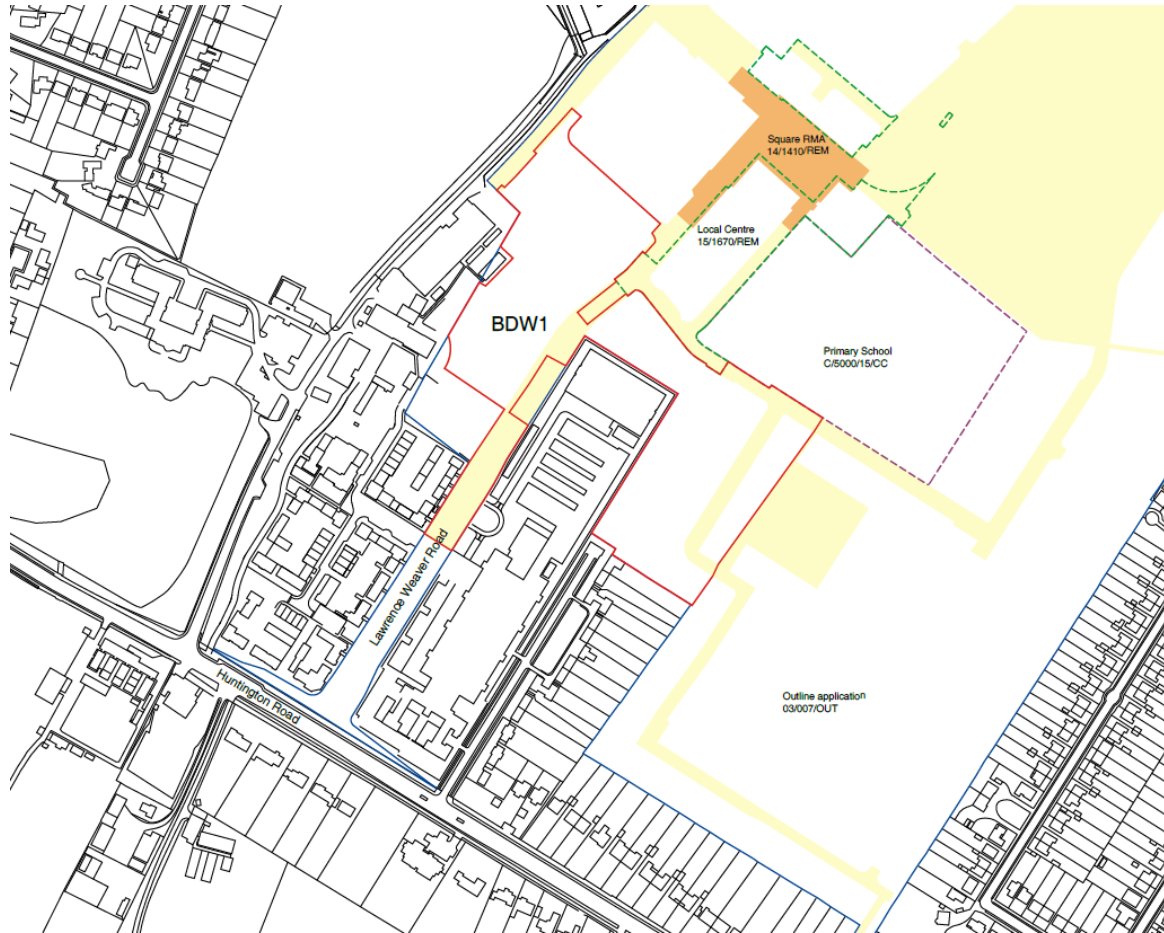
On reflection, the Panel noted that Integration of landscaping and SuDS within the scheme weren't discussed but expected that these will be taken into consideration before submitting the planning application.

5. Conflict of Interest

As per the Cambridgeshire Quality Panel Terms of reference the Panel is open and transparent about conflicts of interest, therefore it was noted that Kirk Archibald is currently working with PRP Architects as director in their environment team and although present during the meeting was not involved in the discussions.

APPENDIX D: PLAN PACK

Site Plan





Landscape Plan



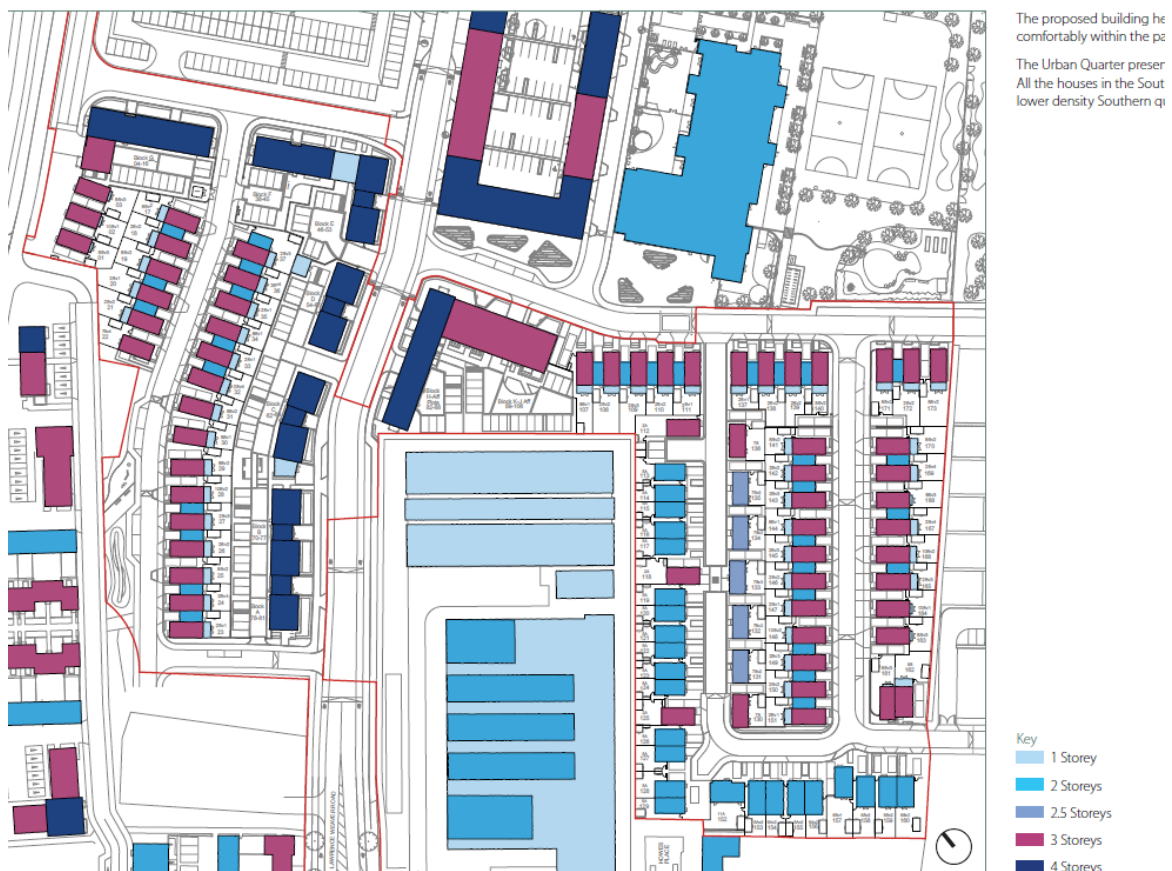
Affordable Housing Distribution Plan



Elevations



Building Heights



Car Parking

Car Parking

The car parking diagram illustrates how the parking strategy complies with the Design Code requirements to deliver an appropriate provision of car parking and suitable visitor car parking.

A mix of car park solutions has been proposed on the Site:

- Parking courts have been provided for the apartments blocks.
- Houses on Secondary or Tertiary street have an alternate rhythm of curtilage or garages.
- Houses on the tertiary street shared surface have parking on front.
- Visitor parking has been proposed as parallel to the curb.

The location of all parking areas is indicated in the adjacent diagram.

LAYOUT within the garages has been developed to ensure compliance with the requirements of the design code as illustrated in the diagram on the facing page. All of the houses curtilage and front parking has been designed to be enhanced accessibility space, as per LHS requirements with a width of 3.3m.

Highways have been designed to be 6.6 metres wide, as suggested by the highways Department, this is to create sufficient width for vehicular and pedestrian use.

The proposal is based on the provision of 1.5 parking spaces per dwelling as per Design Code Chapter 4.5 page 6. Disabled accessible spaces have been identified in each of the parking courtyard with a provision of 14 spaces.

The table in the opposite page illustrates the proposed parking provision.

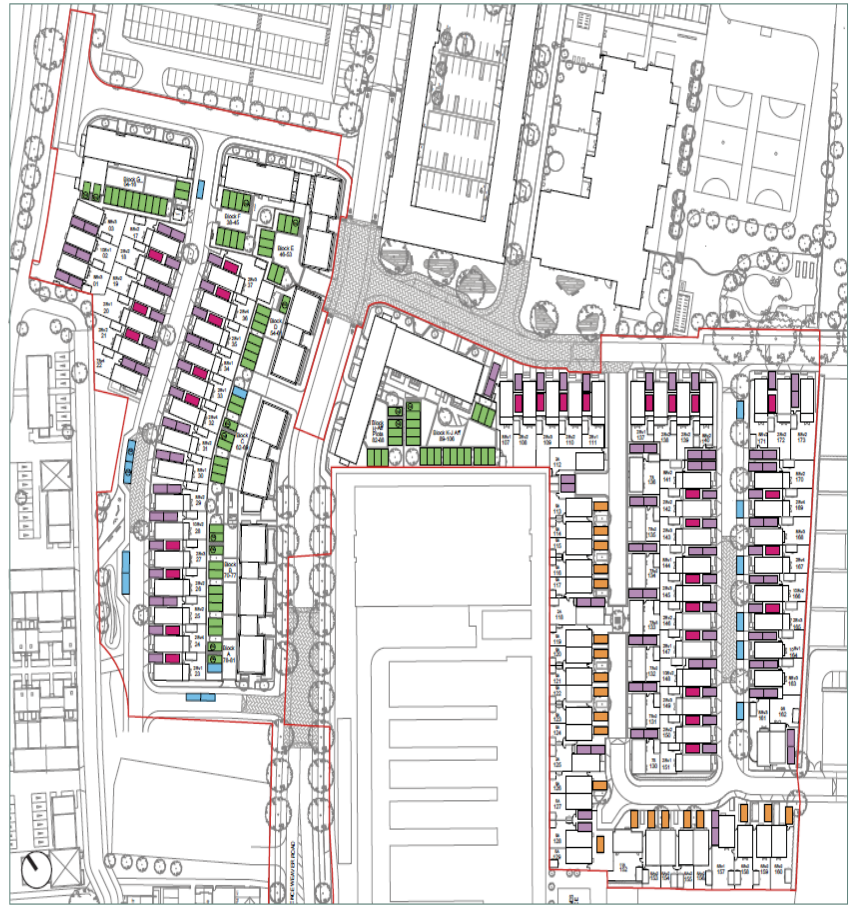
A tracking analysis has been done throughout the site for the parking courtyards and for reversing out of the garages and private driveways, few examples are shown in the opposite page. For further details please refer to Woods Hardwick report and drawings.

This chapter has been written to discharge condition 48 of the Outline conditions 17/0003/OUT. Please refer to the schedule of conditions in Appendix 1.

Key

- Garage parking
- On Curtilage parking - Enhanced accessibility space (LHS 3.3m)
- On Frontage parking - Enhanced accessibility space (LHS 3.3m)
- Private parking courts
- Visitor parking

DA Disabled accessible parking space



Entrance to BDW1 (Block A)



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