



JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

Membership

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

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

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

Date: Wednesday, 15 February 2017
Time: 10.30 am
Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ
Contact: Democratic Services **Direct Dial:** 01223 457013

AGENDA

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| Member Development Programme |
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| 9.30 to 10.30 AM - Committee Room One |
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| Officer update on Cambridge Northern Fringe East |
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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 Monitoring Officer **before** the meeting.

3 Minutes (Pages 7 - 10)

To agree the minutes of the meeting of the 18th January 2017.

All Committee Members may vote on this item

4 16/0746/REM: Field at corner of Coldhams Lane and Hatherdene Close, Cambridge CB1 3HQ (Pages 11 - 48)

All Committee Members may vote on this item

5 16/1973/ADV: North West Cambridge Development Site, Madingley Road and Huntingdon Road (Pages 49 - 64)

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

6 Developer briefing: Cambridge Northern Fringe East

Developer briefing on hotel and office scheme proposals for CB4

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

7 AI/JS/39/117: Clay Farm development, Public Footpath 117- running along the rear of Foster Road properties (Pages 65 - 74)

Proposed diversion of Cambridge Footpath No. 117

Quorum for This Item/Application:

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

Speaking at the Committee by Other Members of the Councils

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

Information for the Public

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

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

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

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

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

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.

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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.

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

18 January 2017

10.30 - 11.20 am

Present: Councillors Bard (Chair), Blencowe (Vice-Chair), Bird, Price, Holt, Tunnacliffe, Ashwood, Hipkin, Kenney, Cuffley, Nightingale, Van de Weyer and Stonham, Harford and Smart

Officers Present:

New Neighbourhoods Development Manager: Sharon Brown

Planning Team Leader South Cambridgeshire District Council: Paul Mumford

Senior Planning Officer: Katie Christodoulides

Legal Advisor: Richard Pitt

Democratic Services Officer: Daniel Snowdon

Developer Representatives:

Bidwells – Alison Wright

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| FOR THE INFORMATION OF THE COUNCIL |
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16/52/JDCC Apologies

Apologies were received from Councillors Baigent, Orgee, de Lacey and Turner. Councillors Harford and Smart attended as alternates.

16/53/JDCC Declarations of Interest

None.

16/54/JDCC Minutes

The minutes of the meeting held on 14 December 2016 were agreed and signed as a correct record.

16/55/JDCC S/2647/16/RM - Local Centre phase, Trumpington Meadows development, Hauxton Road

The Committee considered an application for a Local Centre that comprised of 40 new dwellings with associated internal roads, car and cycle parking, landscaping and open space and 450 square metres of A1, A2, A3 or D1 use pursuant to outline planning approval S/0054/08/O.

The Committee noted the amendments detailed in the amendment sheet.

Councillor Kenney entered the meeting at 10:35am. As Councillor Kenney had not been present for the entire presentation the Chairman informed her that she would not be able to cast a vote on the application.

Alison Wright, Planning Consultant at Bidwells acting as agent for the applicant addressed the Committee:

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

- i. Queried the provision of disabled car parking spaces within the central square.
- ii. Welcomed the level of affordable housing allocated within the development but expressed concern regarding how the social housing was clustered across the development as a whole.
- iii. Drew attention to the Spine Road West that ran through the central square and expressed concern regarding traffic and the lack of explicit cycling provision that would result in conflict between different road users, questioning what prioritisation there would be for cyclists and whether there would be clear signage installed.
- iv. Highlighted the central square, commenting that it was an area that would be dominated by cars, required drivers to understand the area and without clear boundaries between road users it would not be safe.
- v. Questioned what action was being undertaken to ensure that the commercial units were let at the earliest opportunity.
- vi. Requested further information regarding the recycling centre and the revised stair case design.
- vii. Queried why all refuse could not be collected underground using a similar method to the underground recycling.
- viii. Queried the phasing of the development and whether the developer had provided assurances regarding the timescales of the build.
- ix. Confirmed that there were 14 parking spaces located at the Central Square not 10 contained within the report.
- x. Expressed concerns regarding the proposed opening hours of the convenience store.
- xi. Questioned where the nearest available bus route was. –

In response to Members' questions Officers said the following:

- i. Confirmed that disabled parking would be available within the Central Square and would be clearly marked.
- ii. Explained that the numbers of cars travelling through the development were expected to be low in number and moving at low speed. The Central Square was designed to be a shared space and the road would be clearly marked but there would be no designated crossing places within the Central Square.
- iii. Explained that the square would be privately managed with restricted car parking. The Central Square was designed in a manner so there was no parking elsewhere apart from in the designated spaces. Landscaping and street furniture had been incorporated to prevent illegal parking.
- iv. Confirmed that a marketing strategy for the retail units had been developed and the applicant had been keeping officers informed of progress. Although no retailer would move into the units until planning permission had been granted there were two national chains that had expressed interest in the units.
- v. Informed Members that that the recycling centre for electricals, books and textiles consisted of three above ground hoppers with bins located underground with a hydraulic lift. Officers explained that the change in design of the stairwell was minor in terms of layout and agreed to circulate images following the meeting.
- vi. Explained that the cost implications prevented underground refuse collection being incorporated within the development. A feasibility study for one parcel of the Clay Farm site had determined that the cost was prohibitive For smaller scale projects . Noted that this was a reserved matters application following an outline permission and that underground waste systems would need to be designed in at outline stage.
- vii. Confirmed that construction of the Riverside apartments had begun and if planning permission was granted it was anticipated that construction would begin in April 2017. The developer was keen to begin construction as soon as possible in order to avoid having to stand the workforce down.
- viii. Confirmed that Spine Road West, adjacent to the site was the nearest bus route along with the Park and Ride service. There had been no commitment received from a commercial bus operator on the site. The roads had been designed to accommodate and therefore a bus route was viable.
- ix. Explained that the opening times of the retail units did not preclude the occupant applying to vary the condition relating to opening times.
- x. Confirmed that there was separate parking available for cargo bikes.

A correction was noted to the Pre-Committee Amendment Sheet to the effect that the updated plan numbers all referred to the Local Centre scheme and not the Riverside scheme.

The Committee:

Resolved (by 12 votes to 0 with 1 abstention) to approve the application in accordance with the officer recommendation and subject to the conditions set out in the officer report.

16/56/JDCC Pre-application Member Briefing - Cowley Road, Cambridge, CB2 9LD

Due to an error on the agenda there was not a presentation therefore the meeting ended at 11:20am

The meeting ended at 11.20 am

CHAIR

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 15 February 2016

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|---------------------------|--|--------------------|--------------------|
| Application Number | 16/0746/REM | Agenda Item | |
| Date Received | 18 th August 2016 | Officer | Mark Wadsworth |
| Target Date | 17 November 2016 (EOT agreed 17/02.17) | | |
| Parishes/Wards | Cherry Hinton | | |
| Site | Field at the corner of Coldhams Lane and Hatherdene Close, Cambridge | | |
| Proposal | Reserved matters application pursuant to outline approval 14/0028/OUT, as varied by application 16/0970/S73, for the erection of 57 dwellings including 10 one-bed and 19 two-bed apartments together with 20 three-bed and 8 four-bedroom dwellings, open space, car parking and circulation space. | | |
| Applicant | Weston Homes PLC | | |
| Recommendation | Approve subject to conditions | | |
| Application Type | Major | Departure: | Yes /No |

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

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| SUMMARY | <p>The development accords with the Development Plan for the following reasons;</p> <ul style="list-style-type: none"> • The principle of residential development on the site has been established by the extant outline permission and by the relevant Local Plan and CEAAP policies. • The development will make an important contribution towards the supply of housing and deliver an |
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| | <p>appropriate housing mix, including 40% affordable housing.</p> <ul style="list-style-type: none"> The proposals have been amended to address urban design, landscape and environmental health concerns and are now considered to be acceptable. |
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1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is located immediately to the north-east of Coldhams Lane and to the north and west of Hatherdene Close. The site was formally an arable field bounded on three sides by mature hedgerows. It covers an area of 1.26 hectares and has a level change which runs from the highest point at the north-west corner to the lowest point in the south-east corner of the site (Refer Appendix A).
- 1.2 To the north-east and north-west of the site is Cambridge Airport and the associated runways and equipment. Hatherdene Close, to the south-east is a cul-de-sac, which contains a mixture of terraced houses and flats built during

the 1970's. These properties line the northern and eastern sides of the Close and are no more than 2-storeys in height.

- 1.3 Further to the south-east of the application site are residential properties on Rosemary Lane. On the other side of Rosemary Lane are a number of single storey industrial properties which are in a variety of B1(c), B2 and B8 uses. To the south of Coldhams Lane are a number of car dealerships with Coldhams Business Park located behind.
- 1.4 The site is one of the early sites to come forward in Cambridge East for development, along with the WING development.
- 1.5 The applicant has recently completed extensive archaeological investigations on site, which were a requirement of the outline permission. Site hoardings have also been erected around the Hatherdene Close and Coldhams Lane frontages of the site.

2.0 THE PROPOSAL

- 2.1 Outline planning permission was granted on the 2nd April 2015 (Ref: 14/0028/OUT) for residential development for up to 57 dwellings, including; 40% affordable housing, open space, landscaping and new vehicular access. Vehicular access into the site was the only detail approved at the outline stage with all other matters reserved.
- 2.2 A subsequent S73 application (16/0970/S73) was approved at the 15th August 2016 JDCC meeting which permitted the re-siting of the proposed vehicular access junction 8.6 metres to the west of the approved vehicular access.
- 2.3 The application as originally submitted sought reserved matters approval for the erection of 57 dwellings, including 13 x one bed and 16 x two bed apartments together with 20 x three bed and 8 x four bed dwellings, open space, car parking and circulation space. Vehicular access into the site is from Coldhams Lane with pedestrian access possible from several points along Coldhams Lane and Hatherdene Close. The proposal was to construct a three-storey apartment block along the Coldhams Lane frontage to the site, with the remaining units across the site consisting of two and three storey houses constructed in terraces fronting internal shared surface streets and Hatherdene Close. The shared streets incorporate on-plot parking to the front of houses and a shared courtyard parking for the flats, and terraced houses fronting Hatherdene Close.
- 2.5 The proposals have been amended with the key design modifications made to scheme as follows;
 - Deletion of two flats over garages (FOGs) enclosing the southern POS

- Introduction of new mews lane with two new 2 bed FOGs at rear of plots 41-48
- Removal of single aspect units fronting courtyard to towards the southern end of the site
- Introduction of an additional two houses towards the northern boundary of the site
- Rationalisation of the parking, bike & bin stores

(Refer Appendix C – Ground floor layout plan)

- 2.6 It should be noted that the housing mix has changed slightly with the recent design modifications with a reduction of 3 one-bed units and an increase of 3 in the number of two-bed units. The overall number of residential units on the site proposed remains at 57 units, comprising 10 x one bed and 19 x two bed apartments together with 20 x three bed and 8 x four bed dwellings.
- 2.7 This reserved matters application relates to the approved S73 outline permission. There is a concurrent full planning application (16/1181/FUL) which is still under consideration but this is likely to be withdrawn.
- 2.8 The status of relevant outline permission conditions with which this reserved matters application must satisfy, either through information provided within the reserved matters submission is set out in Appendix B.
- 2.9 The application as submitted was accompanied by the following key documents.
- Planning Statement by Weston Homes
 - Design and Access Statement By Weston Homes
 - Noise Assessment_V1 by SES
 - Site Waste Management Plan_V1 April 16 by SES
 - Tier 1 Contamination Desktop Study_V1 by SES
 - Air Quality Assessment
 - Ecology Conservation Management Plan_June 16
 - TPA Transport Assessment Rev b Dec13
 - TPA Technical Note Trip Generations - June 14
 - Part 1 Traffic Survey June 2013
 - Part 2 Traffic Survey June 2013
 - Part 3 Traffic Survey June 2013
 - MLM Foul And Surface Water Drainage Strategy - 23 May 16_V2
 - Surface Water Drainage Strategy
 - Surface Water Overlain With Landscape
 - Foul Water Drainage Strategy
 - Foul Water Overlain With Landscape
 - MLM Drainage Maintenance And Management Plan -18 May 16

3.0 SITE HISTORY

3.1 The site has a long planning history which is set out below.

| <u>Reference</u> | <u>Description</u> | <u>Outcome</u> |
|------------------|---|--|
| C/63/0105 | Residential Development | Refused 14.06. 63 |
| C/68/0457 | Residential development | Refused |
| C/71/0533 | Residential development | Approved 8.10.71 |
| C/72/0433 | Residential development | Refused 14.08. 72 |
| C/72/0958 | Residential development | Refused |
| 2/26 | Development Appeal | Dismissed 29.10.74 |
| C/78/0319 | Residential development | Refused |
| C/84/1067 | Outline application for the erection of high density residential units and associated roadworks | Refused 30.01.85 |
| 3/92 | Development Appeal | Dismissed 05.11.85 |
| 14/0028/OUT | Outline application for up to 57 residential dwellings including houses and apartments, open space, landscaping and new access | Permitted 02.04.15 |
| 16/0058/ADV | Erection of advertisement hoarding including 'Weston Homes' logo on dibond vinyl sheeting | Not validated |
| 16/0753/NMA | Non material amendment on application 14/0028/OUT for revision to the approved access | Refused 24.05.16 |
| 16/0970/S73 | Section 73 application to vary condition 38 of permission 14/0028/OUT proposing alternative vehicular access | Permitted 15.08.16 |
| 16/1181/FUL | Proposed residential development comprising 57 dwellings including houses and apartments, open space, landscaping and new vehicular access. | Registered and currently under consideration |

4.0 PUBLICITY

- 4.1 Adjoining Owners: Yes
Site Notice Displayed: Yes

4.2 It should be noted that no representations have been received on the current proposals.

5.0 POLICY

5.1 The application site and the wider field fall within allocated Site 9.01 of the Cambridge Local Plan (2006) for Cambridge East. This allocation is now covered by the Cambridge East Area Action Plan (CEAAP) 2008, a joint document adopted by both Cambridge City Council and South Cambridgeshire District Council reflecting the fact that the overall allocation sits within both administrative boundaries. The CEAAP is therefore the policy basis for the assessment of this application.

5.2 The relevant development plan policies from the CEAAP 2008 are set out below;

| PLAN | POLICY NUMBER |
|------------|--|
| CEAAP 2008 | CE/1 - The vision for Cambridge East CE/2 - Development Principles CE/4 - The setting of Cambridge East CE/10 - Road Infrastructure CE/13 - Landscape principles CE/14 - Landscaping within Cambridge East CE/22 - Land drainage, water conservation, foul drainage and sewage disposal. CE/33 - Infrastructure provision |

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

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| 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. |
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| City Wide Guidance | Cambridgeshire Design Guide For Streets and Public Realm (2007) |
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Status of Proposed Submission – Cambridge Local Plan

- 5.4 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.
- 5.5 Within the Draft Local Plan 2014, policy 12 acknowledges that development on the safeguarded land will only occur once the site becomes available. With the Marshall Group announcing in 2010 that they do not have a deliverable airport relocation option, they propose to remain at Cambridge Airport for the foreseeable future. As such, the draft local plan proposes to replace policies CE/3 and CE/35 of the CEAAP with this policy. With this in mind, policy 12 acknowledges that there are three areas that can come forward for development ahead of the relocation, this site being one. This site is allocated for residential development with a capacity for 57 dwellings or the equivalent of 45 dwellings per hectare (dph).

6.0 CONSULTATIONS

Urban Design and Conservation Team

As originally submitted

- 6.1 The Urban Design Team previously raised concerns regarding the original submitted scheme. The primary concerns related to the sense of arrival into the development, the standard approach to the design of the road, the quality of the public open spaces, dominance of car parking, and the poor relationship between dwellings, car parking, bike and bin storage.

As revised

- 6.2 The revised scheme has responded positively to the concerns raised by the Urban Design and Conservation Team and have taken on board the majority

of suggested design amendments. The application is now supported in urban design terms.

Cambridgeshire County Council (Highways Development Management)

As originally submitted

- 6.3 County Highways raised a number of issues about the scheme as originally submitted, including;
- No dimensions of road width or geometry have provided.
 - The current layout would not comply with the Highway Authority's requirements for an adoptable road.
 - The layout omits some footways on desire lines and provides no level access for the disabled onto shared surface streets.
 - Some footways scale at only 1.5 metres in width, which is significantly below the 2.0 metres recommended within Manual for Streets.
 - The applicant must show the dimensions for the proposed car parking spaces, which should measure 2.5m x 5m with a 6m reversing space.
- 6.4 Further information was also sought on the size of garages, driveways, and vehicular & pedestrian visibility splays.
- 6.5 County Highways suggested that issues listed above should be brought to the attention of the applicant but if the intention is to grant permission to these proposals in its current form County Highways has recommended the imposition of a series of conditions and informatives.

As revised

- 6.6 The issues raised by County Highways were relayed to the applicant who has confirmed that their intention is not to offer the internal roads within the development up for adoption. In response County Highways has requested the imposition of a further two conditions which require prior to the commencement of development the submission of and approval of the proposed arrangements for future management and maintenance of the proposed streets within the development. It is anticipated that a Private Management and Maintenance Company will need to be established to manage and maintain the roads.

Head of Streets and Open Spaces (Landscape Team)

As originally submitted

- 6.7 The Landscape Team considers that the proposal, as originally submitted, is broadly acceptable but require the applicant to provide clarification on the following;

- Provide details on easements on the site
- Recalculate the Public Open Space (POS) provision and not include; incidental landscape areas, the site of foul water pumping station and the area reserved for future carriageway connections.
- Explore opportunities for further tree planting across the site
- Explore opportunities for landscaping on the space adjacent main access road into site.
- Provide details of the below ground soakaway crates
- Revisit the design of the area allocated for car parking

As revised

- 6.8 The Landscape Team has requested the imposition of two further conditions which require the submission and approval of a (1) tree planting strategy and (2) an open space landscape design scheme.

Environmental Quality & Growth Team

As originally submitted

- 6.9 Concerns were expressed by Environmental Health Officers that the planned external balconies, particularly those fronting Coldhams Lane, would not be acceptable or that high level of noise mitigation will be required. It was suggested that the scheme be redesigned with the incorporation of winter gardens on the Coldhams Lane facades. These concerns were relayed to the applicant.
- 6.10 Recommended that the application should either be refused or not determined until these concerns have been satisfactorily addressed.

As revised

- 6.11 Following further discussions, the design of the balconies have been modified with the glazed sides of the balconies redesigned to reduce the noise impacts from traffic travelling along Coldhams Lane for occupants seated on the balcony. These design amendments involve the specification of materials with acoustic properties and increasing the height of the glazing/ balustrades. These design modifications successfully address the concerns raised previously.
- 6.12 Requested full details/ specifications of the window and glazing configuration and the ventilation system to prove that an acceptable air change rate can be achieved with windows closed and assessment of operational noise levels, in all habitable rooms.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

As originally submitted

- 6.13 The Sustainable Drainage Engineer does not raise any objections to the proposals.

As revised

- 6.14 The updated surface water drainage strategy has been reviewed and the Sustainable Drainage Engineer does not wish to raise any objections.

Waste Team

As originally submitted

- 6.15 No comments received to date

As revised

- 6.16 The Waste Team has reviewed the revised scheme and does not wish to raise any objections subject to the imposition of 2 conditions which require that i) manoeuvring areas shall be retained free of obstruction and ii) the access shall be retained free of obstruction. It should be noted that County Highways has also asked for the imposition of the same 2 conditions.

Growth Projects Officer

- 6.17 *As originally submitted*

Although generally happy with the affordable housing offer of 40% and the housing mix proposed the Growth Projects Officer did raise concerns about the proportion of 1 & 2 bed flats proposed. As indicated in Table 6.1 below the proportion of small flats (1 and 2 bed flat units) is considered to be high.

As revised

- 6.18 Notwithstanding the previous comments as the current needs of the City Council housing register via Homelink reflects the proposal of bed spaces the proposed mix is considered to be acceptable.

Senior Sustainability Officer (Design and Construction)

As originally submitted

- 6.19 The Senior Sustainability Officer has expressed the concern that notwithstanding that the requirements of Condition 10 of the outline planning permission have not been met. As such, the applicant should be requested to submit a Renewable Energy Statement in accordance with the requirements of Condition 10.

- 6.20 Questions were also raised over the approach to water efficiency contained in the Water Conservation Statement.

As revised

- 6.21 The submitted Sustainability Strategy sets out proposals to use photovoltaic panels and which is predicted to exceed the 10% requirement. The detailed calculations based on SAP data have however not been provided. The Council's Senior Sustainability Officer is now supportive of the overall approach but requests a condition which requires this information prior to occupation. A further condition will be added requiring, prior to occupation, a roof plan for the site showing the layout of the panels.

Cambridge County Council (Growth & Economy)

As originally submitted

- 6.22 The County Growth & Economy team do not raise any objections to the proposals and is content that the applicant has demonstrated that surface water can be dealt with on site by using infiltration in the form of soakaways. However, there are concerns over the use of a private management company to maintain soakaways within private gardens as there may be issues associated with access. If this option is pursued, homeowners should be made fully aware of what is expected of them.

As revised

- 6.23 Awaiting comments on amended scheme

Cambridge international airport

- 6.24 Cambridge Airport has clarified that they have worked closely with the developer and the submitted proposals reflect their requirements for maximum building heights, and have requested the imposition of conditions confirming limitations on the height of (1) building / structures, (2) trees & shrubs and (3) use of construction equipment.

Cambridgeshire fire and rescue service

- 6.25 Cambridgeshire fire and rescue service has not raised any objections to the proposals but has requested that a condition be imposed to any approval which requires before development commences on site the submission and approval of details of number and position of fire hydrants across the site.

Nature conservation

- 6.26 Support all the recommendations and management prescriptions provided by the developer.

Cambridge past, present & future

- 6.27 Awaiting comments on amended scheme
- 6.28 This scheme is not sufficiently large enough to be reported to the Cambridgeshire Quality Panel.

ASSESSMENT

- 7.1 From the consultation responses and representations received and a site inspection the main issues are:
1. Principle of development
 2. Housing
 3. Design
 4. Landscaping
 5. Open space provision
 6. Transport impacts
 7. Drainage
 8. Noise & air quality
 9. Air safeguarding for Cambridge Airport
 10. Renewable Energy & sustainable construction
 11. Archaeology
 12. Construction management
 13. Impact on adjacent properties
 14. Planning obligations
 15. Public Art

Principle of development

- 7.2 The application site is located on land within the Cambridge East Area Action Plan (2008) CEAAP area, which establishes an overall vision and development principles for the wider Cambridge East major development site.

- 7.3 Policy CE/3 of CEAPP sets out the development principles for the wider Cambridge East site, which requires applications for each major phase to demonstrate how it will integrate into the wider development.
- 7.4 Outline planning permission was granted on the 2nd April 2015 (Ref: 14/0028/OUT) for residential development on this site for up to 57 dwellings including houses and apartments, open space, landscaping and new vehicular access. Vehicular access into the site was the only detail approved at the outline stage.
- 7.5 Various conditions attached to the outline consent (14/0028/OUT) and subsequent S73 permission (16/0970/S73), have either been determined separately as discharge of condition applications or require approval prior to the first occupation of the development. More details are provided in Appendix B.
- 7.6 The principle of residential development on the site has been established by the extant outline permission (14/0028/OUT) and subsequent S73 application and by the relevant Local Plan and CEAAP policies.

Housing

- 7.7 Policy D3 of the CEAPP seeks to ensure that there is a continuous supply of land for housing (D3/a). This site will be one of the earliest sites in Cambridge East to come forward for residential development alongside Wing and although, relatively small, it will nonetheless make an important contribution towards the supply of housing in Cambridge East. As such the proposals are in line with the aims of Policy D3 of the CEAPP.

Affordable Housing

- 7.8 Policy CE/7 states that proposals for housing development will only be permitted if they provide an agreed mix of affordable housing. The scheme will deliver 23 affordable housing units, 40% of the overall number of dwellings of which 70% will be Social Rental and 30% Intermediate housing. The proposed mix of affordable housing units to be provided is set out in table 8.1. As required by condition 07 of the outline planning consent a plan showing the distribution of market and affordable dwellings including a schedule of dwelling sizes (by number of bedrooms) has been provided with the submission.
- 7.9 The applicant has confirmed that they are in discussions with Metropolitan Housing Association. A requirement of the Section 106 Agreement attached to the outline planning consent, is for the developer to submit for approval prior to the commencement of development an Affordable Housing Delivery Plan.

- 7.10 The Cambridge City Council affordable housing SPD (Jan 2008) normally requires clustering of between 6 and 25 dwellings depending on the size and design of the development.
- 7.11 Affordable housing will be constructed along the Coldhams Lane and Hatherdene Close frontages of the site. They will be grouped together in one cluster which will assist in the management of the affordable units.
- 7.12 From the information provided the proposals satisfies the requirements of the S106 Agreement, with policy CE/7 CEAAP and the Affordable Housing SPD (2008). Condition 7 of the outline planning permission 14/0028/OUT will be discharged in parallel with determination of this application.

| Table 7.1 – Proposed housing mix | | | | | |
|---|--------------|----------------|-------------------|-----------------------|--------------------|
| | Total | Private | Affordable | Affordable Mix | Overall Mix |
| <u>Apartments</u> | | | | | |
| 1 Bed | 10 | 1 | 9 | 39% | 18% |
| 2 Bed | 19 | 10 | 9 | 39% | 33% |
| Total Apartments | 29 | 11 | 18 | 78% | 51% |
| <u>Houses</u> | | | | | |
| 3 Bed | 20 | 15 | 5 | 22% | 35% |
| 4 Bed | 8 | 8 | - | - | 14% |
| Total Houses | 28 | 23 | 5 | 22% | 49% |
| Total | 57 | 34 | 23 | 100% | 100% |

Housing mix

- 7.13 Policy CE/7 requires that development will need to ‘deliver a good mix of house types, sizes and tenures attractive to and meeting the needs of all ages and sectors of society including those with disabilities’. Whilst paragraph D3.10 clarifies that development should “*provide a mix of housing sizes that address the high level of need for smaller 1 & 2 bedroom homes in the Cambridge area*”.

- 7.14 Table 7.1 sets out details of the overall proposed housing proposals. The Council's Growth Projects Officer in commenting on the scheme clarified that the current needs of the City Council housing register via Homelink reflects the proposal of bed spaces and as a consequence the proposed mix is considered to be acceptable.
- 7.15 The mix proposed is therefore considered appropriate for this location and the scheme meets the requirements of Policy CE/7 of the CEAAP.

Urban design

- 7.16 Policy CE/2 of the CEAAP seeks to promote development that will be '*compact and sustainable (and) well designed to a high quality, with a strong sense of local identity*'.
- 7.17 The illustrative layout plans submitted with the outline planning application showed two development blocks with accommodation fronting Hatherdene Close to the east and Coldham's Lane to the south with the spine road and open space to the west. A second block was to be located at the rear of the site backing onto the northern site boundary. The layout indicated units within the centre of the site backing onto rear gardens and car parking/garage courtyards.
- 7.18 Concerns were expressed at the time about the approach taken in terms of the scale and massing, car parking and movement and landscape and open space. However as the proposed layout was illustrative only, little weight was given to the illustrative layout plan.
- 7.19 The proposed layout of development submitted with this application followed broadly the layout of development set out in the illustrative plan submitted with the outline application. The key differences were;
- A row of dwellings were brought forward to front directly onto Hatherdene Close
 - The alignment of the road into the site would be moved further to the west
 - A clearer block structure would be introduced towards the centre of the site
 - The area of public open space would be reduced
 - Parking arrangements would be modified
- 7.20 The Council's Urban Design Team raised concerns about the design of the scheme as submitted. The concerns raised were primarily about the sense of arrival into the development, the standard approach to the design of the road, the quality of the public open spaces, the dominance of car parking, and the poor relationship between dwellings, car parking, bike and bin storage.

- 7.21 In the latest revised scheme, the applicant has responded positively to the concerns raised and taken on board the majority of suggested design amendments, including;
- Deleting the two flats over garages (FOGs) enclosing the south POS
 - Introducing Mews Lane with two new 2 bed FOGs at rear of plots 41-48
 - Removing single aspect units fronting the courtyard to towards the southern end of the site
 - Introducing an additional two houses towards the northern boundary of the site
 - Rationalisation of the parking, bike & bin stores
- 7.22 A condition will be imposed requiring the submission and approval of the detailed design of the bike and bin stores (Refer Condition 9).
- 7.23 The submitted Design & Access Statement sets out the strategy for selection of external materials. It is proposed to use contrasting buff bricks, broken up by detailed banding around windows. The parapet walls will be finished off with a coping detail while the frameless balcony details will be design feature across the development. It should be noted that Condition no. 36 of the outline consent requires approval of materials to be used in the construction of the external surfaces of the development prior to the commencement of development.
- 7.24 The application site is part of the wider Cambridge East development area on which work has recently commenced on the preparation of a masterplan for Land North of Cherry Hinton. Officers have been approached the design team working on the preparation of the masterplan and have asked whether it would be possible to secure agreement with the applicant for the provision of a pedestrian/ cycle linkage from the application site through to neighbouring land. The applicant has agreed to facilitate the provision of a linkage from the site through to neighbouring land and this will be secured by condition (Refer Condition 14).
- 7.25 The application is now supported in urban design terms subject to the approval of a material selection (Condition 36 of 14/0028/OUT), and the scheme, as modified, satisfies the aims of Policy CE/2 of the CEAAP

Landscaping

- 7.26 Policy CE/2 of the CEAAP promotes in East Cambridge “*well designed and landscaped urban areas which are permeable and legible*”.
- 7.27 The scheme proposes significant tree planting to create a setting for new buildings, as well as new planting within the areas of public open space. The

proposed setting adjacent to the operational airfield has also had to be taken into consideration. The Landscape Team considers that the amended scheme is acceptable but requires the applicant to;

- Explore opportunities for further tree planting across the site
- Explore opportunities for landscaping on the public open space adjacent main access road into site.

7.28 To ensure the applicant addresses the issues raised above it is recommended that 2 further conditions be imposed which require the submission and approval of a (1) tree planting strategy and (2) an open space landscape design (Refer Conditions 16 & 17).

7.29 With both these conditions in place the proposals are considered acceptable and in line with Policy CE/2 of the CEAAP (2008).

Open space provision

7.30 Policy CE/20 of the CEAAP requires that development provide for outdoor sports facilities, informal open space, children and teenagers and allotments. In addition, the City Council's Planning Obligation Strategy requires that all new residential developments contribute towards the provision or improvement of public open space, either through the provision on-site as part of the development or through a financial contribution towards the cost of specific improvements to nearby facilities where these can be identified. The City Council's open space standards include outdoor sports facilities, indoor sports facilities, informal open space, provision for children & teenagers and allotments. The anticipated resident population within the development will be approx. 145 persons, taking into account the City Council's open space standards and the proposed housing mix. The increase in residential population will have an impact on existing community and open space facilities within the locality.

7.31 Due to the small scale of the development, it has not been possible to provide outdoor, indoor sports facilities and allotments on site. Paragraphs 7.82-88 of the report set out the updated schedule of S106 requirements and related contributions secured through the outline permission for specific off-site contributions expenditure.

7.32. A financial contribution will be secured towards outdoor sports facilities to be spent on the provision and/or improvements of sports pitches and training facilities at Cherry Hinton Recreation Ground.

7.33 A financial contribution towards indoor sports facilities will be spent on the provision or improvement of indoor sports facilities and equipment at Cherry Hinton Village Centre.

- 7.34. A financial contribution towards allotments improvements will be spent on Pen Close Allotments.
- 7.35 The proposals, as amended, will deliver on-site a Local Area of Play (LAP) of approximately 400 square metres which would address the needs of this small scale development in terms of Children and Teenager provision.
- 7.36. A financial contribution towards the provision of informal open space will be spent on open space improvements at Cherry Hinton Recreation Ground.
- 7.37 The provision on site of a quantum of informal open space and a LAP and financial contributions secured through the S106 agreement in lieu of on-site provision ensures that the proposals satisfy the requirements of Policy CE/20 of CEAPP and that the impact of the development, in terms of open space, is mitigated satisfactorily.

Drainage

- 7.38 Policy CE/22 of the CEAPP sets out the policy objectives for Cambridge East for Surface Water drainage, foul drainage and sewage disposal, the management and maintenance of watercourses and water conservation.
- 7.39 Surface water run-off from the highway, access roads, driveways and parking areas, roofs will be drained to grate soakaways located in gardens, which are to be maintained by a private management company.
- 7.40 The foul water is to drain via gravity to the north of the site to a pumping station. The pumping station will be an adoptable Anglian Water pumping station, designed in accordance with AW requirements.
- 7.41 The applicant has submitted applications to discharge Conditions 18 (Foul Drainage) and 19 (Surface Water Drainage) of the outline planning consent 14/0028/FUL. The Council's Sustainable Drainage Officer has assessed the proposals as originally submitted and as amended and is now content that the scheme will successfully dispose of surface water by means of a sustainable drainage system.
- 7.42 The proposals therefore satisfy Policy CE/22 of the CEAPP. Conditions 18 and 19 of the outline planning consent 14/0028/FUL can also be discharged.

Management & maintenance

- 7.43 The applicant has confirmed that they will not seek the adoption of open spaces, drainage features and estate roads within the development by the City and County Councils. Instead the applicant has confirmed that their intention will be to put in place measures which will secure the management and maintenance of this infrastructure by a third party management company,

with the ownership or partial ownership of such land in control of the respective freehold property interest(s). Further details of the management and maintenance arrangements will be secured by condition (Refer condition no. 8)

- 7.44 It should be noted that Condition 06 of the outline planning permission requires the submission of landscape maintenance and management plan prior to the commencement of development, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas. County Transport has also requested that conditions be imposed which require the submission of and approval of the proposed arrangements for future management and maintenance of the proposed streets within the development prior to the commencement of development.

| Table 7.2 – Management responsibilities | |
|--|---|
| Area of open space and public realm | Responsibility |
| Informal open spaces | Management Company |
| Play areas | Management Company |
| All roads with development | Management Company |
| Drainage including soakaways | Anglian Water Services and Management Company |

- 7.45 With these safeguards in place the quality and condition of the development can be maintained in the future.

Transport impacts & highway issues

- 7.46 The CEAAP 2008 emphasises the importance of sustainable travel in relation to the proposed development. Policy CE/11 states that development will be planned in order to reduce the need to travel, and maximise the use of sustainable transport modes encouraging people to use non-car modes of travel. The CEAAP also identifies policies in relation to road infrastructure and relationship of the development to public transport, cycling and walking routes.

Adoption of roads

- 7.47 On the original submitted scheme County Highways raised a number of detailed design issues about the scheme as originally submitted and confirmed that as the layout does not currently comply with the County Highways design requirements it will not be in a position to adopt the internal

estate roads. County Highways requested the imposition of a series of conditions.

- 7.48 The County Highways concerns were relayed to the applicant who has confirmed that it is not their intention for the internal estate roads to be adopted by the County Council.
- 7.49 In response County Highways has requested the imposition of a further condition (Condition no. 7) which require, prior to the commencement of development, the submission of and approval of the proposed arrangements for future management and maintenance of the proposed streets within the development.
- 7.50 It should be noted that a condition will also be imposed which requires roads within the development to be constructed to adoptable standards. With these safeguards in place it is considered that proposals are acceptable and will avoid adverse impacts on existing residential properties and communities in line with the aims of Policy CE/10 of the CEAAP (2008).

Vehicular parking

- 7.51 Vehicular parking should be provided in accordance with the standards contained within the CEAAP Appendix 1 Car Parking Standards Table 1. This policy dictates that the district wide average of 1.5 parking spaces per dwelling is not exceeded. In addition provision is also required for visitor parking at the ratio of 1 space for every 4 units (Refer Table 7.3).

| Table 7.3 – Proposed car parking provision | | | |
|---|---------------------------|--|------------------------|
| Dwelling size | CEAAP Standard | Maximum Spaces | Proposed spaces |
| Up to 2 bedrooms | 1 car parking space | 29 dwellings requires maximum of 29 spaces | 29 spaces |
| 3 or more bedrooms | 2 car parking space | 28 dwellings require maximum of 56 spaces | 41 spaces |
| Visitor parking | 1 space for every 4 units | 15 visitor spaces | 17 spaces |
| | | 100 spaces | 86 spaces |

- 7.52 It should however be noted that the Car Parking Standards are maximum standards and that the site is well located in respect to existing pedestrian and cycle infrastructure. Two bus stops are located adjacent to the site, one in

each direction along Coldhams Lane. A financial contribution will also be payable towards the Eastern Corridor Area Transport Plan which will be seeking to increase the proportion of journeys made by bus, cycle and on foot.

- 7.53 The amended scheme satisfies the parking standards and will provide up to a maximum level of parking provision of 86 car parking spaces, of which 17 would be visitor parking. Although there will be a slight overprovision of visitor parking (2 extra spaces) the scheme will overall have a shortfall of parking spaces of 14 spaces so this is considered acceptable in this instance.

Cycle parking

- 7.54 Cycle parking should be provided in accordance with the standards contained within the CEAAP Appendix 2 Cycle Parking Standards Table 1. Table 7.4 below details the amount of cycle parking that will be delivered on site which satisfies the Cycle Parking standards set out in CEAAP. The scheme will deliver a satisfactory quantum of cycle parking spaces on site which satisfies the CEAPP standards.

| Table 7.4 – Proposed cycle provision | | |
|---|------------------------|----------------------------|
| Proposed development | CEAAP Standards | Proposed Provision |
| 10 x one-bed dwellings | 10 | 10 |
| 19 x two-bed dwellings | 38 | 38 |
| 20 x three-bed dwellings | 60 | 60 |
| 8 x three-bed dwellings | 24 | 24 |
| Visitor Cycle Parking | Some | 12 (External) 7 (Internal) |
| Total | 132 + Visitors | 151 |

Noise and Air Quality

- 7.55 Policy CE/35 of the CEAAP allows limited residential development adjacent to the operating airport providing that matters relating to noise and air quality are assessed and conclude that the proposed development could achieve a satisfactory residential environment.

Noise

- 7.56 Condition 12(a) of the outline planning consent required the submission and approval of a Noise Assessment Report prior to the submission of this

reserved matters application which was discharged on 25 of May 2016 (14/0028/COND12(a)).

- 7.57 Environmental Health Officers raised concerns about the inadequate (noise) mitigation and design concerning amenity areas on the original submitted scheme and that it had not been satisfactorily demonstrated that significant or any other adverse noise impacts could be reduced and minimised to an acceptable level within the amenity areas (balconies), particularly on properties fronting Coldhams Lane. To address the concerns it was recommended that the balcony areas be enclosed (e.g. wintergarden).
- 7.58 In response the applicant has revised the design of the balconies which has addressed the concerns raised by Environmental Health Officers. This approach has been agreed in principle by Environmental Health Officers however before they are able to approve the discharge of Condition 12(b) of 14/0028/OUT the applicant will need to provide full details/ specifications of the exact windows and glazing configuration to be installed to all habitable rooms and the sound reduction performance/ quantities and full details/ specifications of exact alternative ventilation system and which will prove that an acceptable air change rate can be achieved with windows closed and assessment of operational noise levels, in all habitable rooms.

Air quality

- 7.59 The Air Quality Assessment (Air Quality Assessment for the proposed development at Coldhams Lane, Cambridge, Report to Weston Homes Plc - Aether, May 2016) submitted in support of this application predicts that if the development is permitted then a maximum increase of up to 0.1 micrograms per cubic meter of nitrogen dioxide and a negligible increase of particulate matter would be observed at selected sensitive receptors around the proposed development as a result of the predicted increase in traffic around the development area. No increase of nitrogen dioxide or particulate matter is predicted within the AQMA.

Summary

- 7.60 Subject to the submission of acceptable details on the windows and glazing configuration and ventilation system there will be no objections to scheme on noise grounds. Further, based on this information there are no objections on air quality grounds and the proposals, as amended, will satisfy condition 17 of the outline planning permission and is in line Policy CE/35 of the CEAAP.

Air Safeguarding for Cambridge Airport

- 7.61 The site falls within an area referred to as an Air Safeguarding Zone and given the proximity of the application site to Cambridge Airport, development which includes buildings of any height needs to be referred to and reviewed by the operators of the airport in conjunction with the Ministry of Defence.
- 7.62 Marshalls, the operator of Cambridge Airport has confirmed that the proposals reflect the Airports requirements for maximum building heights. Marshalls has also requested that additional conditions are imposed which
- Set a height limitation on buildings and structures
 - Set a height limitation on trees and shrubs
 - Set a height limitation for the use of cranes and other high reach equipment for construction
- 7.63 It should be noted that the proposed development is below the 10 metres AOD limit set by Cambridge Airport and as such there is no need to add a further condition restricting the height of development.
- 7.64 Cambridge Airport has worked closely together with the developer in working up the scheme and has not raised any objections to the proposals. With the additional safeguards in place (Condition nos.10 & 11) it is considered that the proposals are acceptable and in line with Policy CE/29 of CEAAP.

Renewable energy & sustainable construction

- 7.65 Condition 10 of the outline consent requires the submission of a renewable energy statement, which demonstrates that at least 10% of the development's total predicted carbon emissions will be reduced through the implementation of on-site renewable energy sources. The condition was imposed to ensure that development accords with policies CE/24 and CE/28 of CEAPP and the Supplementary Planning Document 'Sustainable Design and Construction 2007.
- 7.66 The applicant has confirmed in the submitted Sustainability Statement that the proposed on-site renewables will comprise photovoltaic panels to be installed on the roof. The panels will be mounted facing due south-west on flat roofs. The provision of photovoltaics panels will be designed to achieve at least 10% reduction on CO₂.
- 7.67 The Council's Senior Sustainability Officer is supportive of the overall approach, but has requested the inclusion of a condition which requires prior to occupation the submission of the detailed calculations behind the approach (Refer condition 12). An additional condition will be imposed requiring the

submission and approval of a roof plan showing the layout of the panels (Refer condition 13).

- 7.68 The proposals therefore accords with policies CE/24 and CE/28 of CEAPP and with guidance within the Supplementary Planning Document 'Sustainable Design and Construction 2007.

Archaeology

- 7.69 Condition 27 of the outline planning consent requires that no development shall take place until the applicant has secured the implementation of a programme of archaeological work. The programme has been agreed and the archaeological excavation phase of the programme has recently been completed. It has brought to light very significant archaeological evidence: a small Roman cemetery of graves and cremations places in square funerary enclosures, and new Anglo-Saxon pagan cemetery of around 125 individuals of 5-6th century AD date with an associated rectangular building.
- 7.70 The post-excavation phase of work is now due to commence on the assessment audit and subsequent analytical phase of the archaeological programme, which will lead to publication, dissemination and archiving.
- 7.71 Condition 27 of the outline planning permission 14/0028/OUT will be discharged in parallel with this application.

Community facilities

- 7.72 Policy CE/9 of the CEAPP requires that development provides a full range of services and facilities including community uses. In addition, the City Council's Planning Obligation Strategy requires that all new residential developments contribute towards the provision or improvement of community facilities, either through the provision on-site as part of the development or through a financial contribution towards the cost of improvements to nearby facilities where impacts arising from the development can be demonstrated. In this instance, the development will generate an additional 145 people approx who will need to use existing community facilities in the surrounding area if these are not provided within the development.
- 7.73 Due to the small scale of the development, it is not feasible to provide community facilities on site. An off-site contribution was secured through the S106 attached to the outline consent and will be used towards the provision of improvements of community facilities and equipment at the Cherry Hinton community hub.

Construction management

- 7.74 Condition 14 of the outline planning consent required that prior to or concurrently with the submission of the first reserved matters application the submission and approval of a site wide Construction Environmental Management Plan (CEMP). A CEMP has been submitted for approval as a separate discharge of condition application (14/0028/COND14).
- 7.75 The CEMP requires the following;
- a) Access to the site will be from Coldhams Lane and that all plant and site vehicles will enter via this site access
 - b) Construction hours will be; 08:00 am -18:00 pm Monday to Friday and 8:00 am -13:00 pm Saturday with no work on Sundays or Bank Holidays.
 - c) Vehicles arriving at the site, that for whatever reason are unable to enter the site, will not be permitted to park on local roads.
 - d) All sub-contractors awarded contracts for the development have been/will be advised that there will be no parking provided on site for operatives.
 - e) No on-street parking will be available on nearby local roads.
 - f) There will be provision for vans to be unloaded on the site in a timed slot.
 - g) Loading and unloading of plant and equipment will take place within the site, away from the entrance from Coldhams Lane.
 - h) A regular newsletter will be sent by the Construction team to local occupiers to keep them informed of the progress of the construction works.
- 7.76 Consultees have assessed the document and confirmed that the condition can be discharged in part. The applicant has submitted further information/clarifications which are currently being assessed.

Impact on adjacent properties

- 7.77 The nearest residential properties to the application site are those on Hatherdene Close which lie to the south-east of the application site. Properties along the eastern and northern end of Hatherdene Close fronting the application site, were built well back from the highway. Previously properties along the Close enjoyed unobstructed views westwards over fields towards the airport.
- 7.78 The planned new development on the application site will be approximately 25 metres away from the facades of the majority of existing properties along Hatherdene Close and as such will not impact unduly upon the residential amenities of these properties.
- 7.79 However, nos. 12, 13 and 14 Hatherdene Close at the end of the close, which are housed within a 2-storey building will be built much closer to the planned

new development. At its nearest point this building will be only 8 metres apart from the nearest planned new building a terraced house. This new terraced house will not, however, have windows with direct views into the habitable rooms in of nos. 12, 13 and 14 Hatherdene Close.

- 7.80 Instead nos. 12, 13 and 14 Hatherdene Close will look out westwards along an internal estate road and the front gardens of properties fronting onto this internal estate road.
- 7.81 The proposed development has been carefully designed to avoid negatively impacting upon the amenities of neighbouring development and is therefore considered acceptable. It should be noted that at the time of writing this report no representations have been received from nearby residents.

Planning Obligations

- 7.82 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 7.83 The S106 planning agreement attached to the outline planning consent 14/0026/OUT requires financial contributions towards the provision of a range of infrastructure. However, since the outline permission was granted in April 2015, this Reserved Matters application has come forward which has provided more information about the housing mix proposed and level of open space provision on site. Therefore this report provides an update on the obligations secured through the outline permission relative to this detailed scheme and changes in the City Council's approach to S106 obligations to address the "S106 pooling" restrictions that have come into effect since the outline permission was granted. Project-specific contributions have been identified as follows:
- Outdoor sports facilities – Cherry Hinton Recreation Ground – provision and/or improvements to sports pitches and training facilities - £34,510.
 - Indoor sports facilities – Cherry Hinton Village centre - provision or improvement of indoor sports facilities and equipment - £39,000.
 - Informal open space – Cherry Hinton Recreation Ground – improvements - £14,981
 - Allotments – Pen Close Allotments – improvements - £7,540.
 - Community facilities – Cherry Hinton community hub - £89,120

- 7.84 A number of other contributions were secured through the outline S106 agreement towards transport, education and waste requirements relative to the impact of the development.
- 7.85. The proposal therefore accords with the CIL Regulations, Policy CE/33 of the CEAAP which requires provision of appropriate infrastructure provision to serve developments and City Council's Planning Obligation Strategy 2010.

Public Art

- 7.85 The Section 106 legal agreement attached to the outline planning consent requires the submission of a Public Art Delivery Plan which would set out details of the public art to be provided on site, or alternatively the payment of a financial contribution towards the provision of public art in Cambridge.
- 7.86 However, in line with the CIL Regulations the Council can now pool no more than five S106 contributions towards the same project. This means that all public art contributions now agreed by the City Council must be for specific projects at particular locations.
- 7.87 The applicant has therefore agreed to the principle of providing public art on site, and have established the broad principles for the provision of public art within the site which are to explore;
- the potential of the exploiting the archaeological finds on site
 - embedding art work within the fabric of a design or buildings
 - the potential for event based public art
- 7.88 A further condition will be imposed requiring within six months of the commencement of development, the submission and approval of a Public Art Delivery Plan. With the condition in place the scheme is now compliant with policy CE/9 of the Cambridge East Area Action Plan and the City Council's Public Art SPD 2010.

Conclusion

- 7.89 The proposal is for a Reserved Matters scheme following on from a previous outline permission and S106 agreement. The proposals have been amended to address urban design, landscape and environmental health concerns and are considered to be acceptable, subject to the suggested conditions attached to this report.

8.0 RECOMMENDATION

APPROVE subject to the following conditions:

Highways

1. No unbound material shall be used in the surface finish of any driveway or access within 6 metres of the highway boundary, or proposed highway boundary, of the site.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety (Cambridge East Area Action Plan Policy CE/10).

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

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

3. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The development shall be carried out in accordance with the approved details.

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

4. 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the new dwelling that it serves. One visibility splay is required on each side of each access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

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

5. The manoeuvring areas shall be provided as shown on the drawings and retained free of obstruction.

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

6. The main access into the site shall be provided as shown on the approved drawings and retained free of obstruction.

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

7. Prior to commencement of development details of the design specification for the internal access roads serving the site shall be submitted to and approved

by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order that adequate provision is made for access and servicing (Cambridge East Area Action Plan Policy CE/10).

Management and maintenance arrangement

8. Prior to the occupation of any units within the development details of the proposed arrangements for future management and maintenance of;
 - a) the proposed streets within the development
 - b) public open spaces
 - c) surface water drainage features

shall be submitted to and approved in writing by the Local Planning Authority. The streets, public open spaces and surface water drainage features shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established. The development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory development of the site and to ensure estate roads, public open spaces and surface water drainage features are managed and maintained thereafter to a suitable and safe standard (Cambridge East Area Action Plan Policy CE/10).

Design

- 9 Prior to the occupation of any units within the development the detailed design of the proposed bin and cycle stores shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge East Area Action Plan CE/2)

Height Limitation on Trees & Shrubs

- 10 No individual trees, shrubs or stands of trees and shrubs on the application site or trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above a height of 10m above ground level.

Reason: If trees or shrubs exceed this height they will penetrate the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger the movements of aircraft and the safe operation of the aerodrome and to avoid the trees and shrubs on the application site endangering the safe movement of aircraft and the operation of Cambridge Airport through interference with

communication, navigational aids and surveillance equipment. (Cambridge East Area Action Plan CE/29)

Use of Cranes and Other High Reach Equipment for Construction

- 11 The permission of Cambridge Airport is required prior the use of any Crane or High Reach Equipment above 10m above ground level as part of the development construction. Cambridge Airport should be notified 21 days notice prior to the use.

Reason: To ensure that any temporary construction operations and equipment on the application site or on any adjoining land do not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger the movement of aircraft and the safe operation of the aerodrome and to ensure the development does not endanger the safe movement of aircraft or the operation of Cambridge Airport through interference with communication, navigational aids and surveillance equipment. (Cambridge East Area Action Plan CE/29)

Renewables: 10% Renewables Submission of Energy Statement

- 12 Within six months of the commencement of development, a renewable energy statement, which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the following details:

- a) The total predicted energy requirements of the development, set out in Kg/CO₂/annum; and.
- b) A schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, location, design and a maintenance programme.

The proposed renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority. No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge East Area Action Plan Policy CE/24).

- 13 Within six months of the commencement of development a roof plan of the development should be submitted and approved showing the layout of all photovoltaic panels. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity. (Cambridge East Area Action Plan CE/2)

Links to neighbouring development

- 14 Provision shall be made to enable the provision of a pedestrian/ cycle link from the neighbouring land at Land North of Cherry Hinton neighbouring land to the north boundary of the application site, through the site north western corner of the site into the planned area of public open space, as approved. An indicative plan showing the location of the pedestrian/cycle link within this development shall be submitted and approved by the local planning authority prior to first occupation of the development. Upon delivery of the full route, the part of the route within this development shall be maintained thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that development on the site integrates and links with future development on neighbouring land (Cambridge East Area Action Plan CE/2)

Public art

- 15 Within six months of the commencement of development, a Public Art Delivery Plan shall be submitted to and approved in writing by the local planning authority and shall include the following:

- Details of the Public Art and artist commission;
- Details of how the Public Art will be delivered, including a timetable for delivery
- Details of the overall value/costs of the public art including professional fees and any maintenance costs.
- Details of the location of the proposed Public Art on the application site as applicable.
- The proposed consultation to be undertaken with the local community

The approved Public Art Delivery Plan shall be fully implemented in accordance with the approved details and timetable.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policy CE/9 of the Cambridge East Area Action Plan

Tree Planting Strategy

- 16 No development of a building shall commence until such time as a tree planting strategy plan has been submitted to and approved by the local

planning authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable soft landscape is provided as part of the development. (Policy CE/2 of the CEAAP (2008))

Open Space Landscape Design

- 17 No development of a building shall commence until such time as a detailed hard and soft landscape design has been submitted and approved for landscape areas outside of private ownership/curtilage. This includes areas identified as public open space, verge areas and other ancillary landscape areas. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable soft landscape is provided as part of the development. (Policy CE/2 of the CEAAP (2008)).

Accompanying informatives:-

1. Highways informative

The principle areas of concern that should be addressed are:

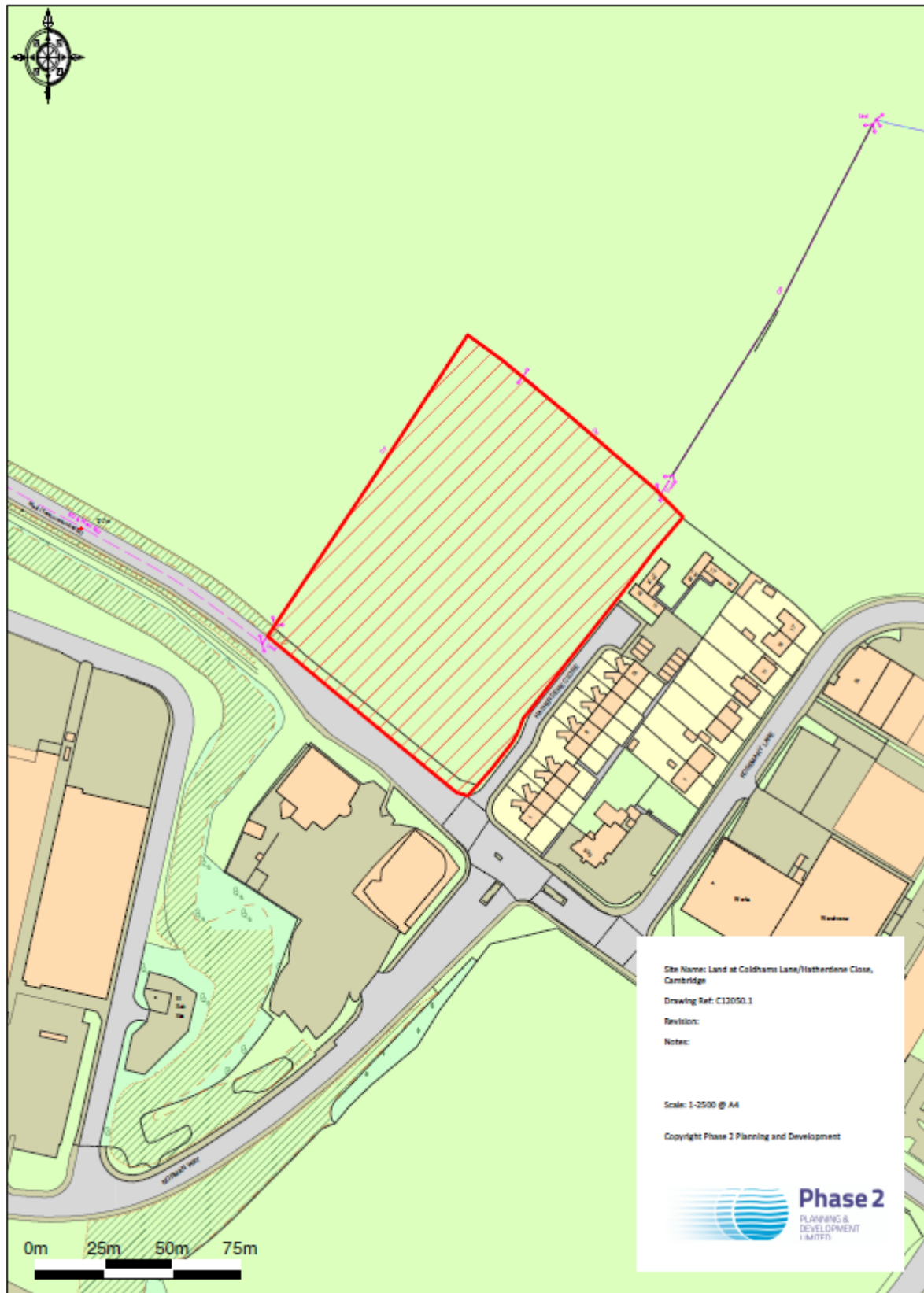
- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

2. Highway Informatives

The applicant is advised that to discharge Condition 8 the Local Planning Authority requires a copy of a completed agreement between the Applicant and the Local Highway Authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

Appendix A – Site location plan



Appendix B - Outline consent 14/0028/OUT (16/0970/S73) condition updates

| Condition No. | Condition name | Consultee Code | Consulted date | Status Green=Discharged/Agreed Amber=Part Discharged Red=Submission not Discharged RQ=Requires compliance |
|----------------------|---|-----------------------|-----------------------|--|
| 1 | Standard outline condition | | | Discharged/Agreed |
| 2 | Standard outline condition | | | Discharged/Agreed |
| 3 | Standard time restriction | | | RQ |
| 4 | Landscaping | | | Submission not Discharged |
| 5 | Replacement of landscape features | | | RQ |
| 6 | Landscape management plan | | | Submission not Discharged |
| 7 | Affordable housing distribution | | | Discharged/Agreed |
| 8 | Broadband | | | RQ |
| 9 | Code for sustainable homes | | | RQ |
| 10 | Renewable energy statement | | | Submission not Discharged |
| 11 | Water conservation statement | | | Submission not Discharged |
| 12 | Noise assessment | | | Submission not Discharged |
| 13 | Noise insulation | | | RQ |
| 14 | CEMP | | | Submission not Discharged |
| 15 | Detailed site waste management plan | | | Submission not Discharged |
| 16 | Contaminated land assessment | | | RQ |
| 17 | Air quality scheme | | | Submission not Discharged |
| 18 | Foul drainage | | | Discharged/Agreed |
| 19 | Sustainable drainage assessment (Surface Water Drainage Strategy) | | | Discharged/Agreed |
| 20 | No infiltration of surface water drainage | | | RQ |
| 21 | Pollution control | | | RQ |

| | | | | |
|----|--|--|--|---------------------------|
| 22 | Lighting | | | RQ |
| 23 | Ecological conservation management plan | | | Submission not Discharged |
| 24 | Removal of PD rights | | | RQ |
| 25 | Removal of PD rights | | | RQ |
| 26 | Removal of PD rights | | | RQ |
| 27 | Archaeology | | | Part Discharged |
| 28 | Car and Cycle Parking | | | Submission not Discharged |
| 30 | Cycle Parking | | | Submission not Discharged |
| 31 | Public art delivery plan | | | Submission not Discharged |
| 32 | Fire hydrants | | | Submission not Discharged |
| 33 | Building heights | | | Discharged/Agreed |
| 34 | Refuse arrangements | | | Discharged/Agreed |
| 35 | Refuse collection vehicle circulation routes | | | Submission not Discharged |
| 36 | Materials | | | RQ |
| 37 | Travel plan | | | RQ |

Consultee codes:

AWA – Anglian Water Services.

LAN - Landscape

CNE – New Communities (County).

URB – Urban Design

CYC – Cycling and Walking Officer.

DRN – Drainage.

FIR – Fire and Rescue Service.

LAN – Landscape Architects.

NRA – Environment Agency.

WST - Waste

CCA – Historic Environment Team (County)

POL - Policy

CON – Conservation.

ARC – Architectural Liaison Officer

DIS – Disability Access Officer.

ENV – Environmental Health.

HIG – Highways Authority.

NCON – Nature Conservation Projects Officer.

SOS – Streets and Open Space.

Appendix C – Ground floor layout plan



Contact details

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

Author's Name: Mark Wadsworth

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JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 15th February 2017

| | | | |
|---------------------------|---|--------------------|---------------|
| Application Number | 16/1973/ADV | Agenda Item | |
| Date Received | 11 November 2016 | Officer | Mr John Evans |
| Target Date | 6 January 2017 | | |
| Ward | Castle | | |
| Site | North West Cambridge Development Site, Madingley Road and Huntingdon Road. | | |
| Proposal | Erection of two temporary non-illuminated signs at two locations, on Madingley Road and Huntingdon Road | | |
| Applicant | Sainsbury's and The University of Cambridge | | |

The above application has been reported to Joint Development Control Committee for the Cambridge Fringes in accordance with scheme of delegation.

| | |
|---------|--|
| SUMMARY | <p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none">1. The amended totem signs, by reason of a 1.5m height reduction, 44% reduction in surface area, introduction of cedar cladding and removal of all illumination, minimises harm to visual amenity. The applicant has argued that the signs are necessary to support the initial opening of the supermarket to support the local centre and, on balance, the signs will not create significant harm to visual amenity for an 18 month period.2. The City Council (in consultation with key stakeholders) will produce a 'gateway' signage strategy to provide guidance for future signage proposals within these parts of Huntingdon and Madingley Roads, to include the North West Quadrant developments. |
|---------|--|

| | |
|----------------|---|
| | 3. The signs will not harm public safety. |
| RECOMMENDATION | APPROVAL |

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site relates to the North West Cambridge Development site (NWCD), located on the north-western edge of Cambridge, to the south and west of the village of Girton. The proposed totem signs relate to the new supermarket located in the local centre of the NWCD.
- 1.2 The proposed two totem signs are located at the northern junction with Huntingdon Road (A1307) and the main entrance to the NWCD (Eddington Avenue) and at the southern junction with Madingley Road (A1303) and Eddington Avenue. Both signs are positioned on recently planted landscaped verges which are not part of the public highway.
- 1.3 Both signs are sited on land designated as open space/green belt in the North West Cambridge Area Action Plan (NWCAAP).

2.0 THE PROPOSAL

- 2.1 This resubmitted, amended application seeks permission for the erection of two totem signs in relation to the new supermarket on the NWCD. The applicant seeks permission to erect the two totems for the first three years of opening, to support the customer base and development of the new food store and local centre.
- 2.2 The Madingley Road totem sign ST1 stands approximately 5m, although it is situated approximately 1.5m below pavement level within the vegetation belt. 3.5m of the totem will be visible from the pavement. It has a width of 1.9m.
- 2.3 The Huntingdon Road totem sign ST2 stands 3.5m from ground level and has a width of 1.9m.
- 2.4 Both amended totem signs frame the corporate branding of Sainsbury's supermarket, the future operator for the food store unit on the NWCD, within cedar wood cladding on the main totem.

3.0 SITE HISTORY

| Reference | Description | Outcome |
|-------------|--|----------|
| 16/1242/ADV | Erection of two temporary illuminated totem signs on Madingley Road and Huntingdon Road. | Refused |
| 16/0284/ADV | Site wide signage consisting of 6x double sided map nodes (S2) and 22 x finger post signs (S3) | Approved |

Application **16/1242/ADV** was refused for the following reason:

The proposed two totem signs by reason of their prominent location, height, width and illumination would be unduly strident and out of character with their surrounding context on two key approaches into the City. As such the proposal would cause significant harm to visual amenity, contrary to policies NW2 and NW4 of the North West Cambridge Area Action Plan 2009, government guidance contained within the National Planning Policy Framework (NPPF) 2012 and the Town and County Planning (Control of Advertisements) (England) Regulations 2007.

4.0 PUBLICITY

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

5.0 POLICY

5.1 Relevant Development Plan policies

North West Cambridge Area Action Plan

NW2: Development Principles
NW4: Site and Setting

5.2 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 |
| Material Considerations | <u>Informal Guidance</u> Informal Planning Policy Guidance on Foodstore Provision in North West Cambridge March 2011 Guidance for Marketing Signage for Cambridge Fringe Sites - March 2012 Huntingdon Road: Cambridge Suburbs and Approaches Study March 2009. Madingley Road: Cambridge Suburbs and Approaches Study March 2009. |

| | |
|--|--|
| | |
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 There will be no significant impact on the operation of the highway network.

Urban Design and Conservation Team

6.3 The Urban Design Team did not support the previous application for the erection of two temporary illuminated totem signs on Madingley Road and Huntingdon Road (16/1242/ADV). Whilst the changes made to the design of the totem signs in this new application are noted, previously raised concerns still remain.

- The principle of two free-standing totem signs is not considered appropriate in this green belt location.
- Notwithstanding the reduction in height and width, the totems are excessively tall to advertise the presence of one retailer.
- Eddington is a new neighbourhood of Cambridge. The two heavily branded signs located at the main entrances into the neighbourhood do not reflect this, and are out of keeping with the NWCD.
- The proposed design is less than temporary in character and is likely to lead to pressure on the LPA in the future to remain in perpetuity.
- Concerns remain this proposal will lead to a proliferation of additional totem poles within the area for other uses and stores.

6.4 The Urban Design and Conservation Team will be producing an informal guidance note to guide further signage in the North West Quadrant and gateway into Cambridge. This will include general principles and is likely to recommend consolidated advertising on a single totem to serve each local centre.

6.5 Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 Comments of support have been received from:

Acting Project Director, North West Cambridge Development, University of Cambridge

Pro Vice Chancellor, University of Cambridge

Chair, West and North West Cambridge Estates Board

7.2 The representations can be summarised as follows:

- The University has worked with the City Council to establish the framework for a successful and sustainable new community at North West.
- The Sainsburys supermarket will be a key resource for the new development and neighbouring communities.
- The provision of a new supermarket in this location is supported by local policy and will provide for an underserved part of the City, reducing pressure on the highway network, providing an alternative to Tesco at Bar Hill.
- The University is keen for the store to open early in the build out of the local centre to establish positive travel behaviours.
- At the projected opening date it is anticipated that only 500 homes will be occupied on site which is hugely less than a tenant like Sainsbury's would expect.
- To support commercial viability and continuity of the store people need to be aware of it.
- If the store is not promoted with signs there is a grave concern the store will not succeed, leading to them not opening the store at all.
- Significant changes have been made to the original proposal, including removal of all illumination.
- Both signs have been reduced in height by 1.5m and the metal face of the signs reduced by 44% in area.
- All signs will be removed in three years.
- Sainsbury's have also submitted a precedent study which demonstrates the considerable existing signage along Huntingdon Road that has already been consented.

7.3 Comments in objection have been received from:

Girton Parish Council

7.4 The representations can be summarised as follows:

- Object on the basis of size of the signs and visual impact.
- Despite the reduced size and different materials, the impact of the signage appears much the same as the previous design.
- The Council also questioned whether the store would be a 'local' shop for those living and working on the NWCD, rather than a business trying to attract passing trade.

7.5 Full details of the representation can be inspected on the application file.

8.0 ASSESSMENT

8.1 The key issue relates to the design and appearance of the two totem signs in their setting and whether the previous reason for refusal of 16/1242/ADV has been adequately addressed.

- 8.2 The NPPG requires that local planning authorities control the display of advertisements in the interests of amenity and public safety, taking into account the provisions of the development plan, in so far as they are material, and any other relevant factors. Unless the nature of the advertisement is in itself harmful to amenity or public safety, consent cannot be refused because the local planning authority considers the advertisement to be misleading or unnecessary.

Amenity

- 8.3 The previously refused application was considered unacceptable because of the prominent location, height, width and illumination of both totem signs which was considered unduly strident and out of character with their surrounding context, on two key approaches into the City. The considerations in relation to the amended proposals are set out below.
- 8.4 The height of the amended totem signs is a significant 1.5m reduction from the refused application 16/1242/ADV, which will reduce the level of visual intrusion at both the Huntingdon Road and Madingley Road junctions. Whilst the location of both totem signs remain the same and falls within space identified as open space/green belt with the NWCAAP, the principal function of this area is to ensure that Girton does not coalesce with Cambridge. This key objective will not be compromised by the application proposal. The previous strident appearance of the totems will be reduced through the 1.5m height reduction, 44% reduction in surface area, the introduction of cedar cladding and removal of all illumination. Harm to visual amenity is therefore minimised and the signs are significantly less intrusive as compared to the refused application. In the view of officers the revised proposals are not in conflict with NW2 and NW4 of the North West Cambridge Area Action Plan 2009.
- 8.5 Both entrances to the NWCD are wide, open vehicle junctions. Planting and vegetation will soften their appearance as it establishes and this contributes to the officer view that the smaller, amended signs are acceptable for a temporary period. At present, tree and vegetation cover has only recently been planted at both junctions, but it will become more established over time over the next 12 months. The applicant seeks consent for a three year period. Officers consider this to be excessive in the context of the previous refusal and Green Belt location. An 18 month temporary period is a reasonable timeframe to support the early period of store opening, without the signs becoming established features in the street scape.
- 8.6 The University already has a comprehensive wayfinding strategy for the NWCD. However officers still have concerns there will be pressure for further signage at the site entrances, (which was also expressed by Committee), for other retailers and services within the NWCD. This is an important issue given the Darwin Green development on the opposite site of Huntingdon Road will also require signage, including for local centre occupiers and a supermarket.
- 8.7 Given the above potential for proliferation of signage and mindful of the

cumulative impact of such signage along Huntingdon Road and Madingley Road in its changing context, the Council's Urban Design Team will be producing an informal guidance note. This will direct a comprehensive signage approach for this important city gateway context, including the North West Quadrant developments. This will seek to establish a comprehensive approach, which could include for example totems within which different operators can advertise. Following removal of the Sainsbury's totems within 18 months it is expected that longer term signage arrangements will follow the principles of this document.

- 8.8 In terms of wider justification, outside the narrow scope of amenity and highway safety, officers recognise the need for the future supermarket operator to attract custom from a wider catchment, particularly during the early stages of the development. It may not be obvious when the supermarket has opened for trading, partly because it will not be directly visible from Huntingdon Road or Madingley Road. Officers still consider the needs of the supermarket operator to have a strong launch, in the interests of the developing community, reasonable in this context. An appropriate rationale has been provided for the amended signage, which is in accordance with the Council's informal guidance for marketing signage on the Fringe Sites.
- 8.9 The applicant sets out that for the initial opening period there will not be sufficient housing on site (under 500 units) to viably serve the store. The store will need to attract an estimated 70% of customers from further afield during the initial period. Officers recognise that the Informal Planning Policy Guidance for Foodstore Provision (March 2011) sets out a need for a medium sized store on the NWCD to serve future needs and to reduce the distance to travel to access shopping and services. Existing needs are also underprovided for in the North West of the City and in that context some promotional support, which includes the totems, is not considered unreasonable.
- 8.10 The applicant places significant weight on the changing, more urban character of the site location(s) and the number of other advertisements which can be found in the vicinity. Officers give little weight to the 'existing signage context' document submitted by the applicant. The key difference is that the other examples cited are functionally related to the forecourt threshold of the premises which they serve. For this reason many of the examples benefit from 'deemed consent' and are not visually incongruous because they clearly relate to the premises which they serve. The Sainsbury's signs are 700m from the store, which is not visible from either road frontage. In addition, the majority of the examples identified are not within the Green Belt. For these reasons the application proposal must be considered on its own merits and can only therefore be considered acceptable for a very limited 18 month period. Any longer term signage will be assessed on its own merits and directed by strategic guidance produced by the Council's Urban Design and Conservation Team.

Public Safety

- 8.11 Visibility splays accompanying the application submission demonstrate the proposed totems will not conflict with vehicle sightlines at each junction. The

signs will not in the view of officers create any undue harm to highway safety. This was not previously a reason for refusal of 16/1242/ADV.

- 8.12 All illumination has now been removed in this revised submission. There are no issues regarding visual glare or potential distraction for motorists.

Third Party Representations

- 8.13 The issues raised in the representation received have been covered in the above report and the key points are mapped below in table 1.

Table 1: Summary of Representations

| Issue | Report section/officer response |
|---|--|
| Objection | |
| Despite the reduced size and different materials, the impact of the signage appears much the same as the previous design. | See paragraph 8.4 The size and design of both signs has been significantly amended. |
| Comments in support | |
| To support commercial viability and continuity of the store people need to be aware of it. | See paragraph 8.8. |
| The provision of a new supermarket in this location is supported by local policy and will provide for an underserved part of the City, reducing pressure on the highway network, providing an alternative to Tesco at Bar Hill. | See paragraph 8.9. |

9.0 CONCLUSION

- 9.1 The proposed amended totem signs, in the view of officers, address the significant concerns expressed by Committee in refusal of 12/1242/ADV. They are considered acceptable for a temporary 18 month period (only) to enable the new supermarket to establish a customer base, in the interests of the success of the NWCD. The appearance of the revised totem signs are not considered to be unduly harmful to public safety or wider amenity. Any longer term signage will be considered on its own merits and directed by strategic guidance for the City Gateways and North West Quadrant to be produced by the Urban Design and Conservation Team. APPROVAL for a temporary 18 month period is recommended.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The express consent hereby approved expires 18 months from the date of first opening of the new supermarket association with the North West Cambridge Development local centre and the advertisement hereby approved shall be displayed before that date.

Reason: In accordance with Part 3 Regulation 14 of the Town and Country Planning (Control of Advertisements) Regulations 2007 and because the totem signs are acceptable for a temporary period only to facilitate the opening of the new supermarket on the North West Cambridge Development.

Contact details

To inspect the application or if you have a query on the report please contact:

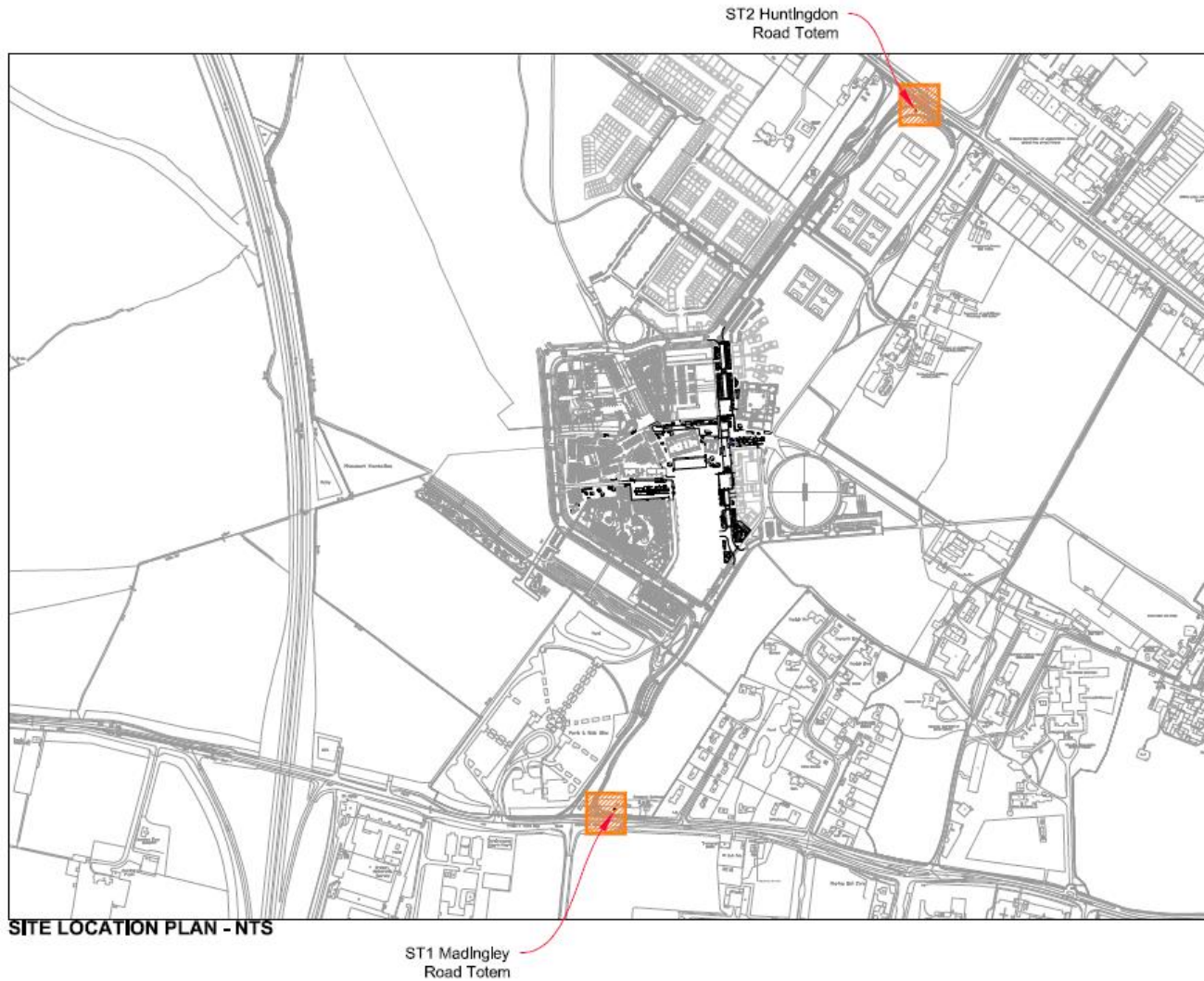
Author's Name: John Evans
Phone Number: 01223 457289
Email: John.evans@cambridge.gov.uk

The following pages include:

APPENDIX 1 – Totem sign locations, elevations and refused plans
16/1242/ADV

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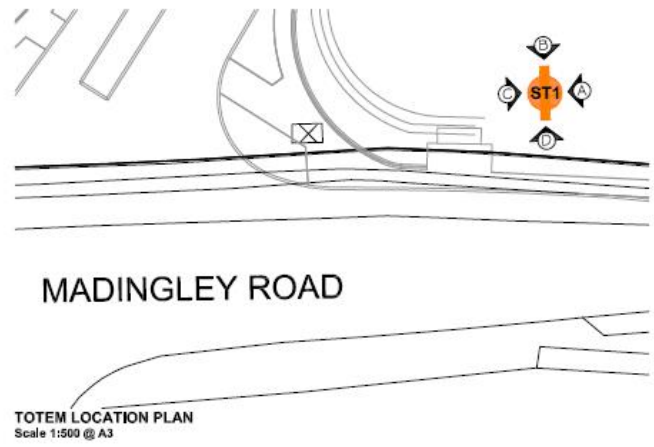
16/1973/ADV - Totem sign locations



16/1973/ADV – Madingley Road totem

ST1

Page 60



16/1973/ADV – Huntingdon Road totem ST2

University Site
North West
CAMBRIDGE



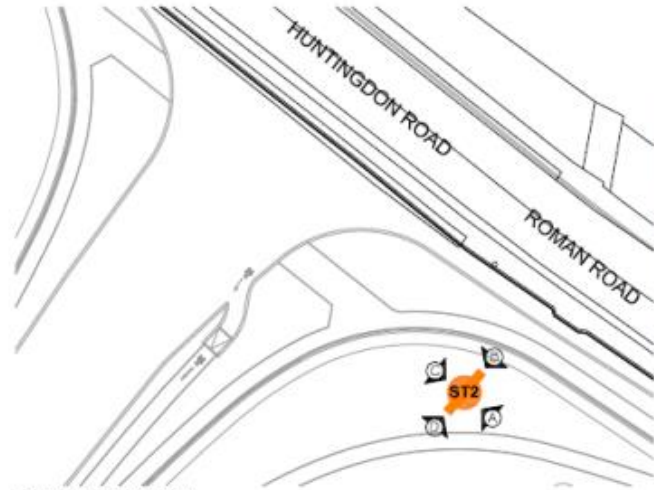
ELEVATION A
Scale 1:50 @ A3

ELEVATION C
Scale 1:50 @ A3

ELEVATION D
Scale 1:50 @ A3

ELEVATION B
Scale 1:50 @ A3

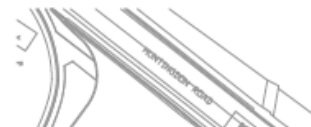
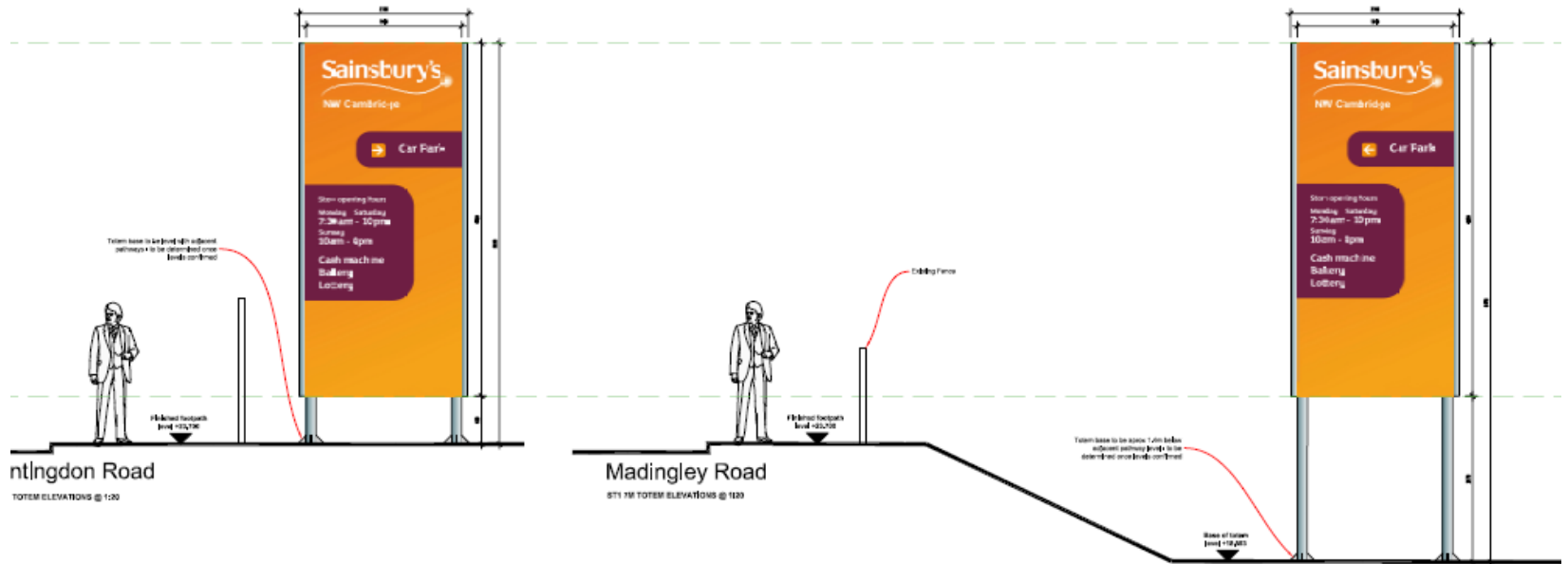
Page 61



Refused application 16/1242/ADV

Elevations

Page 62



Refused application 16/1242/ADV Visuals



IM VISUAL ST1 - MADINGLEY ROAD WEST

TOTEM VISUAL ST1 - MADINGLEY ROAD EAST



IM VISUAL ST2 - HUNTINGDON ROAD NORTH WEST



TOTEM VISUAL ST2 - HUNTINGDON ROAD SOUTH EAST

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Agenda Item 7

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 15 February 2017

| | | | |
|---------------------------|---|-------------------|--------------|
| Application Number | AI/JS/39/117 | | |
| | Related planning applications | | |
| | -07/0620/OUT (Clay Farm, Outline Application) | | |
| | -15/2296/S73 (Quad 21, City Council, Hill Residential) | | |
| | -14/1201/REM (Quad 21, City Council, Hill Residential) | | |
| | -15/0844/REM (Parcels 8a and 8b, Countryside) | | |
| | -16/2208/REM (Parcel 8A, Countryside) | | |
| Date Received | 29 March 2016 | Officer | Sharon Brown |
| Target Date | - | | |
| Parishes/Wards | Trumpington | | |
| Site | Public Footpath 117- running along the rear of Foster Road properties | | |
| Proposal | Update on application for an order under Section 257 of the Town and Country Planning Act 1990 to permanently divert a public right of way involving diversion of part of Public Footpath No. 117 Cambridge, required to enable further development of the Clay Farm site, Trumpington. | | |
| Applicant | Hill Residential Limited, on behalf of Cambridge City Council | | |
| Recommendation | Agree to pursue the Footpath Diversion order for Public Footpath 117 and instruct Cambridgeshire County Council to submit the opposed order to the Planning Inspectorate for determination | | |
| Application Type | Section 257 | Departure: | No |

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

| | |
|---------|---|
| SUMMARY | <ol style="list-style-type: none">1. The proposed diversion of Cambridge Footpath No. 117 is acceptable and in accordance with previous JDCC decisions and should be pursued.2. As the order is being contested, it is recommended that Cambridgeshire County Council as agent is instructed to submit the opposed order to the Planning Inspectorate for determination. |
|---------|---|

Background

A report on this Footpath diversion order was previously brought to the Joint Development Control Committee on 14 September 2016 (see Appendix 1). At that Committee, Members resolved to approve the diversion order. This decision had followed on from a related S73 variation application, providing for the realignment of the footpath, for Parcel 21, which was previously approved by the JDCC on 17 February 2016. Plans showing the location of the existing footpath are attached in Appendix 2.

Since September 2016, Cambridgeshire County Council have been progressing the order. Two objections have been received to the order (these were reported to the JDCC as part of the original order diversion report in September 2016). As the objectors have advised the County Council that they wish their objections to stand, as a contested order, the application now has to be submitted to the Planning Inspectorate for determination, if a decision is taken that the order should still be pursued. The alternative is that the order is abandoned.

Officers are recommending that the order should be pursued, given that the realignment of the footpath is important enabling development for the two development parcels abutting it, Parcel 21 and Parcels 8/8a. The Parcel 21 scheme is well under construction and initial enabling works are about to start on Parcel 8. Countryside Properties, the Parcels 8/8A developers, have a tight programme to deliver the housing within their parcels. These are the last residential parcels where construction remains to be progressed on the whole Clay Farm development.

It is therefore recommended that Cambridgeshire County Council, as agent, is instructed to submit the contested order to the Planning Inspectorate for determination.

There are costs associated with an appeal of this nature. County Council officers estimate these to be within the range of £610 -£2,400 excluding VAT, depending on whether the written representations or public inquiry procedure is selected. Discussions have been taking place with the developers concerned about the developers covering these costs, given the development enabling nature of the footpath realignment. An update will be provided on this at Committee.

Background Papers

- Application File 07/0620/OUT (Clay Farm Outline Application)
- Application File 15/2296/S73 (Quad 21, City Council, Hill Residential)
- Application File 14/1201/REM (Quad 21, City Council, Hill Residential)
- Application File 15/0844/REM (Parcels 8a and 8b, Countryside)

Contact details

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

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Appendix 1

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 14 September 2016

| | | | |
|---------------------------|---|-------------------|----------------|
| Application Number | AI/JS/39/117 | | |
| | Related planning applications | | |
| | -07/0620/OUT (Clay Farm, Outline Application) | | |
| | -15/2296/S73 (Quad 21, City Council, Hill Residential) | | |
| | -14/1201/REM (Quad 21, City Council, Hill Residential) | | |
| | -15/0844/REM (Parcels 8a and 8b, Countryside) | | |
| Date Received | 29 March 2016 | Officer | James Stringer |
| Target Date | - | | |
| Parishes/Wards | Trumpington | | |
| Site | Public Footpath 117- running along the rear of Foster Road properties | | |
| Proposal | Application for an order to permanently divert a public right of way involving diversion of part of Public Footpath No. 117 Cambridge, required to enable further development of the Clay Farm site, Trumpington. | | |
| Applicant | Hill Residential Limited, on behalf of Cambridge City Council | | |
| Recommendation | APPROVE the diversion | | |
| Application Type | Section 257 | Departure: | No |

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

| | |
|----------------|--|
| SUMMARY | The proposed diversion of Cambridge Footpath No. 117 is acceptable |
| RECOMMENDATION | APPROVE |

Background

This application is made under S257 of the Town and County Planning Act 1990 to permanently divert a public right of way. The whole of the affected land is split into two sections, a northern section owned and being developed by Countryside Properties and a southern section owned by Cambridge City Council and being developed by Hill Residential. The latter of these land parcels has been subject to

a recent S73 application (15/2296/S73), approved by the JDCC on 17 February 2016, to amend approved plans associated with the public footpath under 14/1201/REM.

The diversion will move a section of the public footpath 2 metres closer to the rear boundary fences of Foster Road properties to ensure that the residential development can be constructed on the original line of the footpath. The width of the public footpath would be 3 metres for the section delivered by Countryside Properties and 2 metres for the section delivered by Hills Residential (adjacent to the Foster Road properties). The proposed length of the new route would be 295m, an increase of 1 metre compared to the existing route. The footpath is currently natural but would be a bound surface constructed to the County Council's Housing Estate Road Construction Specification. If the diversion order is successful, the maintenance of the route would transfer to the County Council as Highways Authority.

The application is prepared for Cambridge City Council by Cambridgeshire County Council. It has been subject to separate consultation and representations. These are outlined and assessed in the accompanying report.

Under the legislation, an order to divert or stop up a Public Right of Way can only be made if the County Council is satisfied that it is necessary to do so to enable development to be carried out in accordance with the approved planning permission(s).

Summary

The overall effect of the diversion on public enjoyment is considered to be neutral. The application to divert part of Public Footpath No.117 meets the requirements of section 257 of the Town and Country Planning Act 1990, in that it is necessary to enable development to take place.

Recommendation

-That the Joint Planning Control Committee gives their **APPROVAL** that the proposed diversion of Cambridge Footpath No. 117 meets the legislative tests set out in s.257 of the Town and Country Planning Act 1990.

-That this **APPROVAL** be reported to Cambridgeshire County Council, as agents for Cambridge City Council and indicate an Order should be made.

-That the final route be inspected by Cambridgeshire County Council as Highway Authority and certified as satisfactory before the Order comes into effect.

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Background Papers

- Application File 07/0620/OUT (Clay Farm Outline Application)
- Application File 15/2296/S73 (Quad 21, City Council, Hill Residential)
- Application File 14/1201/REM (Quad 21, City Council, Hill Residential)
- Application File 15/0844/REM (Parcels 8a and 8b, Countryside)

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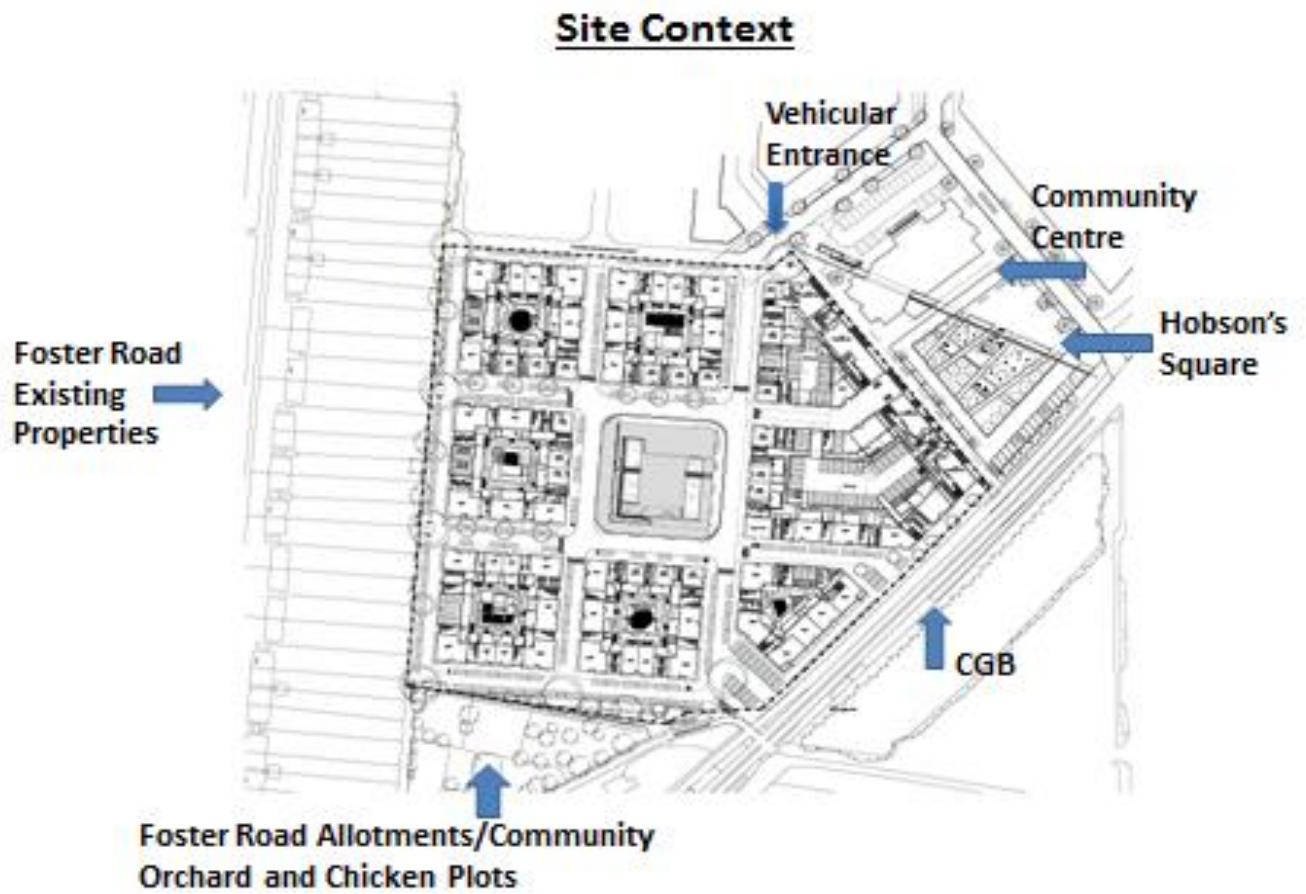
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Appendix 2 – Relevant Plans



Extant footpath & landscape strip

