

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 March 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

Member Development Programme

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

Housing Strategy Update –Helen Reed, Cambridge City Council

1 Apologies

To receive any apologies for absence.

2 Declarations of Interest

Members are asked to declare at this stage any interests that they may have in an item shown on this agenda. If any member of the Committee is unsure whether or not they should declare an interest on a particular

matter, they should seek advice from the Monitoring Officer **before** the meeting.

3 Minutes (*Pages 7 - 12*)

To confirm the minutes of the meeting held on 15 February 2017 as a correct record.

All Committee Members may vote on this item

4 S/2646/16/RM & 16/1769/REM: Phases 10 & 11, Trumpington Meadows
(*Pages 13 - 62*)

All Committee Members may vote on this item

**5 S/0009/17/DC & S/2732/16/DC and 15/2317/COND3 & 15/2317/COND20:
Land at Chesterton Sidings, Cowley Road, Cambridge (Station
development)** (*Pages 63 - 74*)

Quorum for This Item/Application:

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

Speaking at the Committee by Other Members of the Councils

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

Information for the Public

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

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

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

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

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

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

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

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

Further information about speaking at a City Council meeting can be found at;

<https://www.cambridge.gov.uk/speaking-at-committee-meetings>

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

Representations on Planning Applications

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

The submission of late information after the officer's report has been published is to be avoided.

A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in time for inclusion within the officer's report. Any public representation received by the Department after 12 noon two business days before the relevant Committee meeting (e.g by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

The same deadline will also apply to the receipt by the Department of additional information submitted by an applicant or an agent in connection with the relevant item on the Committee agenda (including letters, e-mails, reports, drawings and all other visual material), unless specifically requested by planning officers to help decision-making.

Filming, recording and photography

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

Facilities for disabled people	<p>Level access to the Guildhall is via Peas Hill.</p> <p>A loop system is available in Committee Room 1, Committee Room 2 and the Council Chamber.</p> <p>Accessible toilets are available on the ground and first floor.</p> <p>Meeting papers are available in large print and other formats on request prior to the meeting.</p> <p>For further assistance please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.</p>
Queries on reports	<p>If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.</p>
General Information	<p>Information regarding committees, councilors and the democratic process is available at http://democracy.cambridge.gov.uk/</p>
Mod.Gov App	<p>You can get committee agenda and reports for your tablet by using the mod.gov app</p>

This page is intentionally left blank

JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

15 February 2017
10.00 am - 12.35 pm

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

Officers Present:

New Neighbourhoods Development Manager: Sharon Brown
Planning Team Leader: Paul Mumford
Principal Planner: John Evans
Planning Officer: Mark Wadsworth
Legal Advisor: Richard Pitt
Democratic Services Officer: Daniel Snowdon

Developer Representatives:

Formation Architects: Michael Richter
Perkins & Will: John Drew

FOR THE INFORMATION OF THE COUNCIL

16/57/JDCC Apologies

Apologies for absence were received from Councillors de Lacey and Turner. Councillor Bygott attended as an alternate.

16/58/JDCC Declarations of Interest

No declarations were made.

16/59/JDCC Minutes

The minutes of the meeting held on 18 January 2017 were agreed as a correct record.

Change to published agenda order

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used his discretion to alter the order of the agenda items. However, for ease of the reader, these minutes will follow the order of the agenda.

16/60/JDCC 16/0746/REM: Field at corner of Coldhams Lane and Hatherdene Close, Cambridge CB1 3HQ

The Committee considered a 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.

The Committee noted the amendments to condition 14 tabled at Committee.

Councillor Mark Ashton, Ward Councillor for Cherry Hinton addressed the Committee and welcomed the number of affordable houses that featured within the proposed development. Councillor Ashton expressed concern regarding the construction phase of the development highlighting local residents concerns regarding access to the site and emphasising the importance of the developer adhering to the conditions set out in the officer report.

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

- i. Questioned the location of affordable housing within the development close the main road.
- ii. Raised concerns regarding vehicular access into the site and it was suggested that there was an opportunity to access Hatherdene Close and minimise the number of accesses onto Coldhams Lane. Concerns were also raised about the separation of affordable housing within the development. Clarification was sought on the policy position to achieving mixed development as the affordable housing is seemingly separated from the rest of the development.
- iii. Drew attention to locations of schools and public transport in the area seeking assurance that the development would not add to traffic congestion and that sufficient school provision was in place.

In response to Members' questions Officers said the following:

- i. Drew attention to the planned shared ownership properties would have an attractive outlook onto Hatherdene Close,
- ii. Informed Members that following consultation the Council's Housing Growth Officer was of the view that the proposed mix of properties would meet the need identified housing needs within that part of Cambridge.
- iii. Informed Members that transport implications had been carefully considered at the outline stage and that Cambridgeshire County Council was satisfied that the transport network will be able to meet additional future demands resulting from the development.

The Committee:

Resolved (by votes 13 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 and the amendment to condition 14 tabled at Committee.

16/61/JDCC 16/1973/ADV: North West Cambridge Development Site, Madingley Road and Huntingdon Road

The Committee received a re-submitted amended application following earlier refusal of planning permission for the erection of two temporary non-illuminated totem signs at two locations, on Madingely Road and Huntingdon Road.

Mr Steve Venters, applicant and Ms Heather Topel, agent for the applicant spoke in support of the application.

The Committee made the following comments in response to the report

- i. Noted the work the developer had undertaken to address the objections of Members raised during the previous application but drew attention to the concerns of the Urban Design and Conservation Team and the objection received from Girton Parish Council. Conventional means of advertising the new store such as television and radio would be sufficient to attract custom to the store without the need for the proposed signage.
- ii. Drew attention to comments from Girton Parish Council that stated they had not had sufficient time to consider the application and that roadside advertising was inappropriate and would lead to congestion and affect local businesses by drawing trade away from them.

- iii. Questioned whether the colour of the proposed sign could be altered in order to mitigate its visual impact.
- iv. Highlighted that the Local Centre would be operational at an early stage of the overall development and there would therefore be a limited number of local residents that could support the store. It was important that the store was successful and some form of advertisement to support its opening was not unreasonable.
- v. Sought assurance that the sign would not be erected for longer than the 18 months applied for.
- vi. Suggested that the application be deferred until the Council's signage guidance had been finalised and adopted.

In response to Members' questions officers said the following:

- i. Explained that the recommendation to approve the application was made on balance and that it was not unreasonable for the store to have supporting advertising for a limited 18 month period given the specific circumstances put forward.
- ii. Confirmed that Girton Parish Council had been consulted as part of the planning process and comments had been received on 4th January 2017.
- iii. Explained that if the applicant wished for the sign to be erected for longer than 18 months then the application would have to return to the Committee for consideration.
- iv. Explained that City Council guidance regarding signage in this locality would be released prior to the 18 month expiry date for these advertisements. The early delivery of the Local Centre at North West Cambridge is supported. The need to support the store and the local centre on balance outweighed the negative impact on green belt.

The Committee:

Resolved (by votes 12 to 3 with 0 abstention) to approve the application in accordance with the officer recommendation and subject to the condition set out in the officer report.

16/62/JDCC Developer briefing: Cambridge Northern Fringe East

The Committee received a presentation on the Cambridge Northern Fringe Site from Formation Architects.

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

- i. Questioned and expressed concern regarding the provision of cycling routes in relation to the development.
- ii. Asked how the covered walkway would be maintained in order for it to remain a safe and pleasant space.
- iii. Welcomed the development of high density housing in close proximity to the railway station and questioned the impact of the development on the ability of the station in the future, raising concerns that the station had too few platforms.
- iv. Questioned how many disabled access rooms would be incorporated within the proposed hotel.
- v. Queried the number of seating areas featured within the proposed development and requested that they were designed with arms to assist less able individuals.
- vi. Questioned the provision of solar panels within the development.
- vii. Queried the management of the public realm.

Councillor Blencowe chaired the following item. Only City and County Councillors voted on these items.

16/63/JDCC AI/JS/39/117: Clay Farm development, Public Footpath 117- running along the rear of Foster Road properties

Members received an update 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.

The Committee:

Members received an update 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.

The Committee:

Resolved (unanimously – SCDC Members did not vote) to approve that the diversion should be pursued and that County Council officers should be instructed to submit the applications to the Planning Inspectorate for determination in accordance with the officer recommendation.

The meeting ended at 12.35 pm

CHAIR

Agenda Item 4

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 15 March 2017

Application Number	S/2646/16/RM (SCDC)		
Date Received	6 th October 2016	Officer	Katie Christodoulides
Target Date	31 March 2017		
Parishes/Wards	Haslingfield		
Site	Phases 10&11 Trumpington Meadows Development Site Hauxton Road Cambridge Cambridgeshire		
Proposal	Reserved Matters for Phases 10 & 11 including 392 new dwellings (including 40% affordable housing) with associated internal roads, car and cycle parking, landscaping and open space pursuant to outline planning approval S/0054/08/O		
Applicant	Barratt Homes Eastern Counties		
Recommendation	Approval		
Application Type	Major	Departure: No	

Application Number	16/1769/REM (Cambridge City)		
Date Received	6 th October 2016	Officer	Aaron Coe
Target Date	31 March 2017		
Parishes/Wards	Trumpington		
Site	Phases 10&11 Trumpington Meadows Development Site Hauxton Road Cambridge Cambridgeshire		
Proposal	Reserved Matters for Phases 10 & 11 including 392 new dwellings (including 40% affordable housing) with associated internal roads, car and cycle parking, landscaping and open space pursuant to outline planning approval 08/0048/OUT		
Applicant	Barratt Homes Eastern Counties		
Recommendation	Approval		
Application Type	Major	Departure: No	

The above applications 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.

Contents

	Page
1.0 Site Description/Area Context	3
2.0 The Proposal	3
3.0 Relevant Site History	4
4.0 Publicity	5
5.0 Policy	5
6.0 Internal and External Consultations	7
7.0 Parish Council & Neighbour Representations	10
8.0 Assessment	11
1. Principle of the development	12
2. Affordable housing, housing mix and density	12
3. Compliance with parameter plans and Trumpington Meadows Design Code	13
4. Context of site, design and external spaces	14
5. Drainage	15
6. Public Art	15
7. Renewable energy and sustainability	15
8. Disabled access	16
9. Residential amenity	16
10. Refuse arrangements	16
11. Highway issues	16
12. Car and cycle parking	17
13. Construction Management Plan (CMP)	17
14. Noise	18
15. External lighting	18
16. Ecology	18
17. Archaeology	18
18. Planning Obligation Strategy	18
Conclusion	18
Recommendation	18

APPENDICES

Ref	Title	Page
1	Plan of Phases 10 & 11	36
2	Quality Panel Minutes	37
3	Visuals of Proposed Scheme	42
4	Design Code Compliance Statement	48
5	Site Wide Affordable Housing Breakdown	49
6	Phase Site Plan	50

SUMMARY	<p>The application accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1) This scheme complies with the general principles of the outline parameter plans and design code. 2) The design and appearance of proposed dwellings are appropriate for their new context and will create attractive, high quality streets. 3) The development achieves an appropriate level of car and cycle parking. 4) The scheme delivers 40% affordable housing in accordance with policy.
RECOMMENDATION	APPROVAL SUBJECT TO CONDITIONS

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 Trumpington Meadows lies on the south west edge of the City to the west of Hauxton Road, and forms part of the area allocated for predominantly residential development within Cambridge Local Plan 2006 Policy 9/5 (Southern Fringe) and within the Cambridge Southern Fringe Area Action Plan 2008. The Proposed Submission Cambridge Local Plan 2014 allocates the site for housing within proposals site R42b.
- 1.2 In October 2009 outline planning permissions were granted by Cambridge City and South Cambridgeshire District Councils for 1200 dwellings, a country park, primary school, community facilities, informal and formal play space and associated infrastructure at Trumpington Meadows. Since then a number of reserved matters applications have been approved and the development is well advanced.
- 1.3 This reserved matters scheme which relates to the last residential phase for this site, is located at the southern edge of Trumpington Meadows and includes the consented southern access and spine road. The scheme is located next to agricultural land and the Country Park to the south (Green Belt land), Phase 9, the primary school and Trumpington Park and Ride site to the north and Hauxton Road to the east. Phase 9 (122 dwellings) is currently under construction.
- 1.4 This phase of Trumpington Meadows lies partly within Haslingfield Parish and partly within the City's Trumpington Ward. From 1st April 2017 the South Cambridgeshire District Council part of the development will fall within a new parish South Trumpington.

2.0 THE PROPOSAL

- 2.1 Reserved matters permission is sought for the erection of 392 new dwellings (65 units within Cambridge City) and (327 units within South Cambridgeshire) with associated internal infrastructure, car parking, landscaping, amenity and public open space. Reserved matters approval is sought for access, appearance, landscaping, layout, and scale. The development provides 235 market dwellings and 157 affordable dwellings, equating to 40% affordable housing.
- 2.2 The application has been subject to pre-application discussions with officers. Comprehensive comments on the emerging scheme were provided and the applicant and their design team have largely amended their proposals to respond to the issues and suggestions made by officers.
- 2.3 The application is accompanied by the following supporting information:
 1. Design and Access Statement including Compliance Statement

2. Planning statement
3. Statement of community engagement
4. Drainage strategy statement
5. SUDS maintenance plan
6. Technical note: highways
7. Landscape management and maintenance schedule
8. Outline specification of soft landscape works

3.0 RELEVANT SITE HISTORY

- 3.1 S/0054/08/O & 08/0048/OUT- Demolition of existing buildings and structures, redevelopment for approximately 600 dwellings, two new accesses onto Hauxton Road, recreation/leisure uses including change of use from agriculture to public open space, with associated parking, infrastructure and earthworks (APPROVED).
- 3.2 S/1113/10- Formation of a Country Park (APPROVED).
- 3.3 11/0073/REM- Submission of reserved matters (access, appearance, landscaping, layout and scale) for 163 dwellings to north east part (Phase 1) of Trumpington Meadows pursuant to outline application 08/0048/OUT (APPROVED).
- 3.4 11/0075/REM- Submission of reserved matters (access, appearance, landscaping, layout and scale) for 161 dwellings to north east part (Phase 1) of Trumpington Meadows pursuant to outline application 08/0048/OUT (APPROVED).
- 3.5 S/00506/11/CC- Two form entry primary school incorporating pre-school and community facilities with associated car and cycle parking, multi-use games area, hard surface play areas, playing fields (APPROVED).
- 3.6 S/0233/12/VC-Formation of a Country Park - Variation of conditions 3 (Public Art Strategy, Shepherd Cottage Project) and 11 (Details of Viewing Platform) of S/1113/10/RM to vary dates for implementation (APPROVED).
- 3.7 14/0624/REM- Reserved Matters for 86 new dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters include use, amount, layout, scale, landscaping and appearance- (APPROVED) .
- 3.8 S/2998/14/RM & 14/2109/REM- Reserved matters for phase 8 providing 36 new dwellings with associated internal roads, car parking, landscaping, amenity and public open space. (25 dwellings fall within South Cambridge District Council and 11 dwellings fall within Cambridge City Council) (APPROVED).
- 3.9 S/0994/15/RM- Reserved matters application for Southern Infrastructure provision (Southern primary street and associated infrastructure) pursuant to outline planning permission S/0054/08/O (APPROVED).
- 3.10 S/0107/16/RM- Reserved Matters for Phase 9 including 122 dwellings with associated internal roads, car parking, landscaping, amenity and public open space, pursuant to outline planning approval S/0054/08/O (APPROVED).
- 3.11 S/3501/16/NM & 16/2229/NMA- Non material amendment to condition 1 (approved drawings) of outline planning permission S/0054/08/O (APPROVED).

- 3.12 S/0472/16/RM & 16/0306/REM- Reserved matters application for final southern section of primary road and associated infrastructure pursuant to outline planning approval 08/0048/OUT- (APPROVED).
- 3.13 S/2714/16/DC- Discharge of Conditions 14 (Code for Sustainable Homes), 18 & 19 (Drainage and Pollution Control), 21 (Renewable Energy), 28 (Contamination), 30 (Construction Management Plan), 35 (Levels), 42 (Archaeology) and 45 (Fire Hydrants) of outline planning consent S/0054/08/O for Phases 10 & 11- (APPROVED).
- 3.14 S/2647/16/RM- Reserved Matters for Local Centre including 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 (APPROVED).
- 3.15 S/2176/16/RM & 16/1488/REM- Reserved Matters for Riverside Phase including 122 residential dwellings with associated internal infrastructure, car parking, landscaping, amenity and public open space pursuant to outline planning approval S/0054/08/O (APPROVED).

4.0 PUBLICITY

Advert – Yes
 Site Notice – Yes
 Adjoining Owners/Occupiers – Yes

5.0 POLICY

National Planning Policy Framework (2012) and National Planning Practice Guidance

- 5.1 The National Planning Policy Framework (NPPF) sets out the Government’s economic, environmental and social planning policies for England. These policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the Development Plan and local decision making.

Local Development Plan Policy

- 5.2 The proposed development constitutes a ‘cross boundary application’ and so policies for both South Cambridgeshire District Council and Cambridge City Council must be considered together with the adopted Minerals and Waste Local Development Framework.
- 5.3 Relevant Development Plan policies:

PLAN	POLICY NUMBER
Cambridge Southern Fringe Area Action Plan 2008	CSF/1 CSF/2 CSF/3 CSF/6 CSF/7 CSF/11 CSF/12 CSF/13 CSF/16 CSF/17 CSF/19 CSF/21 CSF/22
LDF Core Strategy Development	ST/2, ST/10

Plan Document January 2007	
LDF Development Control Policies Development Plan Document July 2007	CH/2, DP/1, DP/2, DP/3, HG/1, HG/2, HG/3, NE/1, NE/3, NE/4, NE/6, NE/9, NE/11, NE/12, NE/14, NE/15, SF/6, TR/1, TR/2, TR/3, TR/4
Cambridge Local Plan 2006	3/1, 3/2, 3/3, 3/4, 3/6, 3/7, 3/8, 3/11, 3/12, 4/13, 4/15, 5/1, 5/14, 8/1, 8/2, 8/4, 8/5, 8/6, 8/10, 9/5

5.4 Relevant Supplementary Planning Documents and Material Considerations

Supplementary Planning Guidance	<ul style="list-style-type: none"> • Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) • LDF District Design Guide: High Quality and Sustainable Development in South Cambridgeshire (March 2010) • Landscape in New Developments SPD (March 2010) • LDF Affordable Housing SPD (March 2010) • Public Art (January 2009)
Material Considerations	<ul style="list-style-type: none"> • Area Guidelines • Trumpington Meadows Design Code (2010) • Southern Fringe Area Development Framework 2006

Emerging Planning Policy

- 5.5 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 and South Cambridgeshire, therefore, the emerging Local Plans currently at public examination can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, the following policies in the emerging plans that carry some weight are:

5.6 South Cambridgeshire Plan

CC/1 Mitigation and Adaption to Climate Change
 CC/3 Renewable and Low Carbon Energy Generation
 CC/4 Sustainable Design and Construction
 CC/6 Construction Methods
 CC/8 Sustainable Drainage Systems
 CC/9 Managing Flood Risk
 H/7 Housing Density
 H/8 Housing Mix
 H/9 Affordable Housing
 H/11 Residential Space Standards
 HQ/1 Design Principles

HQ/2 Public Art and New Development
H/9 Affordable Housing
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
SC/10 Lighting proposals
SC/11 Noise Pollution
SC/12 Contaminated Land
S/3 Presumption in Favour of Sustainable Development
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision

5.7 **Cambridge City Plan**

Policy 17: Southern Fringe Areas of Major Change
Policy 27: Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 32: Flood Risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 45: Affordable housing and dwelling mix
Policy 50: Residential space standards
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

- 6.1 **Cambridgeshire Constabulary (Architectural Liaison Officer)**– The proposal is of a good layout offering lots of natural surveillance, defensible space around properties and car parking is mostly within the curtilage of properties so residents can view their vehicles from ‘active windows’. A Secure by Design application for this development is welcomed.
- 6.2 **Cambridgeshire County Council (Archaeology)**– The submitted Written Scheme of Investigation for Archaeological Mitigation dated February 2010 is acceptable subject to a programme of post excavation analysis leading to the publication of the excavation as detailed in the letter dated 18th October 2012 from Alison Dickens Cambridge Archaeological Unit.
- 6.3 **Cambridgeshire County Council (Transport Assessment Team)**- Does not object to the proposals. It is recommended that the applicant includes details of how the reserved matters proposals including trip generation compare to those assessed as part of the outline permission. The applicant should ensure that the proposals do not conflict or detriment the City Deal schemes.
- 6.4 **Historic England**– No comments to make. The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

- 6.5 **Cambridgeshire County Council (Lead Local Flood Authority)**– Objects to the proposal as insufficient information has been provided to allow the proposal to be assessed. The site falls within multiple catchment areas. Requests that the applicant detail the catchment areas that the site covers. The applicant should detail the proposed impermeable area to ensure that it is in line with the agreed Site Wide Surface Water Drainage Strategy, this is to ensure that the allocated impermeable area has not been exceeded. If the impermeable area has increased from the allocated impermeable area, the applicant will be required to provide evidence that the additional storage on the site will cope with the increase in surface water.
- 6.6 Comments on amended application
- No objections to the current proposal. The applicant has demonstrated that this proposal (Drawing Phase 10 and 11 Detailed Drainage Strategy, Drawing No: 0658-SK-163 Rev A dated January 2017) is in line with the agreed sited wide drainage plan (Ref: 1234/D/014 dated 2011).
- 6.7 **Cambridgeshire Fire and Rescue Service** – The water schemes for these phases from Cambridge Water are in progress, and the submitted fire hydrant details are acceptable subject to this.
- 6.8 **Environment Agency**– No objections in principle. Requests a condition is added in regard to submission of a scheme for the provision and implementation of pollution control of the water environment and informatives in regard to foul water drainage, surface water drainage and ground water and contaminated land.
- 6.9 **Wildlife Trust**– No comments received.
- 6.10 **Cambridge Past, Present and Future**– No comments received.
- 6.11 **Anglian Water**– The proposed method of surface water management does not relate to Anglian Waters operated assets.
- 6.12 **National Grid**– No comments received.
- 6.13 **Environmental Health**– No objections in principle. A site specific Construction Management Plan submitted by Barrett Homes (Construction Management Plan (CMP), Trumpington Meadows, Phases 10 and 11 dated 21st September 2016) has been submitted and is satisfactory and covers the requirements of Condition 30. Controls on construction noise, dust and building site activities (including working and delivery times) is contained in Condition 30 of the outline permission, which required the provision and adherence to the CMP submitted and should carry through. Therefore, no new condition is necessary.

In regard to the provision of a noise assessment, there is agreement with the methodology and findings of the Technical Report: R3309-12 Rev 0 provided by 24 Acoustics, Trumpington Meadows Phases 10 & 11, Reserved Matters, Noise Assessment (dated 30th December 2016). Recommends that approval of the application is deferred until it is confirmed all residential properties across the site will achieve internal noise levels in accordance with BS8233 2014.

In regard to artificial lighting, the Residential Lighting Layout drawings submitted by WSP (Drawing Nos. 0658-1300-011 and 0658-1300-012 Rev C, dated November 2016) provide sufficient information to allow assessment of possible

adverse impacts on future occupiers. The horizontal isolux contours predicted, show that in the vast majority of cases they do not intersect with the proposed residential premises at levels that are likely to result in unacceptable adverse impacts from intrusive light into habitable rooms.

6.14 Comments on amended application

The submitted Technical Memorandum to the Technical Noise Report provides clarification of the points raised and the contents are acceptable. Recommends a post installation condition to ensure the compliance with the plans.

6.15 **Environmental Health (Contamination)**– Parts a, b, c and d of Condition 28 (contaminated land) of the outline permission in regard to remediation have been discharged. Parts e and f relate to post start on the site, stages of the development which have been agreed and remain applicable to the Outline condition.

6.16 **Access Officer**– No comments received.

6.17 **Cycling and Walking Officer**– Comments in regard to cycle and pedestrian routes that the footway alongside the Spine Road is not wide enough for cycle and pedestrian use, cycling along the paths adjacent to the LEAP should be accommodated, links from the development through to the Park & Ride should be agreed and a proposed tree currently obstructs access to the Park & Ride site. In regard to cycle parking, queries the cycle parking for blocks P & Q, it is not clear which area of cycle parking is for block N and M, the bike store for block J is not close to the entrance and it is not clear who the parking at the edge of block A is for.

6.18 **Drainage Officer** – The development proposal is unacceptable. The surface water drainage strategy has not adequately demonstrated how it is consistent and in accordance with the strategic surface water drainage strategy approved at outline stage.

6.19 Comments on amended application

The amended information addresses the concerns raised and is also sufficient for Conditions 18 and 19 from Outline consent S/0054/08/O to be discharged.

6.20 **Landscape Officer**– The landscape design information is comprehensive and generally acceptable. The landscaping edge along the south and west frontage needs to be provided, some of the LAPs are too small and have little buffer space, the development and most areas of landscape are too tight and this leads to difficult areas of detailing, planting palettes should be amended.

6.21 **Sustainability Officer**– Supports the proposals as the amended SAP calculations show the development will reduce the carbon emissions of regulated energy uses by 31.13% meaning Code for Sustainable Homes Level 4 for energy will be achieved. The development will include a solar PV system that will offset 16.11% of the developments total carbon emissions. The development appears to achieve the requirements of policy and Condition 21.

6.22 **Waste/Refuse Officer**– No comments received.

6.23 **Urban Design**– The development proposal is acceptable. Recommends conditions in regard to brick work sample panel, window and door details, boundary treatment and balcony details.

6.24 Comments on amended application

The development proposal is acceptable. The proposed amendments are in accordance with the design code.

6.25 **Affordable Housing Officer**- The development includes 392 dwellings of which 157 are affordable which slightly exceeds the requirement for these phases but is consistent with the Section 106 agreed at the outline stage. In sites that form part of the urban extensions to Cambridge the tenure mix is for 75% affordable rented and 25% intermediate. The proposal would result in 113 (72%) rented and 44 (28%) shared ownership. In line with the outline scheme, clusters of up to 15 units of which a maximum of 12 units will be social rented have been spread evenly across the site to ensure a mixture of tenures. In order to balance the higher provision of social rent (by 4 units) within the Local Centre scheme, an additional 4 shared ownership units have been provided within Phases 10 & 11. This has resulted in a moderate shift in the overall affordable tenure split, with the shortfall in affordable rented dwellings in this application being compensated for on the Local Centre development (S/2647/16/RM) proposals. Drawing AA6056/2027 shows all the affordable dwellings as Lifetime Homes. BPHA the proposed Registered Provider are satisfied with the proposed layout of the affordable housing within this scheme.

6.26 **Streets and Open Space Team**- The development proposed is acceptable subject to further information required in regard to proposed play equipment at the LEAP at Shepard's Way and the location and detail of the LAP and Railway Green. Requests conditions in regard to boundary treatment, detailed design for the play areas and equipment, details of seating and litterbins, soft works specification for the boundary of the LAPS and detail of how public art provision is to be integrated with the play areas or open space.

6.27 **Cambridgeshire County Council (Highways Development Control)**–

The applicant is required to provide a dimensioned plan showing the areas of land to be offered for adoption as public highway, visibility splays shall not run over private land with visibility being clear of planting and land adopted public highway.

6.28 Comments on amended application

The proposal is generally acceptable in terms of highway safety. Further clarification on visibility splays is required.

6.29 **Cambridgeshire Police, Designer Out Crime Officer**- No comment, objection or recommendation.

7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS

7.1 **Haslingfield Parish Council** – No comments received.

7.2 **Grantchester Parish Council** – No comments received.

7.3 **Trumpington Residents Association** – “The Trumpington Residents’ Association supports the Reserved Matters application for Phases 10 and 11 of Trumpington Meadows. The proposals seem to be a very effective implementation of the Outline plans. We are very pleased that these phases are moving forward, as they are such a crucial element of the overall Trumpington Meadows development and will provide a large number of market and affordable homes. The completion of these phases will greatly enhance the interrelationship between the housing and the Country Park and open up the route from the earlier phases to Hauxton Road and the rest of Trumpington.”

7.4 No representations have been received from local residents.

8.0 ASSESSMENT

8.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and is a material consideration in planning decisions. For decision-taking this means approving development proposals that accord with the development plan.

8.2 The planning system should promote sustainable growth which has three dimensions. The first of these is an economic role – contributing to building a strong responsive and competitive economy, ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and coordinating development requirements, including the provision of infrastructure. The NPPF puts significant weight on the need to support economic growth. Secondly a social role supporting vibrant communities, creating high quality development with accessible local services reflecting the needs of the community. Thirdly an environmental role in protecting and enhancing our natural, built and historic environment, helping improve biodiversity, foster prudent use of resources, minimize waste and pollution whilst moving towards a low carbon economy.

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

1. Principle of development
2. Affordable housing, housing mix and density
3. Compliance with parameter plans and Trumpington Meadows Design Code
4. Context of site, design and external spaces
5. Drainage
6. Public Art
7. Renewable energy and sustainability
8. Disabled access
9. Residential amenity
10. Refuse arrangements
11. Highway issues
12. Car and cycle parking
13. Construction Management Plan (CMP)
14. Noise
15. External lighting
16. Ecology
17. Archaeology
18. Planning Obligation Strategy

8.4 **Principle of the development**

8.5 This is a residential reserved matters scheme for 392 dwellings, which is the last residential phase of this development, pursuant to the outline permission (See Appendix 6). The combined master plan which was approved as part of the outline application fixes the key principles for the development. A non material amendment was approved under applications (S/3501/16/NM (SCDC) & 16/2229/NMA (CITY) to the parameter plans of the Outline Consent to allow for an increase in height (up to 4 storeys) adjacent to the squares in the Gateway and Urban quarters.

8.6 A number of strategic conditions attached to the outline permission have been discharged by the Joint Development Control Committee, which includes the Design Code, Phasing, Site Wide Drainage Strategy, Strategy for Youth Facilities and Children's Play and Public Art Strategy.

8.7 The applicant seeks the discharge of the following outline conditions that apply to Phases 10 & 11:

- 4 – Reserved matters detail
- 10–Design Code Compliance Statement–already discharged
- 11 – Strategy for Youth Facilities and Children's Play
- 13 – Private and affordable housing
- 15 – Life Time Homes
- 17 – Surface Water Drainage
- 18 – Pollution Control –already discharged
- 19 - Foul water drainage –already discharged
- 24 - Landscaping within the built-up area
- 30- Construction Management Plan -already discharged
- 33 - Delivery strategy for house waste and recycling
- 36 - Car parking for people with disabilities
- 37 - Overall car parking numbers
- 38 - Cycle ways and footpaths

8.8 The details of these pre-commencement conditions have been incorporated into the reserved matters submission as appropriate. Any stand-alone conditions from the outline consent have been dealt with in separate discharge of condition applications.

8.9 The principle of development is considered acceptable given the scheme's context as part of a wider approved residential urban extension development.

8.10 **Affordable housing, housing mix and density**

8.11 It is proposed that 157 of the 392 residential units are affordable, which equates to 40% of the housing mix. This achieves the minimum 40% requirement site wide (See Appendix 5). Of the 157 affordable dwellings 42 (11%) would be shared ownership and the remaining 115 (29%) affordable rented. The tenure split is slightly off the S106 agreed indicative affordable housing tenure split of 75:25 ratio however 4 additional shared ownership units have been proposed to balance the higher provision of social rented (4 units) agreed within the Local Centre phase (S/2647/16/RM). When looking at the site wide affordable housing breakdown 40% of the total 1,190 dwellings will be affordable with 75% of the affordable housing being social rented, and 25% being shared ownership to comply with the S106 requirements.

- 8.12 Condition 13 of the outline consent states that no more than 12 affordable houses can be clustered together (15 if no more than 12 are social rented) and no more than 20 affordable apartments can be clustered together (with no more than 12 apartments accessed from a common stairwell or lift). Clusters of up to 15 units of which 12 will be social rented have been spread across the site and the proposal is considered to meet this condition requirement.

Table 1: Phases 10 & 11 housing mix

Housing Type	Affordable	Market	Total
1 bed apartment	19	23	42
2 bed Apartment	45	87	132
2 bed flat over garage	3	0	3
2 bed house	30	0	30
3 bed house	44	42	86
4 bed house	16	83	99
Total	157	235	392

- 8.13 The gross housing density for Phases 10 & 11 is 64 dwellings per hectare (dph) along the Spine Road and 53 (dph) surrounding this. The proposed density is slightly lower than the approach set out in the approved design code (p.152), which seeks a gross density of between 60-65 (dph) along the Spine Road and 55 -60 (dph) elsewhere.

- 8.14 Consequently, the proposal, as viewed collectively with surrounding phases, is considered to provide a satisfactory level of affordable housing and housing mix to meet the aims and objectives of Policy CSF/7 of the Cambridge Southern Fringe AAP, Policy 5/5 of the Cambridge Local Plan 2006, and the outline planning consents.

8.15 Compliance with parameter plans and Trumpington Meadows Design Code

- 8.16 The outline parameter plans identify building heights for the Gateway and Urban quarters of up to four storeys (up to 14.5 metres) along the development edge and of up to three storey (up to 11 metres) along the primary street and squares.

- 8.17 Non Material Amendment Applications (S/3501/16/NM (SCDC) & 16/2229/NMA (CITY) have been approved, with modifications to building heights to increase from three storeys to four storeys in height to several parcels of land within the core of Phases 10 & 11, adjacent to the Spine Road and public open space. This would allow for the key public spaces to be enclosed. This deviation from the design code is considered minor in nature and would not significantly impact upon the visual appearance of the Outline consent.

- 8.18 The proposal would comply with most of the mandatory guiding principles, building types and typologies set out in the design code (p.153/154) as discussed below.

8.19 Context of site, design and external spaces

- 8.20 The key consideration is the appropriateness of the design, layout and external appearance of the buildings in their setting. Compliance with the design code requirements is discussed below.

Design and Layout

- 8.21 The evolution and justification of the layout of the scheme is well illustrated and summarised within the Design and Access Statement including the compliance statement along with the submitted plans and elevations. Under the outline consent masterplan & Design Code, Phases 10 & 11 design and layout approach is based on a grid pattern with a hierarchy of streets (secondary, formal side, informal side, community and mews streets) which lead off from the main Spine Road. Throughout these streets lies a set building and space hierarchy in which a formal urban character along the primary frontages and Spine Road with a higher density is proposed, with a finer grained character along the secondary roads, mews and incidental spaces.

Scale and Massing

- 8.22 Officers are supportive of the proposed scale and massing in which there are 3 storey houses and 3 and 4 storey apartment buildings. The main public spaces at the Southern Gateway, Shepherd's Way and the connection with Phase 9 are fronted by 4 storey apartment buildings. The Design Code principles were for building heights along the development edge being up to 4 storeys with general building heights being 2 to 3 storeys, increasing along the primary street, local centre and principal squares.
- 8.23 The recent approved Non Material Amendment Applications (S/23501/16/NM and 16/2229/NMA) to the outline consent now permits to building heights to increase from three storeys to four storeys in height to two small parcels of land within the core of Phases 10 & 11, adjacent to the Spine Road and public open space.
- 8.24 Overall, the scheme accords with the principles set out in the design code relating to height and massing.

Elevations

- 8.25 The architectural style for the Urban and Gateway quarters as stated in the Design Code is for a contemporary vernacular, deriving from local building characteristics. Streets will comprise of a single series of building types which have a strong vertical emphasis with repetition of the building form.

Materials

- 8.26 The applicant has identified the general approach to materials within section 6 of the D&A Statement. The proposal is to use four palettes of materials used in the different character areas with three brick types. Condition (1) is recommended to require sample panels of the bricks and details of the materials.

External Spaces and Play Space

- 8.27 Interspersed within the residential development lies areas of open space, soft landscaping and play space. The three main public open spaces as per the Design Code are the Southern Gateway, Shepherd's Way and Railway Green. Five LAPS are proposed throughout the development ensuring children have access to play space, with a LEAP proposed in Shepherds Way Square which has fixed equipment.

Cambridgeshire Quality Panel Review

- 8.28 Prior to the submission of the planning application, the proposed scheme was considered by the Cambridgeshire Quality Panel in September 2016. Positive responses were received and the submitted plans have incorporated the Panel's comments. The Quality Panel report is contained at Appendix 2. The table below sets out the key issues raised through the Quality Panel review process and how the submitted application has addressed them, or if not, giving justification from the applicant as to why.

Panel comment	Addressed in application
Consideration should be given into where teenagers will gather and about whether the play areas are in the right place.	The position of the LEAP has been provided in accordance with the Design Code. Planting has been proposed to ensure that the space is safe and appropriately buffered. In addition, amendments have been made to the street layout to create a car free space to increase usability of the space around the LEAP, and to ensure that the square is not dominated by the play area.
Consider the experience from previous schemes.	Previous experience of recent applications for the Local Centre, Riverside and Phase 9.
Explore cycling routes into the other phases and to the Park and Ride.	Cycling routes provided to other phases and the Park and Ride.
The lake could be a priceless asset but is currently hidden. There is an opportunity to cut down trees and get views to the lake.	The pond located within the Park and Ride ownership land is for the purposes of attenuation and therefore will be dry or contain limited water for most of the year and only be full in the event of heavy rainfall and flooding. Due to the land lying outside of the site boundary it is not possible to guarantee or propose connections through this area. Connections to the Park and Ride facility have been provided in two locations from the site, in accordance with the Design Code.
To appreciate the variation of massing and scale it would be helpful to see full site sections.	Elevations and illustrative plans have been submitted.
Further consideration of the colour of the brickwork and whether it is too dark with reference to previous schemes.	Four material palettes are proposed which would be subject to a condition for sample panels of the bricks to be assessed.
Good analysis into cross ventilation but be mindful of the risks of overheating, and the impact of orientation will need to be modelled.	The units have not been designed to have extensive levels of glazing to limit solar gain. In addition the detailing of the windows provides a deep recess, enabling shutters to be fitted to the exterior of the houses in the future.

Drainage

- 8.29 The drainage from the proposal will discharge to the lagoon located northwest of Phases 10 & 11 development. The drainage strategy proposes the use of bio retention areas within the Spine Road to provide water quality and attenuation within the stone void ratio. Surface water runoff from the private roof and the adoptable highway areas will discharge into the as constructed strategic surface water sewers. The drainage system has been designed with sufficient storage capacity enabling flows off the site to be controlled to the discharge rates.
- 8.30 Sustainable drainage issues raised by the Council's Drainage Officer have been resolved following receipt of an amended drainage report received 25/01/2017, and the proposal is in line with the site wide drainage plan. Adequate provision is made for sustainable drainage in accordance with Policy NE/10 of the South Cambridgeshire LDF 2007, Policy 8/18 Cambridge Local Plan 2006 and Policies CSF/2 and CSF/24 of the Cambridge Southern Fringe AAP 2008.

Public Art

- 8.31 The overall public art strategy for the Trumpington Meadows site has been approved through the Section 106 Agreement (Schedule 2, Part A (11) of the outline consent. The strategy has different themes that will be implemented throughout the development. The proposed public art for this area will respond to the wider 'Play Patterns' theme which aims to enhance routes and connect the network of residential streets and the country park through informal play. Final details of this public art are unknown and will be recommended to be secured by Condition (8). Subject to this condition, the proposal will comply with Policy SF/6 of the South Cambridgeshire LDF 2007, Policy 3/7 Cambridge Local Plan 2006, Policies CSF/2 and CSF/9 of the Cambridge Southern Fringe AAP 2008 and the approved Public Art Strategy for the Trumpington Meadows site (September 2010).

Renewable energy and sustainability

- 8.32 Condition 21 of the outline permission requires the submission of details to ensure that a minimum of 10% of each phase's energy is generated from renewable sources. The 'Sustainable Design and Construction statement' submitted with the application sets out the approach to reduction in energy demand and emissions. Photovoltaics are proposed to be installed to meet the minimum of 10% energy produced from renewable sources. All units will be built to Code for Sustainable Homes level 4 in line with the requirements of Condition 14 of the outline permission.
- 8.33 The applicants have suitably addressed the issue of sustainability and renewable energy, with the proposal being in accordance with Policies NE/1 and NE/3 of the adopted South Cambridgeshire Local Development Framework 2007, Policy CSF/21 of the Cambridge Southern Fringe Area Action Plan 2008 and Policy 8/16 of the Cambridge Local Plan 2006. This condition has been discharged separately under application S/2714/16/DC.

Disabled access

- 8.34 The scheme accords with Condition 15 of the outline approval, which requires 15% of all market dwellings and 15% of all affordable dwellings to meet the lifetime homes accreditation. All properties will be fully accessible by reason of Part M of the Building Regulations. The proposal is therefore compliant with Policy 3/12 Cambridge Local Plan 2006 and CSF/2 of the Cambridge Southern Fringe AAP 2008.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.35 This phase does not impact on any existing residential properties.

Amenity for future occupiers of the site

- 8.36 Each apartment would have access to a private balcony at first floor level or a private terrace at ground floor. At ground floor level there would be some ground level amenity provision adjacent to the apartment blocks.
- 8.37 Overlooking has been considered by the applicant with plots being staggered to increase back to back distances, windows being set at angles to one another and the number of principal habitable rooms on the rear elevations being minimized to reduce habitable rooms facing one another.
- 8.38 The proposal is considered to provide a high-quality living environment and an appropriate standard of residential amenity for future occupiers in accordance with Policy DP/3 of the South Cambridgeshire LDF 2007, Policy CSF/2 of the Cambridge Southern Fringe AAP 2008 and Policy 3/7 of the Cambridge Local Plan 2006.

Refuse Arrangements

- 8.39 Each house will have adequate provision for storage of bins to the rear of the property, with bin drag distances to collection points being compliant with RECAP guidance and the Design Code.
- 8.40 Communal bin stores are located within the apartment blocks to facilitate safe, convenient access for residents and short drag distances for collection vehicles in accordance with the RECAP guidance.
- 8.41 The proposal is compliant with RECAP Guide, Policy 3/12 Cambridge Local Plan 2006 and Policy CSF/2 of the Cambridge Southern Fringe AAP 2008.

Highway Issues and Transport Impact

- 8.42 The Spine Road approved under S/0994/15/RM runs through the centre of the phases with a hierarchy of streets coming off from it consisting of formal and informal side streets, Community Streets and Mews Streets which will be for adoption. The proposal is compliant with Policy DP/3 of the South Cambridgeshire LDF 2007, Policy 8/2 Cambridge Local Plan 2006 and CSF/10 of the Cambridge Southern Fringe Area Action Plan (2008). Further details in regard to visibility splays are required in line with the Highway Officers comments, and this will be updated prior to the committee meeting.

Car and Cycle Parking

Car Parking

- 8.43 The proposal would provide a total of 312 car spaces comprising an average of 1 to 1.5 spaces per dwelling. Car parking would be provided within parking courts for the apartment blocks, to the rear within garages for houses sited on the primary street and tandem parking to the side of 3 storey houses sited on site streets and to the front of two storey houses. In total 33 visitor parking spaces are proposed, with these being provided predominantly along the Spine Road, parallel to the kerb with

additional provision within the apartment courts.

- 8.44 The outline permissions 08/0048/OUT and S/0054/08/O restricted the number of car parking spaces within the site to not exceed 1,800 spaces. When looking at the site wide parking breakdown, the total number of parking spaces would be 1,647 which would comply with the outline permissions. The proposed car parking would comply with parking requirements for the Gateway and Urban Quarters (Table 2), Policy TR/2 of the South Cambridgeshire LDF 2007 and Policy 8/10 of the Cambridge Local Plan 2006.

Table 2 – Design code parking requirements

Gateway Quarter	1-1.5 spaces per dwelling with a combination of on plot, courtyard and on street parking
Urban Quarter	1 space per dwelling with 1/3 on plot, 1/3 on street and 1/3 in courtyard/mews

- 8.45 Thirty disabled car parking spaces are proposed within each of the parking courts which meets the requirement under condition 36 of the outline consents to provide at least 5% of all total spaces for disabled users.

Cycle Parking

- 8.46 A total of 1272 cycle parking spaces are proposed with 1 cycle space per bedroom which would meet the requirements in the Design Code and Code for Sustainable Homes standards which requires 1 cycle space per bedroom up to 3 bedroom dwellings, and then 4 cycle spaces for 4 and 5 bedroom dwellings.
- 8.47 Cycle parking would be provided within secure wooden bike sheds located in the rear garden of every house. All apartments would have a secure communal cycle parking area with Sheffield stands and provision of off gauge cycle spaces to allow sufficient space for trailer and cargo bikes. Visitor cycle parking would be provided through Sheffield stands located at the entrances of apartment buildings and key public spaces.
- 8.48 Consequently, the proposal is compliant with Policy TR/2 of the South Cambridgeshire LDF 2007, Policy 8/6 of the Cambridge Local Plan 2006 and Policy CSF/11 of the Cambridge Southern Fringe Area Action Plan (2008).

Construction Management Plan (CMP)

- 8.49 The applicant has submitted a CMP as required under Condition 30 of the outline planning consent. The Environmental Health Officer has confirmed that the submitted CMP is considered acceptable. The primary construction vehicular access to the site is located at the Addenbrookes Road on the southern boundary. This condition has been discharged separately under application S/2714/16/DC.

Noise

- 8.50 Those properties on the edge of the site would be exposed to traffic noise from the nearby M11. The majority of properties within the site would benefit from screening within the development. Following the Noise Assessment and Technical Memorandum, the Environmental Health Officer has raised no objections regarding residential amenity and noise.

External lighting

- 8.51 The applicant has submitted residential lighting layout drawings. The Environmental Health Officer has confirmed that the horizontal isolux contours predicted show that in the majority of cases they would not intersect with the proposed residential premises at levels that are unlikely to result in unacceptable adverse impacts from intrusive light into habitable rooms.

Ecology

- 8.52 The site is subject to an Ecological Management Plan previously agreed under Condition 27 of the outline planning consent. There are no specific ecological enhancements to Phases 10 & 11 which is considered acceptable by the Ecology Officer.

Archaeology

- 8.53 The Archaeology Officer has commented that the submitted Written Scheme of Investigation for Archaeological Mitigation dated February 2010 is acceptable. This is subject to a programme of post excavation analysis being submitted as stated in the letter dated 18th October 2012 from Alison Dickens Cambridge Archaeological Unit. This condition has been discharged under application S/2714/16/DC.

Planning Obligation Strategy

- 8.54 This reserved matters application does not trigger contributions under the Council's Planning Obligation Strategy. Contributions have been secured towards on site and off site infrastructure and community development resources and other revenue related requirements under the S106 agreement for outline permissions 08/0048/OUT and S/0054/08/O.

CONCLUSION

- 8.55 This reserved matters application complies with the principles of the outline permission parameter plans and design code, and will make a positive contribution to the character and appearance of the urban, riverside and gateway quarters within the Trumpington Meadows development.

RECOMMENDATION

APPROVE (S/2646/16/RM) subject to the following conditions:

1. No works or development above finished ground level shall take place until the following material details have been submitted to and approved in writing with the local planning authority. A schedule of materials covering windows, doors, entrance porch details, brick specification, projecting bay and dormer windows, garage doors, external metal work, rain water goods, and coping (including materials, colours, surface finishes/textures) and brick sample panels of the facing bricks to be used, shall be erected on site and shall be at least 1m x 1m to establish the detailing of bonding, coursing, colour and type of jointing. Development shall be carried out in accordance with the approved details. (Reason: To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007).

2. No works or development above finished ground level shall take place until details of the materials, colours, finish and fixing details of the proposed balconies (including balustrade) on an appropriate scale drawing have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. (Reason: To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007)
3. No works or development above finished ground level shall take place until full details of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing shall be submitted and approved in writing by the Local Planning Authority. This may consist of scale drawings (to a scale of 1:20) and /or samples. Development shall be carried out in accordance with the approved details. (Reason: In the interests of visual amenity in accordance with Policy DP/2 of the adopted Local Development Framework 2007).
4. No works or development above finished ground level shall take place until details of all windows and doors (to a scale of 1:20) (including the entrance porch features), as identified on the approved drawings, including materials, colours, surface finishes/textures have submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (Reason: In the interests of visual amenity in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
5. No works or development above finished ground level shall take place to each building until full details of both hard and soft landscape works, relevant to that building, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; boundary treatments including the positions, design, materials and type of boundary treatment; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. (Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
6. No works or development above finished ground level shall take place until a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas have been submitted to and approved in writing by the local planning authority. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of

species, size and number as originally approved, unless the local planning authority gives its written consent to any variation. (Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

7. Unless otherwise approved in writing by the Local Planning Authority in conjunction with Cambridge City Council, the Local Areas of Play (LAP) identified on the Approved Drawings will be developed in accordance with the details set out within the Landscaping Strategy document (Ref: AL6056-REP 01 rev 3, January 2017). Development shall be carried out in accordance with the approved details. (Reason: To ensure that a high quality design for this open space and appropriate facilities for children's play provision are provided in accordance with Policies DP/1 and SF/10 of the adopted Local Development Framework 2007).
8. Prior to first occupation of the development, full details of the scheme for public art shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be in general accordance with the approved Trumpington Meadows Public Art Strategy (August 2010) and include details of the following:
 - a) Descriptions, plans and images of the public art including its location
 - b) Details of community engagement and consultation including measures to promote involvement in the evolution of the public art
 - c) Project timescale
 - d) Delivery mechanisms
 - e) The total amount allocated for the proposed public art including maintenance and decommissioning costs (if applicable)Development shall be carried out in accordance with the approved details.

(Reason: To ensure that the details of the public art comes forward in accordance with the Public Art Strategy and that the public art positively contributes to its context within the public realm in the interests of creating successful, high quality, attractive environments in accordance with Policy SF/6 of the adopted Local Development Framework 2007).

9. Prior to completion of the development the following implementation and maintenance details of the public art approved under condition 8 shall be submitted to and approved in writing by the Local Planning Authority:
 - a) Details for the installation of the public art
 - b) Legal ownership and insurance details
 - c) Responsibility for implementation
 - d) Responsibility for maintenance and maintenance schedules
 - e) Details of decommissioning including timescales and reparation (if applicable)

(Reason: To ensure that the details of maintenance and implementation of the public art are considered, in the interest of creating a successful, high quality, attractive environment in accordance with Policy SF/6 of the adopted Local Development Framework 2007).

10. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control of the water environment shall be submitted to and approved in writing with the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the

first occupation of the development or in accordance with the implementation programme agreed with the Local Planning Authority.
(Reason: To prevent the increased risk of pollution to the water environment in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

11. Prior to first occupation of the development, a post installation operational noise performance completion report for the residential properties potentially affected by road traffic noise as highlighted in the Technical Report R3309-12 Rev 0 dated 30th December 2016 shall be submitted to and approved in writing by the Local Planning Authority. Should the attenuation levels detailed in the Technical Report: R3309-12 Rev 0 provided by 24 Acoustics, Trumpington Meadows Phases 10 & 11, Reserved Matters, Noise Assessment dated 30th December 2016 not be met then the details of further attenuation work, as required, shall be submitted to the Local Planning Authority for its approval in writing. The noise attenuation/insulation scheme shall be implemented and thereafter maintained in strict accordance with the approved details
(Reason: To ensure a satisfactory level of amenity for future occupants in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
12. Prior to occupation of the 50th dwelling, full details of the scheme for the provision of the cycle links from the site into Trumpington Park & Ride shall be submitted to and approved in writing with the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans. (Reason: To ensure the provision of cycle links in accordance with Policy TR/4 of the adopted Local Development Framework 2007.)
13. Provision of cycle links from the site into Trumpington Park & Ride shall be provided on site no later than occupation of the 300th dwelling. The developer shall provide confirmation in writing to the Local Planning Authority of the date when the cycle links have been completed. The scheme shall be constructed and completed in accordance with the approved plans. (Reason: To ensure the provision of cycle links in accordance with Policy TR/4 of the adopted Local Development Framework 2007.)
14. Notwithstanding the approved drawings electric charging points for mobility scooters (but not for electric cars) shall be provided within the cycle storage areas of Apartment Blocks B, C, D, E, F, J, K, L, N & Q. The scheme shall be constructed and completed in accordance with the approved plans.
(Reason: To ensure that the development caters for the needs of residents throughout their life time, including the possibility of impaired mobility in accordance with Policy HG/2 of the adopted Local Development Framework 2007.)
15. The on plot parking spaces, including garages, shown on drawing AA6056/2020 REV E (Parking), shall not be used as additional living accommodation and shall be maintained for the purposes of parking.
(Reason- In the interests of highway safety, visual amenity and sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
16. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plans

AA6056/2001 Rev B (Site Location Plan)
AA6056/2004 Rev A (CCC Site Location Plan)
AA6056/2005 Rev B (SCDC Site Location Plan)
AA6056/2012 Rev A (CCC Boundary Masterplan)
AA6056/2003 Rev A (SCDC Boundary Masterplan)

Diagrams

AA6056/001 Rev 2 (Southern Gateway Detail Area)
AA6056/2010 Rev J (Masterplan Roof Plan)
AA6056/2011 Rev G (Masterplan Ground Floor Plan)
AA6056/2015 Rev E (Tenure Diagram)
AA6056/2017 Rev C (Building Heights Diagram)
AA6056/2020 Rev E (Car Parking Strategy Diagram)
AA6056/2021 Rev C (Density Diagram)
AA6056/2022 Rev E (Refuse Strategy Diagram)
AA6056/2024 Rev E (Cycle Parking Diagram)
AA6056/2025 Rev C (Street Hierarchy Diagram)
AA6056/2026 Rev F (Materials Plan Diagram)
AA6056/2027 Rev C (Lifetime Homes Standard Diagram)
AA6056/2029 Rev H (Typology Diagram)
AA6056/2052 Rev C (Spine Road NE)
AA6056/2053 Rev C (Spine Road SW)
AA6056/2060 Rev C (Mews Street)
AA6056/2064 Rev D (Shepherds Way)
AA6056/2200 Rev D(AF_Type_1vs1_1_HouseType-2B 2ST)
AA6056/2210 Rev C (AF_Type_11vs1_1_HouseType-4B 3ST)
AA6056/2212 Rev D(AF_Type_11vs1_3_HouseType-4B 3ST)
AA6056/2213 Rev A (AF_Type_11vs1_4_HouseType-4B 3ST)
AA6056/2215 Rev D(AF_Type_12vs1_1_HouseType-3B 3ST)
AA6056/2216 Rev C (AF_Type_12vs1_2_HouseType-3B 3ST)
AA6056/2217 Rev D(AF_Type_12vs1_3_HouseType-3B 3ST)
AA6056/2218 Rev A (AF_Type_12vs1_4_HouseType-3B 3ST)
AA6056/2220 Rev C (AF_Type_13vs1_1_HouseType-2B FOG)
AA6056/2221 Rev A (AF_Type_14vs1_1_HouseType-3B 2ST)
AA6056/2250 Rev D(SA_Type_2vs1_1_HouseType-3B 3ST)
AA6056/2251 Rev C (SA_Type_2vs1_2_HouseType-3B 3ST)
AA6056/2252 Rev D(SA_Type_2vs2_1_HouseType-3B 3ST)
AA6056/2253 Rev C (SA_Type_2vs2_2_HouseType-3B 3ST)
AA6056/2254 Rev C (SA_Type_2vs2_3_HouseType-3B 3ST)
AA6056/2257 Rev C (SA_Type_2vs4_2_HouseType-3B 3ST)
AA6056/2260 Rev D(SA_Type_3vs1_1_HouseType-4B 3ST)
AA6056/2261 Rev E(SA_Type_3vs2_1_HouseType-4B 3ST)
AA6056/2262 Rev D(SA_Type_3vs2_2_HouseType-4B 3ST)
AA6056/2263 Rev E(SA_Type_3vs3_1_HouseType-4B 3ST)
AA6056/2264 Rev D(SA_Type_3vs1_2_HouseType-4B 3ST)
AA6056/2266 Rev E(SA_Type_4Bvs1_1_HouseType-4B 3ST)
AA6056/2267 Rev D(SA_Type_4Avs1_1_Garage)
AA6056/2268 Rev D(SA_Type_4Bvs1_1_Garage)
AA6056/2269 Rev A(SA_Type_4Bvs1_2_HouseType-4B 3ST)
AA6056/2270 Rev C (SA_Type_5Bvs1_1_HouseType-4B 3ST)
AA6056/2271 Rev D(SA_Type_5Bvs1_1_Garage)
AA6056/2273 (SA_Type_4Bvs1_3_HouseType-4B 3ST)
AA6056/2274 (SA_Type_4Bvs1_3_Garage)
AA6056/2275 Rev C (SA_Type_6vs1_1_HouseType-3B 3ST)
AA6056/2276 Rev D(SA_Type_6vs2_1_HouseType-3B 3ST)

AA6056/2277 Rev C (SA_Type_6vs2_2_HouseType-3B 3ST)
AA6056/2279 Rev A(SA_Type_15vs1_1_HouseType-3B 3ST)
AA6056/2280 Rev A(SA_Type_15vs2_1_HouseType-3B 3ST)
AA6056/2281 Rev A (SA_Type_15vs1_1_Garage)
AA6056/2282 Rev A (SA_Type_15vs2_1_Garage-3B 3ST)
AA6056/2300 Rev C (Apartment Block A-GA Plans)
AA6056/2301 Rev C (Apartment Block A-GA Plans)
AA6056/2305 Rev C (Apartment Block A-Elevations)
AA6056/2310 Rev D (Apartment Block B-GA Plans)
AA6056/2311 Rev C (Apartment Block B-GA Plans)
AA6056/2312 Rev C (Apartment Block B-GA Plans)
AA6056/2315 Rev C (Apartment Block B-Elevations)
AA6056/2320 Rev D (Apartment Block C-GA Plans)
AA6056/2321 Rev C (Apartment Block C-GA Plans)
AA6056/2322 Rev C (Apartment Block C-GA Plans)
AA6056/2325 Rev C (Apartment Block C-Elevations)
AA6056/2330 Rev E (Apartment Block D-GA Plans)
AA6056/2331 Rev C (Apartment Block D-GA Plans)
AA6056/2335 Rev C (Apartment Block D-Elevations)
AA6056/2340 Rev D (Apartment Block E-GA Plans)
AA6056/2341 Rev C (Apartment Block E-GA Plans)
AA6056/2345 Rev C (Apartment Block E-Elevations)
AA6056/2450 Rev D (Apartment Block F-GA Plans)
AA6056/2351 Rev C (Apartment Block F-GA Plans)
AA6056/2352 Rev C (Apartment Block F-GA Plans)
AA6056/2355 Rev C (Apartment Block F-Elevations)
AA6056/2360 Rev C (Apartment Block G-GA Plans)
AA6056/2361 Rev C (Apartment Block G-GA Plans)
AA6056/2362 Rev C (Apartment Block G-GA Plans)
AA6056/2365 Rev C (Apartment Block G-Elevations)
AA6056/2370 Rev C (Apartment Block H-GA Plans)
AA6056/2371 Rev C (Apartment Block H-GA Plans)
AA6056/2375 Rev C (Apartment Block H-Elevations)
AA6056/2380 Rev D (Apartment Block J-GA Plans)
AA6056/2381 Rev C (Apartment Block J-GA Plans)
AA6056/2382 Rev C (Apartment Block J-GA Plans)
AA6056/2385 Rev C (Apartment Block J-Elevations)
AA6056/2390 Rev D (Apartment Block K-GA Plans)
AA6056/2391 Rev C (Apartment Block K-GA Plans)
AA6056/2392 Rev C (Apartment Block K-GA Plans)
AA6056/2392 Rev C (Apartment Block K-Elevations)
AA6056/2400 Rev E (Apartment Block L-GA Plans)
AA6056/2401 Rev C (Apartment Block L-GA Plans)
AA6056/2405 Rev C (Apartment Block L-Elevations)
AA6056/2410 Rev C (Apartment Block M-GA Plans)
AA6056/2411 Rev C (Apartment Block M-GA Plans)
AA6056/2415 Rev C (Apartment Block M-Elevations)
AA6056/2420 Rev E (Apartment Block N-GA Plans)
AA6056/2421 Rev C (Apartment Block N-GA Plans)
AA6056/2425 Rev C (Apartment Block N-Elevations)
AA6056/2430 Rev C (Apartment Block P-GA Plans)
AA6056/2431 Rev C (Apartment Block P-GA Plans)
AA6056/2435 Rev C (Apartment Block P-Elevations)
AA6056/2440 Rev C (Apartment Block Q-GA Plans)
AA6056/2441 Rev C (Apartment Block Q-GA Plans)
AA6056/2445 Rev C (Apartment Block Q-Elevations)

AA6056/2450 Rev C (Apartment Block R-GA Plans)
AA6056/2451 Rev C (Apartment Block R-GA Plans)
AA6056/2452 Rev C (Apartment Block R-GA Plans)
AA6056/2455 Rev C (Apartment Block R-Elevations)
AA6056/2460 Rev C (Apartment Block S-GA Plans)
AA6056/2461 Rev C (Apartment Block S-GA Plans)
AA6056/2462 Rev C (Apartment Block S-GA Plans)
AA6056/2465 Rev C (Apartment Block S-Elevations)
AA6056/2466 Rev C (Apartment Block S-Elevations)
AA6056/2467 Rev D(Ancillary Buildings)

Landscaping Street Scenes

AL6056-002 Rev 2 (Shepherds Way Detail Area)
AL6056-003 Rev 2 (Railway Green Detail Area)
AL6056-004 Rev 3 (Streets Detail Area)
AL6056-005 Rev 2 (Parking Court Detail Area)
AL6056-100 Rev 3 (Boundary Treatment Plan)
AL6056-101 Rev 2 (Boundary Treatment Elevations)
AL6056-102 Rev 0 (Boundary Wall Materials Plan)
AL6056-110 Rev 4 (Hard Surfacing Materials Plan)
AL6056-120 Rev 1 (Street Sections)
AL6056-200 Rev 2 (Tree Planting Plan)
AL6056-210 Rev 2 (Tree Distances from Buildings)
AL6056-220 Rev 4 (Landscape Planting Plan Area 1)
AL6056-221 Rev 3 (Landscape Planting Plan Area 2)
AL6056-222 Rev 3 (Landscape Planting Plan Area 3)
AL6056-223 Rev 3 (Landscape Planting Plan Area 4)
AL6056-224 Rev 3 (Landscape Planting Plan Area 5)
AL6056-225 Rev 3 (Landscape Planting Plan Area 6)
AL6056-226 Rev 3 (Landscape Planting Plan Area 7)
AL6056-227 Rev 4 (Landscape Planting Plan Area 8)
AL6056-240 Rev 1 (Landscape Details)
AL6056-241 Rev 1 (Swale Details)
Landscape Statement including Code Compliance Statement January 2017
AL6056-REP01 rev 3
Outline Soft Landscape Specification AL6056-REP 02 rev 1 4th October 2016
Landscape Management and Maintenance Plan AL6056-REP 03 rev 1 4th
October 2016

Other Documents

Trumpington Meadows Phases 10 & 11 – Design and Access Statement
including Code Compliance Statement January 2017_Rev B
SUDS Maintenance Plan SMP-10/11/01 September 2016
Drainage Strategy Statement dated 01/12/2016
AL6056-120 Rev 1 (Street Sections)
0658-SK-129 Rev D (Outline Drainage Strategy)
065-PH10.11-GA-02 Rev B (Land Areas)
0658-PH10.11-SK-09 Rev B (Indicative Flood Path Routes)
0658-SK-157 Rev B (Street Hierarchy and Tracking Sheet 1 of 2)
0658-SK-158 Rev B (Street Hierarchy and Tracking Sheet 2 of 2)
0658-SK-159 Rev A (Proposed Fire Hydrant Locations)
0658-SK-163 Rev A (Detailed Drainage Strategy)
AL6056-241 Rev 1 (Swale Details)
0658-1300-011 Rev C (Residential Lighting Layout Sheet 1 of 2)
0658-1300-012 Rev C (Residential Lighting Layout Sheet 2 of 2)
0658-PH10.11-SK-05 Rev C (Indicative Finish Floor Levels)

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

Informatives

1. Noise Impact

For any noise attenuation scheme proposed due regard should be given to current government / industry standards, best practice and guidance and South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise" downloadable from:

<http://www.scambs.gov.uk/content/district-design-guide-spd>

2. Contaminated Land:

Contaminated land should be considered and assessed in accordance with government / industry best practice and technical guidance and South Cambridgeshire District Council's Supplementary Planning Document - "***District Design Guide: High Quality and Sustainable Development in South Cambridgeshire***", Adopted March 2010: Chapter 10- Environmental Health & Appendix 5: Development of Potentially Contaminated Sites, downloadable from:

<http://www.scambs.gov.uk/content/district-design-guide-spd>

3. The applicant should have consideration of South Cambridgeshire District Council Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10- Environmental Health & associated appendices: link-

<http://www.scambs.gov.uk/content/district-design-guide-spd>

4. Foul Water Drainage:

All foul sewage, and trade effluent, shall be discharged to the public foul sewer. It is an offence under Section 118 of the Water Industry Act 1991 to discharge trade effluent to a sewer without the prior consent of the statutory undertaker. Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.

5. Surface Water Drainage:

Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways will not be permitted to be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted. Only clean, uncontaminated surface water should be discharged to

any soakaway, watercourse or surface water sewer. Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor. Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

6. Groundwater & Contaminated Land:

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

RECOMMENDATION

APPROVE (16/1769/REM) subject to the following conditions:

1. No works or development above finished ground level shall take place until the following material details have been submitted to and approved in writing with the local planning authority. A schedule of materials covering windows, doors, entrance porch details, brick specification, projecting bay and dormer windows, garage doors, external metal work, rain water goods, and coping (including materials, colours, surface finishes/textures) and brick sample panels of the facing bricks to be used, shall be erected on site and shall be at least 1m x 1m to establish the detailing of bonding, coursing, colour and type of jointing. Development shall be carried out in accordance with the approved details. (Reason: To ensure the appearance of the development is satisfactory in accordance with Policy 3/12 of the Cambridge Local Plan 2006.)
2. No works or development above finished ground level shall take place until details of the materials, colours, finish and fixing details of the proposed balconies (including balustrade) on an appropriate scale drawing have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. (Reason: To ensure the appearance of the development is satisfactory in accordance with Policy 3/12 of the Cambridge Local Plan 2006.)
3. Full details of all non-masonry walling systems, cladding panels or other external

screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing shall be submitted and approved in writing by the Local Planning Authority. This may consist of scale drawings (to a scale of 1:20) and /or samples. Development shall be carried out in accordance with the approved details. (Reason: In the interests of visual amenity in accordance with Policy 3/12 of the Cambridge Local Plan 2006.)

4. No works or development above finished ground level shall take place until details of all windows and doors (to a scale of 1:20) (including the entrance porch features), as identified on the approved drawings, including materials, colours, surface finishes/textures have submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (Reason: In the interests of visual amenity in accordance with Policy 3/12 of the Cambridge Local Plan 2006.)
5. No works or development above finished ground level shall take place to each building until full details of both hard and soft landscape works, relevant to that building, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; boundary treatments including the positions, design, materials and type of boundary treatment; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. (Reason: To ensure the provision of new landscape features in accordance with Policy 3/11 of the Cambridge Local Plan 2006.)
6. No works or development above finished ground level shall take place until a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas have been submitted to and approved in writing by the local planning authority. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation. (Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features in accordance with Policy 3/11 of the Cambridge Local Plan 2006.)
7. Unless otherwise approved in writing by the Local Planning Authority, the Local Areas of Play (LAP) identified on the Approved Drawings will be developed in accordance with the details set out within the Landscaping Strategy document (Ref: AL6056-REP 01 rev 3, January 2017). Development shall be carried out in accordance with the approved details. (Reason: To ensure that a high quality design for this open space and appropriate facilities for children's play provision

are provided in accordance with Policy 3/8 of the Cambridge Local Plan 2006.)

8. Prior to first occupation of the development, full details of the scheme for public art shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be in general accordance with the approved Trumpington Meadows Public Art Strategy (August 2010) and include details of the following:
 - f) Descriptions, plans and images of the public art including its location
 - g) Details of community engagement and consultation including measures to promote involvement in the evolution of the public art
 - h) Project timescale
 - i) Delivery mechanisms
 - j) The total amount allocated for the proposed public art including maintenance and decommissioning costs (if applicable)Development shall be carried out in accordance with the approved details.

(Reason: To ensure that the details of the public art comes forward in accordance with the Public Art Strategy and that the public art positively contributes to its context within the public realm in the interests of creating successful, high quality, attractive environments in accordance with Policy 10/1 of the Cambridge Local Plan 2006.)

9. Prior to completion of the development the following implementation and maintenance details of the public art approved under condition 8 shall be submitted to and approved in writing by the Local Planning Authority:
 - a) Details for the installation of the public art
 - b) Legal ownership and insurance details
 - c) Responsibility for implementation
 - d) Responsibility for maintenance and maintenance schedules
 - e) Details of decommissioning including timescales and reparation (if applicable)

(Reason: To ensure that the details of maintenance and implementation of the public art are considered, in the interest of creating a successful, high quality, attractive environment in accordance with Policy 10/1 of the Cambridge Local Plan 2006.)

10. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control of the water environment shall be submitted to and approved in writing with the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the first occupation of the development or in accordance with the implementation programme agreed with the Local Planning Authority.

(Reason: To prevent the increased risk of pollution to the water environment in accordance with Policy 4/13 of the Cambridge Local Plan 2006.)

11. Prior to first occupation of the development, a post installation operational noise performance completion report for the residential properties potentially affected by road traffic noise as highlighted in the Technical Report R3309-12 Rev 0 dated 30th December 2016 shall be submitted to and approved in writing by the Local Planning Authority. Should the attenuation levels detailed in the Technical Report: R3309-12 Rev 0 provided by 24 Acoustics, Trumpington Meadows Phases 10 & 11, Reserved Matters, Noise Assessment dated 30th December 2016 not be met then the details of further attenuation work, as required, shall be submitted to the Local Planning Authority for its approval in writing. The noise

attenuation/insulation scheme shall be implemented and thereafter maintained in strict accordance with the approved details

(Reason: To ensure a satisfactory level of amenity for future occupants in accordance with Policy 4/13 of the Cambridge Local Plan 2006.)

12. Prior to occupation of the 50th dwelling, full details of the scheme for the provision of the cycle links from the site into Trumpington Park & Ride shall be submitted to and approved in writing with the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans. (Reason: To ensure the provision of cycle links in accordance with Policy 8/3 of the Cambridge Local Plan 2006.)
13. Provision of cycle links from the site into Trumpington Park & Ride shall be provided on site no later than occupation of the 300th dwelling. The developer shall provide confirmation in writing to the Local Planning Authority of the date when the cycle links have been completed. The scheme shall be constructed and completed in accordance with the approved plans. (Reason: To ensure the provision of cycle links in accordance with Policy 8/3 of the Cambridge Local Plan 2006.)
14. Notwithstanding the approved drawings electric charging points for mobility scooters (but not for electric cars) shall be provided within the cycle storage areas of Apartment Blocks B, C, D, E, F, J, K, L, N & Q. The scheme shall be constructed and completed in accordance with the approved plans. (Reason: To ensure that the development caters for the needs of residents throughout their life time, including the possibility of impaired mobility in accordance with Policy 5/9 of the Cambridge Local Plan 2006.)
15. The on plot parking spaces, including garages, shown on drawing AA6056/2020 REV E (Parking), shall not be used as additional living accommodation and shall be maintained for the purposes of parking. (Reason- In the interests of highway safety, visual amenity and sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site in accordance with Policy 8/10 of the Cambridge Local Plan 2006.)
16. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plans

AA6056/2001 Rev B (Site Location Plan)
AA6056/2004 Rev A (CCC Site Location Plan)
AA6056/2005 Rev B (SCDC Site Location Plan)
AA6056/2012 Rev A (CCC Boundary Masterplan)
AA6056/2003 Rev A (SCDC Boundary Masterplan)

Diagrams

AA6056/001 Rev 2 (Southern Gateway Detail Area)
AA6056/2010 Rev H (Masterplan Roof Plan)
AA6056/2011 Rev F (Masterplan Ground Floor Plan)
AA6056/2015 Rev E (Tenure Diagram)
AA6056/2017 Rev C (Building Heights Diagram)
AA6056/2020 Rev E (Car Parking Strategy Diagram)
AA6056/2021 Rev C (Density Diagram)
AA6056/2022 Rev E (Refuse Strategy Diagram)
AA6056/2024 Rev E (Cycle Parking Diagram)
AA6056/2025 Rev C (Street Hierarchy Diagram)

AA6056/2026 Rev F (Materials Plan Diagram)
AA6056/2027 Rev C (Lifetime Homes Standard Diagram)
AA6056/2029 Rev H (Typology Diagram)
AA6056/2052 Rev C (Spine Road NE)
AA6056/2053 Rev C (Spine Road SW)
AA6056/2060 Rev C (Mews Street)
AA6056/2064 Rev D (Shepherds Way)
AA6056/2200 Rev D(AF_Type_1vs1_1_HouseType-2B 2ST)
AA6056/2210 Rev C (AF_Type_11vs1_1_HouseType-4B 3ST)
AA6056/2212 Rev D(AF_Type_11vs1_3_HouseType-4B 3ST)
AA6056/2213 Rev A (AF_Type_11vs1_4_HouseType-4B 3ST)
AA6056/2215 Rev D(AF_Type_12vs1_1_HouseType-3B 3ST)
AA6056/2216 Rev C (AF_Type_12vs1_2_HouseType-3B 3ST)
AA6056/2217 Rev D(AF_Type_12vs1_3_HouseType-3B 3ST)
AA6056/2218 Rev A (AF_Type_12vs1_4_HouseType-3B 3ST)
AA6056/2220 Rev C (AF_Type_13vs1_1_HouseType-2B FOG)
AA6056/2221 Rev A (AF_Type_14vs1_1_HouseType-3B 2ST)
AA6056/2250 Rev D(SA_Type_2vs1_1_HouseType-3B 3ST)
AA6056/2251 Rev C (SA_Type_2vs1_2_HouseType-3B 3ST)
AA6056/2252 Rev D(SA_Type_2vs2_1_HouseType-3B 3ST)
AA6056/2253 Rev C (SA_Type_2vs2_2_HouseType-3B 3ST)
AA6056/2254 Rev C (SA_Type_2vs2_3_HouseType-3B 3ST)
AA6056/2257 Rev C (SA_Type_2vs4_2_HouseType-3B 3ST)
AA6056/2260 Rev D(SA_Type_3vs1_1_HouseType-4B 3ST)
AA6056/2261 Rev E(SA_Type_3vs2_1_HouseType-4B 3ST)
AA6056/2262 Rev D(SA_Type_3vs2_2_HouseType-4B 3ST)
AA6056/2263 Rev E(SA_Type_3vs3_1_HouseType-4B 3ST)
AA6056/2264 Rev D(SA_Type_3vs1_2_HouseType-4B 3ST)
AA6056/2266 Rev E(SA_Type_4Bvs1_1_HouseType-4B 3ST)
AA6056/2267 Rev D(SA_Type_4Avs1_1_Garage)
AA6056/2268 Rev D(SA_Type_4Bvs1_1_Garage)
AA6056/2269 Rev A(SA_Type_4Bvs1_2_HouseType-4B 3ST)
AA6056/2270 Rev C (SA_Type_5Bvs1_1_HouseType-4B 3ST)
AA6056/2271 Rev D(SA_Type_5Bvs1_1_Garage)
AA6056/2273 (SA_Type_4Bvs1_3_HouseType-4B 3ST)
AA6056/2274 (SA_Type_4Bvs1_3_Garage)
AA6056/2275 Rev C (SA_Type_6vs1_1_HouseType-3B 3ST)
AA6056/2276 Rev D(SA_Type_6vs2_1_HouseType-3B 3ST)
AA6056/2277 Rev C (SA_Type_6vs2_2_HouseType-3B 3ST)
AA6056/2279 Rev A(SA_Type_15vs1_1_HouseType-3B 3ST)
AA6056/2280 Rev A(SA_Type_15vs2_1_HouseType-3B 3ST)
AA6056/2281 Rev A (SA_Type_15vs1_1_Garage)
AA6056/2282 Rev A (SA_Type_15vs2_1_Garage-3B 3ST)
AA6056/2300 Rev C (Apartment Block A-GA Plans)
AA6056/2301 Rev C (Apartment Block A-GA Plans)
AA6056/2305 Rev C (Apartment Block A-Elevations)
AA6056/2310 Rev D (Apartment Block B-GA Plans)
AA6056/2311 Rev C (Apartment Block B-GA Plans)
AA6056/2312 Rev C (Apartment Block B-GA Plans)
AA6056/2315 Rev C (Apartment Block B-Elevations)
AA6056/2320 Rev D (Apartment Block C-GA Plans)
AA6056/2321 Rev C (Apartment Block C-GA Plans)
AA6056/2322 Rev C (Apartment Block C-GA Plans)
AA6056/2325 Rev C (Apartment Block C-Elevations)
AA6056/2330 Rev E (Apartment Block D-GA Plans)
AA6056/2331 Rev C (Apartment Block D-GA Plans)

AA6056/2335 Rev C (Apartment Block D-Elevations)
AA6056/2340 Rev D (Apartment Block E-GA Plans)
AA6056/2341 Rev C (Apartment Block E-GA Plans)
AA6056/2345 Rev C (Apartment Block E-Elevations)
AA6056/2450 Rev D (Apartment Block F-GA Plans)
AA6056/2351 Rev C (Apartment Block F-GA Plans)
AA6056/2352 Rev C (Apartment Block F-GA Plans)
AA6056/2355 Rev C (Apartment Block F-Elevations)
AA6056/2360 Rev C (Apartment Block G-GA Plans)
AA6056/2361 Rev C (Apartment Block G-GA Plans)
AA6056/2362 Rev C (Apartment Block G-GA Plans)
AA6056/2365 Rev C (Apartment Block G-Elevations)
AA6056/2370 Rev C (Apartment Block H-GA Plans)
AA6056/2371 Rev C (Apartment Block H-GA Plans)
AA6056/2375 Rev C (Apartment Block H-Elevations)
AA6056/2380 Rev D (Apartment Block J-GA Plans)
AA6056/2381 Rev C (Apartment Block J-GA Plans)
AA6056/2382 Rev C (Apartment Block J-GA Plans)
AA6056/2385 Rev C (Apartment Block J-Elevations)
AA6056/2390 Rev D (Apartment Block K-GA Plans)
AA6056/2391 Rev C (Apartment Block K-GA Plans)
AA6056/2392 Rev C (Apartment Block K-GA Plans)
AA6056/2392 Rev C (Apartment Block K-Elevations)
AA6056/2400 Rev E (Apartment Block L-GA Plans)
AA6056/2401 Rev C (Apartment Block L-GA Plans)
AA6056/2405 Rev C (Apartment Block L-Elevations)
AA6056/2410 Rev C (Apartment Block M-GA Plans)
AA6056/2411 Rev C (Apartment Block M-GA Plans)
AA6056/2415 Rev C (Apartment Block M-Elevations)
AA6056/2420 Rev E (Apartment Block N-GA Plans)
AA6056/2421 Rev C (Apartment Block N-GA Plans)
AA6056/2425 Rev C (Apartment Block N-Elevations)
AA6056/2430 Rev C (Apartment Block P-GA Plans)
AA6056/2431 Rev C (Apartment Block P-GA Plans)
AA6056/2435 Rev C (Apartment Block P-Elevations)
AA6056/2440 Rev C (Apartment Block Q-GA Plans)
AA6056/2441 Rev C (Apartment Block Q-GA Plans)
AA6056/2445 Rev C (Apartment Block Q-Elevations)
AA6056/2450 Rev C (Apartment Block R-GA Plans)
AA6056/2451 Rev C (Apartment Block R-GA Plans)
AA6056/2452 Rev C (Apartment Block R-GA Plans)
AA6056/2455 Rev C (Apartment Block R-Elevations)
AA6056/2460 Rev C (Apartment Block S-GA Plans)
AA6056/2461 Rev C (Apartment Block S-GA Plans)
AA6056/2462 Rev C (Apartment Block S-GA Plans)
AA6056/2465 Rev C (Apartment Block S-Elevations)
AA6056/2466 Rev C (Apartment Block S-Elevations)
AA6056/2467 Rev D(Ancillary Buildings)

Landscaping Street Scenes

AL6056-002 Rev 2 (Shepherds Way Detail Area)
AL6056-003 Rev 2 (Railway Green Detail Area)
AL6056-004 Rev 3 (Streets Detail Area)
AL6056-005 Rev 2 (Parking Court Detail Area)
AL6056-100 Rev 3 (Boundary Treatment Plan)
AL6056-101 Rev 2 (Boundary Treatment Elevations)

AL6056-102 Rev 0 (Boundary Wall Materials Plan)
AL6056-110 Rev 3 (Hard Surfacing Materials Plan)
AL6056-120 Rev 1 (Street Sections)
AL6056-200 Rev 2 (Tree Planting Plan)
AL6056-210 Rev 2 (Tree Distances from Buildings)
AL6056-220 Rev 3 (Landscape Planting Plan Area 1)
AL6056-221 Rev 3 (Landscape Planting Plan Area 2)
AL6056-222 Rev 2 (Landscape Planting Plan Area 3)
AL6056-223 Rev 2 (Landscape Planting Plan Area 4)
AL6056-224 Rev 3 (Landscape Planting Plan Area 5)
AL6056-225 Rev 2 (Landscape Planting Plan Area 6)
AL6056-226 Rev 2 (Landscape Planting Plan Area 7)
AL6056-227 Rev 3 (Landscape Planting Plan Area 8)
AL6056-240 Rev 1 (Landscape Details)
AL6056-241 Rev 1 (Swale Details)
Landscape Statement including Code Compliance Statement January 2017
AL6056-REP01 rev 3
Outline Soft Landscape Specification AL6056-REP 02 rev 1 4th October 2016
Landscape Management and Maintenance Plan AL6056-REP 03 rev 1 4th
October 2016

Other Documents

Trumpington Meadows Phases 10 & 11 – Design and Access Statement
including Code Compliance Statement January 2017_Rev B
SUDS Maintenance Plan SMP-10/11/01 September 2016
Drainage Strategy Statement dated 01/12/2016
AL6056-120 Rev 1 (Street Sections)
0658-SK-129 Rev D (Outline Drainage Strategy)
065-PH10.11-GA-02 Rev B (Land Areas)
0658-PH10.11-SK-09 Rev B (Indicative Flood Path Routes)
0658-SK-157 Rev B (Street Hierarchy and Tracking Sheet 1 of 2)
0658-SK-158 Rev B (Street Hierarchy and Tracking Sheet 2 of 2)
0658-SK-159 Rev A (Proposed Fire Hydrant Locations)
0658-SK-163 Rev A (Detailed Drainage Strategy)
AL6056-241 Rev 1 (Swale Details)
0658-1300-011 Rev C (Residential Lighting Layout Sheet 1 of 2)
0658-1300-012 Rev C (Residential Lighting Layout Sheet 2 of 2)
0658-PH10.11-SK-05 Rev C (Indicative Finish Floor Levels)
0658-PH10.11-SK-08 Rev B (Proposed Footpath Crossings)
Noise Assessment Technical Report R3309-12 Rev 0 Dated 30/12/2016
Technical Memorandum dated 7/2/2017

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

Informatives

1. Noise Impact

For any noise attenuation scheme proposed due regard should be given to current government / industry standards, best practice and guidance and South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise" downloadable from:

<http://www.scamb.gov.uk/content/district-design-guide-spd>

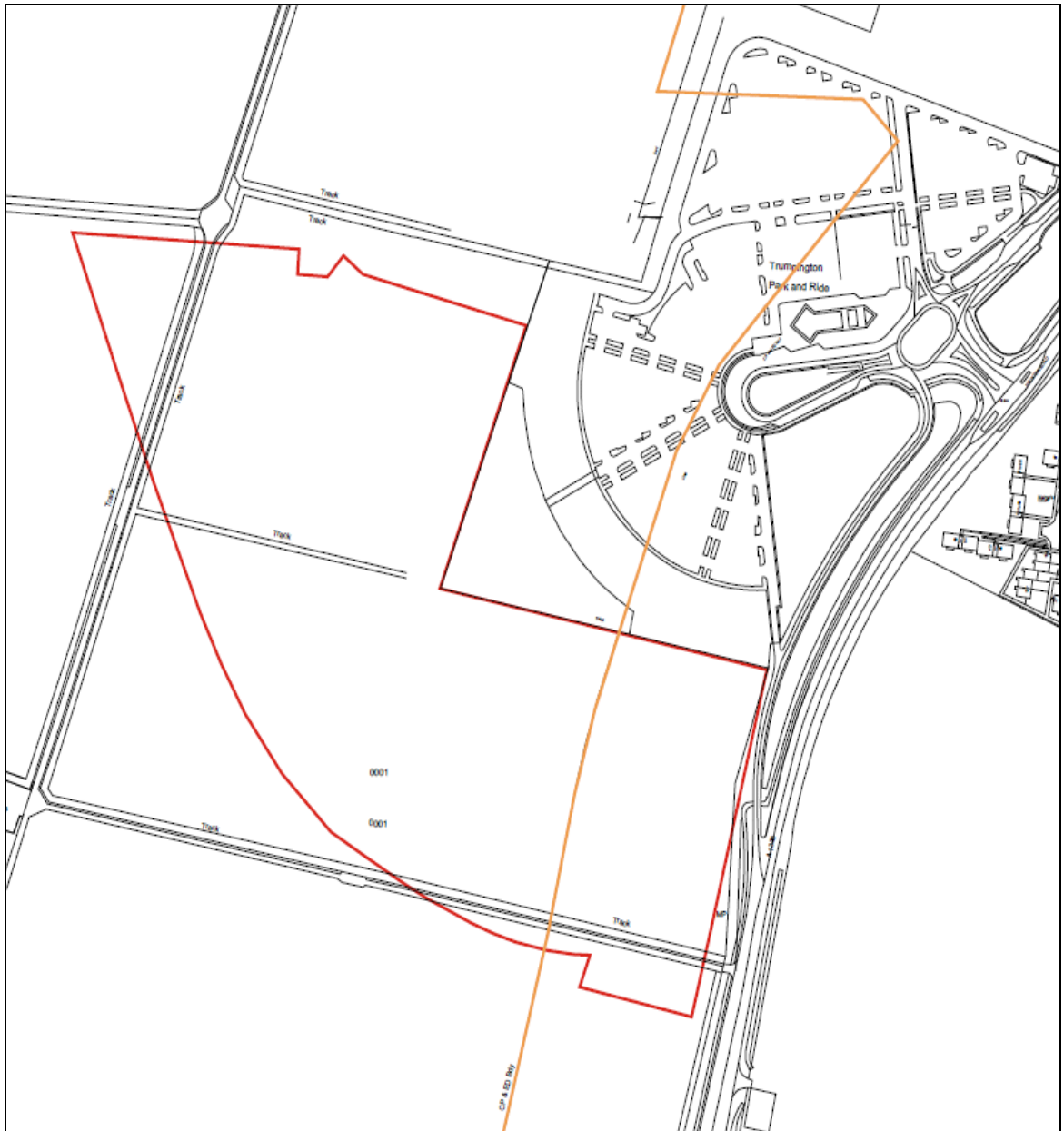
2. Contaminated Land:
Contaminated land should be considered and assessed in accordance with government / industry best practice and technical guidance and South Cambridgeshire District Council's Supplementary Planning Document - "***District Design Guide: High Quality and Sustainable Development in South Cambridgeshire***", Adopted March 2010: Chapter 10- Environmental Health & Appendix 5: Development of Potentially Contaminated Sites, downloadable from: <http://www.scambs.gov.uk/content/district-design-guide-spd>
3. The applicant should have consideration of South Cambridgeshire District Council Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10- Environmental Health & associated appendices: link- <http://www.scambs.gov.uk/content/district-design-guide-spd>
4. Foul Water Drainage:
All foul sewage, and trade effluent, shall be discharged to the public foul sewer. It is an offence under Section 118 of the Water Industry Act 1991 to discharge trade effluent to a sewer without the prior consent of the statutory undertaker. Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.
5. Surface Water Drainage:
Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways will not be permitted to be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer. Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor. Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

6. Groundwater & Contaminated Land:

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

APPENDIX 1-PLAN OF PHASES 10 & 11



APPENDIX 2- QUALITY PANEL MINUTES

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Trumpington Meadows Phase 10 &11

Date: Monday 19th September 2016

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

Time: 13:00 -16:00

Quality Panel Members

Robin Nicholson (Panel Chair)

Steve Platt

Meredith Bowles

David Birkbeck

David Prichard

Kirk Archibald

Panel secretariat and support

Alokiir Ajang – Cambridgeshire County Council

Judit Carballo – Cambridgeshire County Council

Local Authority Attendees

Andrew Winter – Senior Planning Officer, South Cambridgeshire District Council

Applicant and Representatives

Alison Wright – Bidwells

Andrew Taylor – Barratt

Ben Williamson – PRP

Sarah Touzeau – PRP

Adrian Judd – PRP Landscape

Nisha Solanki – PRP Landscape

Kallina Bakali – PRP Landscape

Adrian Geary – WSP

Hussein Panjwani – WSP

1. Scheme description and presentation

Architect/Designer PRP Architects
Applicant Barratt Homes Eastern Counties
Planning status Pre- application stage

2. Overview

The outline application for 1,200 homes and related infrastructure, a country park, primary school, community facilities and open space was approved in October 2009. The site sits within Cambridge City and South Cambridgeshire District Council boundaries. The Design Code for the site has been approved and other strategic conditions discharged.

A significant amount of construction has taken place on site to date. The primary school has been open since 2012. The Country Park and balancing ponds are established. Reserved matters for Phases 1-9 have been approved and first occupations on site were in 2012. Construction of Phase 8 (36 dwellings) is complete and works are soon to commence on Phase 9.

Phases 10 & 11 are the final phases of development within the wider Trumpington Meadows masterplan and are located off the southern gateway entrance from Hauxton Road.

The scheme comprises the following:

- 380 new homes - 40% affordable and 60% sale homes
- Code for Sustainable Homes Level 4
- Car parking provided at an average of 1.5 spaces per dwelling, plus on street visitor parking
- Cycle parking provided in accordance with maximum standards in the Code for Sustainable Homes.

The Design Code identifies two character areas within Phases 10 & 11 - the Gateway Quarter and the Urban Quarter.

Pre-application discussions are ongoing for Phases 10 and 11 and the Local Centre and are likely to be formally submitted by 9 October 2016.

3. Cambridgeshire Quality Panel views

Introduction

The Panel thanked the applicant for a very detailed presentation of an impressive scheme. The Panel welcomed seeing the scheme at this stage of development.

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

Community

The Panel thought the access to the Park and Ride through the site appeared fragmented and lacked a direct axial route. At present, 'the lake' between the site and the Park and Ride is hidden and a direct route across it blocked by a building when it could provide a direct route.

The Panel noted Phases 10 & 11 are the last phases in Trumpington Meadows and questioned whether there have been a "lessons learnt" study from previous completed schemes at Clay Farm and Trumpington Meadows. The Architect explained that within Cambridge, the Bell School is their oldest scheme in the area and from the customer surveys received the main comments are on issues such as the placement of bollards, the quantity and quality of the parking areas. At a national scale Barratt Homes have their own Quality team that visit their sites and obtain feedback from them.

Concerns were raised about how families will enjoy the public spaces and whether the LEAP was in the right place in the central 'square'. Careful consideration should be given into achieving this through providing gardens and increasing the number of play areas and open spaces near homes.

In response to a question the Applicant stated that they intend a "tenure blind" scheme with no architectural difference. The Panel were concerned that while the house types will be the same, the designers must avoid differentiation in meter box positions, parking surfaces and the maintenance of the landscape. The Applicant explained that management guidance will form part of the planning application.

The Panel wondered who was going to live there and whether the homes have been designed flexibly to allow home working. The applicant stated that there are homes designed with independent access, so whoever is working from home is not interrupted by children or relatives. The housing has not been labelled as flexible working but it is in the specification and previous schemes have included properties with multigenerational living.

There is a need to consider where teenagers will gather as they will not meet where planned. The Panel noted that teenagers will need some surveillance but they need their independence.

Connectivity

The Panel felt that the lack of access or view of the lake was a waste, although doubts were raised as to how much of a lake it would be. Either way the Panel felt that a view should be opened up and that although a direct diagonal route across the lake would be ideal, a route around the edge could work too.

The hierarchy of the roads, refuse storage and potential cycle routes were discussed. The Panel encouraged the Applicant to explore alternative cycle routes to the Park and Ride.

The Applicant described the two pedestrian connections one to the north and one to the east of the development. The Panel suggested working closely with the County Council to understand the possibilities.

The Panel noted that the Spine Road is more like a formal tree-lined street with higher densities. The Applicant explained they had studied the formal street architecture of Warkworth Street, Cambridge to inform the design proportions.

The Panel queried the colour of the brickwork, a change from the popular crumbly cream brick and how successful dark brick would be; they reflected on the traditional use of white reveals. In terms of repetition, the Panel felt was an opportunity to explore strengthening the ground floor of the apartment block elevations.

The Panel enjoyed the 3 storey building heights but thought it would be useful to compare the scale and mass of the proposals in relation to other housing schemes in Cambridge. There was a discussion about whether there was enough variety across the two character areas but on balance the Panel felt there was. However the Panel did feel that it would be useful in future schemes for there to be a percentage of self-build homes.

Climate

The Panel acknowledged that the proposals have been developed to meet Code Level 4 of the Code for Sustainable Homes and provide 10% renewables which is the norm for each parcel. This will be achieved firstly through high performance building fabric controlling heat loss and the reduced energy has been attained by using low energy appliances, lighting and low water use fittings. The remaining energy requirements have been minimised through integrated photovoltaic roof panels.

Biodiversity will be achieved through planting, with species being chosen for their biodiversity value, as well as their seasonal interest, colour and scent.

It was noted that the scheme incorporates swales and rainwater drainage to support a sustainable drainage strategy. The Country Park and network of paths will encourage people to walk and cycle, promoting both a physically and environmentally healthier lifestyle.

The challenge of overheating as a result of high glazing areas were discussed, particularly in regards to the south-facing units. The Applicant explained that they have a similar design at Bell School where the original designs had large amounts of glazing that may potentially overheat, especially after value engineering. The Panel anticipated external shading becoming a requirement as part of the Building Regulations for the future with suitable ventilation for corridors areas.

The Panel noted that currently the design does not respond to the orientation. Given the longer anticipated life span of these dwellings there is a need to consider how to avoid air conditioning as the climate heats up. There should be an opportunity for retrofitting external shutters or blinds in the future.

The Panel highlighted that a statement to the LPA has to be submitted to demonstrate how this has been taken into consideration.

4. Conclusion

The Panel congratulated the Applicant on their impressive scheme and comprehensive presentation. Overall they felt the 4 Cs were well concluded however, the Panel made the following recommendations, further details can be found above:

- Consideration should be given into where teenagers will gather and about whether the play areas are in the right place.
- Consider the experience from previous schemes.
- Explore cycling routes into the other phases and to the Park and Ride.
- The lake could be a priceless asset but is currently hidden. There is an opportunity to cut down trees and get views to the lake.
- To appreciate the variation of massing and scale it would be helpful to see full site sections.
- Further consideration of the colour of the brickwork and whether it is too dark with reference to previous schemes
- Good analysis into cross ventilation but be mindful of the risks of overheating, and the impact of orientation will need to be modelled.

The chairman encouraged greater sharing of the Trumpington Meadows experience among other Barratt divisions

5. Conflict of Interest

As per the Cambridgeshire Quality Panel Terms of reference the Panel is open and transparent about conflicts of interest, therefore it was noted that Kirk Archibald has been involved with PRP.

APPENDIX 3- VISUALS OF THE PROPOSED SCHEME



Southern Gateway Entrance



Shepherds Walk



Mews Street



Pavillion Street



Informal Side Street



Side Street



Park Frontage



Narrow Frontage Spine Road Properties



Wider Frontage Spine Road Properties



Masterplan roof plan

APPENDIX 4- DESIGN CODE COMPLIANCE STATEMENT

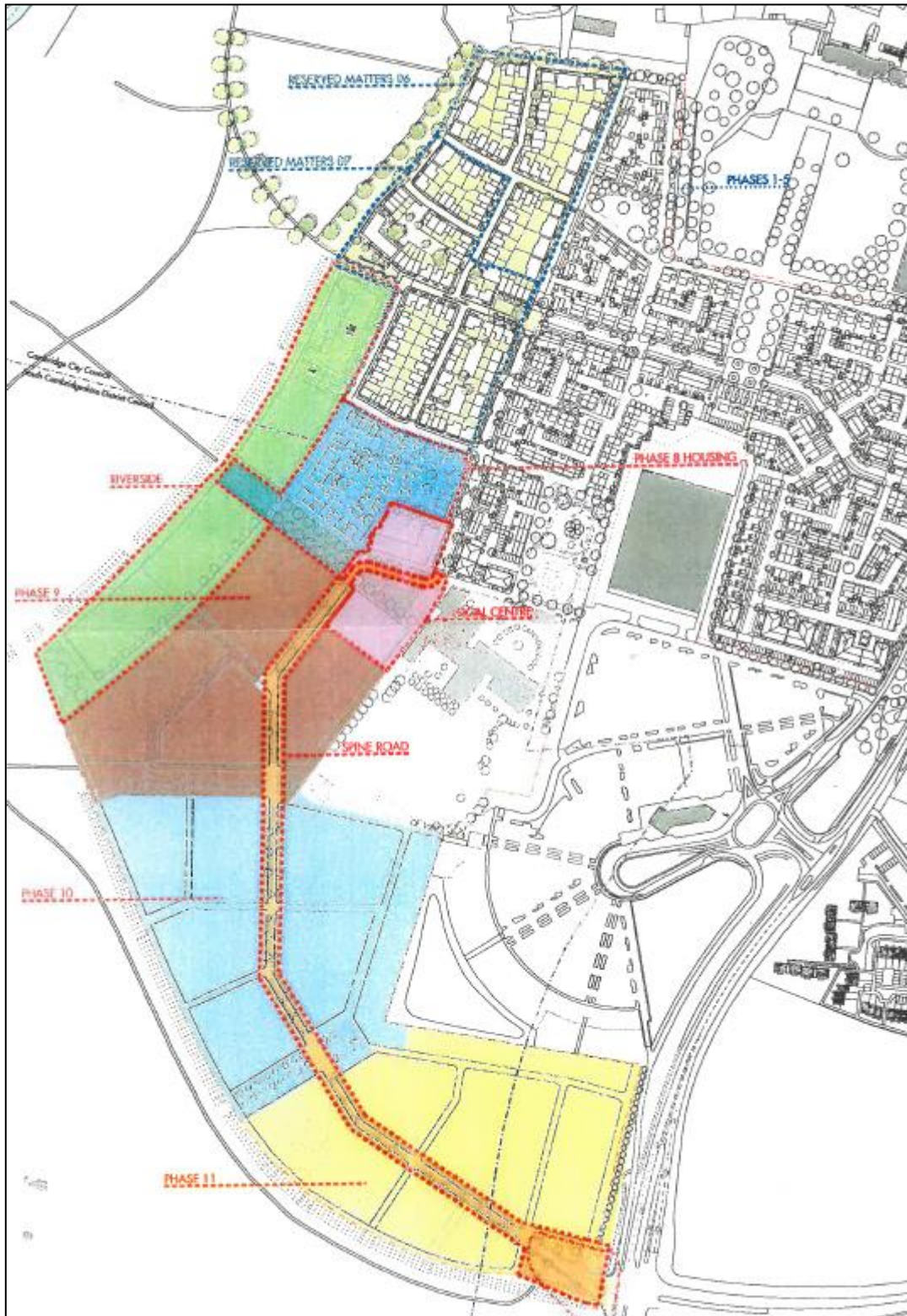
Relevant Design Code Mandatory Element	Comply	Design Response
Chapter 4: Site Wide		
Related site wide strategies - (page 54)	✓	Refer to PRP DAS Including Compliance Statements pages 104 for table of compliance with conditions
Land Uses - figure 4.1 and table 4I (page 54)	✓	Refer to PRP DAS Including Compliance Statements page 74 Residential Land Uses as Design Code
Pedestrian and cyclists - see guidance text and figure 4.5 (page 58)	✓	Clear Cycle and Pedestrian routes are provided throughout the Phase which adhere to the code. Only one amendment has been made to the cycle route at Southern Gateway: cyclists on Community Street 04 will turn into Formal Side Street 04 and right onto Spine Street 01 towards the Southern Gateway rather than following the southern boundary.
Street network - see figure 4.8 and table 4I and 4II (page 60 to 63)	✓	The street network complies with the design code. Only one minor amendment has been proposed to the maintenance strip detail. Granite setts are not specified, instead, a kerb laid adjacent to stack bonded setts and a pin kerb will delineate the maintenance strip.
Cycle parking - see table 4IV for parking provision, figure 4.10 and mandatory guiding principles (pages 64 to 66)	✓	Cycle parking meets minimum standards and in some instances exceeds requirement. Refer to PRP DAS Including compliance statement pages 90-91 and drawing no. AA6056_2024_Rev C
Car parking - see standards and guiding principles on page 67, figure 4.11 showing approved garage dimensions (page 70). Also see solutions that must be avoided (page 71)	✓	Average car parking ratio is complied with. Ratio per unit has varied by character area - see page 90 for justification. Standards for minimum garage sites and parking typologies have been complied with. See pages 90-91 of PRP DAS and drawing no. AA6056_2020_Rev C
Detailed parameter masterplan - see figure 4.12 (pages 72 and 73)	✓	Urban form and building hierarchy in accordance with parameter masterplan. See pages 68, 74, 79 of PRP DAS
Key spaces and frontages - see pages 74 to 79 for mandatory design principles.	✓	The three key spaces within these phases are provided in accordance with the Design Code. Shepherds Way has been developed to provide usable Garden Rooms as well as a shared space Public Square with clear lines of planting. See pages 58 and 59 of the PRP DAS including compliance statement and the Landscape DAS for further information
Landscape and public realm - See figure 4.20 (page 81) and key design principles (page 84-85).	✓	Spaces provided in accordance with Design Code and design principles. See page 62 of the PRP DAS including compliance statement and the Landscape DAS for further information
Youth and children's play strategy - See pages 86 and 87 and figure 4.23 (page 88)	✓	The requirement is 4no. LAP's and 1no. LEAP. Our proposal includes 5no. LAP's and 1no. LEAP. One LAP has been relocated to Railway Green, however, overall the scheme provides more play opportunities site-wide.
Waste and recycling - see pages 94 and 95	✓	Refer to PRP DAS Including Compliance Statements pages 94-95
Utilities - see figure 4.27 for service corridors and pages 98 and 99	✓	Please see masterplan drawing AA6056_2011 Rev C, for location of proposed substation
Sustainable development - pages 100-101	✓	The proposed scheme will be design to comply with all of the outlined sustainability requirements. For Code for Sustainable Homes please see separate sustainability consultant report. For principles of Secure by Design and Building for Life Assessment please see pages 97-99 of PRP DAS including compliance statement. For Lifetime Homes provision and distribution please see page 77 of PRP DAS and drawing no. AA6056_2027_Rev C.
Chapter 5: Character Areas (Urban, riverside and gateway quarters)		
Character areas - boundaries are mandatory - see plan on page 104	✓	Minor amendments to the boundaries of the character areas have been made. Principles of character is in accordance with Design Code. For proposed character areas and justification please see pages 36 and 37 of PRP DAS

Relevant Design Code Mandatory Element	Comply	Design Response
Essential characteristics - Urban - pages 106 to 109 and Gateway - pages 112 to 113	✓	Characteristics and design features of character areas have been developed in accordance with Design Code essential characteristics. Due to service easement no trees have been proposed with the community street of the Gateway Quarter. See pages 36-53 of the PRP DAS for information regarding proposed character and architectural treatment. The landscape masterplan consists on linear swales, hedgerows, tree planting and wildlife corridors. Only one minor change has been made to Community Street (Gateway) where trees cannot be proposed due to service easement requirements
Parameter masterplan - see pages 150-151, figure 5.19	✓	Urban form and building hierarchy and position of key spaces and connections in accordance with the parameter masterplan. Along the Shepherds Way greenway the distance between buildings has been reduced to 28.5m to provide a strong edge, enclosure and variation in hierarchy from the Shepherds Way. This proposes a modest reduction from the 30m proposed in the Design Code. Sufficient space has been retained for the avenue of trees and footpaths/cycleways. See PRP drawing no. AA6056_2011 Rev C for detailed site layout
Densities - Range of densities from 45 to 70 dph. See page 152, figure 5.20	✓	Density ranges are in accordance with the overarching design code density ranges. Due to a concentration of apartment buildings along the spine road the lower density areas is marginally lower than the Design Code range. For justification see page 76 of the PRP DAS including code compliance statement and drawing AA6056_2021_Rev C
Building heights - see figure 5.3 (page 118)	✓	Building heights in accordance with Design Code. See page 78 of PRP DAS and drawing no. AA6056_2017 Rev C
Building plots and typologies - see pages 154 to 155. Mandatory requirement for building plots and typologies are set out on tables 5xv to 5xvi	✓	Range of building plots and typologies in accordance with Design Code. See pages 80-87 of PRP DAS
Building hierarchy - see page 155 and figure 5.22	✓	Hierarchy of buildings is broadly in accordance with Design Code, however an additional marker building has been added to create a gateway from the northern development. Please see page 79 of PRP DAS for diagram showing proposed hierarchy
Architectural design - Architectural approach must be derived from analysis of context as set out in section 3.3. See pages 156-159 in chapter 5.	✓	In accordance with the design code architectural detailing, materials and colours have been derived from local context.
Architectural detailing, materials and colours - see pages 160 to 161. This section includes mandatory requirements for materials, roofs, walls, fenestration and colours (see tables 5xix and 5xi)	✓	Minor amendments have been made to the percentage of red brick within the scheme to create greater variety and character within lower order streets. See pages 36-55 for information regarding architectural language and materials. Additionally refer to the materials plan, drawing no. AA6056_2026 Rev C
Parking - Each dwelling must have a minimum of one allocated parking space. Urban quarter - average of 1 space per dwelling. Riverside and gateway quarters - average of 1-1.5 spaces.	✓	Average car parking ratio is complied with. Ratio per unit has varied by character area - see page 90 for justification. Standards for minimum garage sites and parking typologies have been complied with. See pages 92-93 of PRP DAS and drawing no. AA6056_2020_Rev C
Streets - Figure 5.24 illustrates the mandatory hierarchy of streets (page 164) Cross reference to chapter 4, table 4II	✓	Street hierarchy is broadly in accordance with the Design Code. In order to meet comments from Planning, Urban Design and Highways Officers to reduce dominance of cars and remove several leftover pockets of space, several amendments have been made to the position of some streets. See pages 67-71 for justification. Street widths and features are in accordance with the Design Code. In addition refer to PRP drawing AA6056_2025_Rev C and Landscape and Engineers documents.
Street trees - see table 5xvi, page 165	✓	Design Code standards met. Refer to Tree Planting Plan AL6056-200
Squares - see figure 5.33 and table 5xvii for mandatory requirements, page 171	✓	All mandatory squares have been provided in accordance with the Design Code. The Square will use mottled silver grey pavers. Granite sett tins are not used. There will be no raised tables at the Southern Gateway - highways decision. Cycleway will be asphalt or bound gravel. See page 60 of PRP DAS including compliance statement and Landscape Statement
Designated cycle/pedestrian paths - All to be 3m wide. See table 5xviii, page 171	✓	Cycleways are predominantly 3m wide. At the Southern Gateway, the cycle route follows the road network due to the building footprint restricting access.
Materials and street furniture for external hard landscape - materials are mandatory - see table 5xviii (page 176). Street furniture on page 177 (whilst not mandatory) should be used unless agreed otherwise	✓	Amendments and additions have been proposed in consultation with the Local Authority. Refer to the see hard landscape strategy for more details. See drawing AL6056-110
Boundary treatment - see figure 5.34 and table 5xviii (pages 178 and 179)	✓	Design Code standards met. See boundary plan AL6056-100
Planting - See page 181 for mandatory guidance. Minimum 50% native species to be used.	✓	50% native species have been specified, along with a more varied palette to suit the street hierarchy. This gives spaces a distinct character. Box (Buxus) has not been specified due to the disease 'box blight'.

APPENDIX 5- SITE WIDE AFFORDABLE HOUSING BREAKDOWN

	No dwellings	Affordable	1 bed	2 bed	3 bed	4 bed	Social	Intermediate	Parking for properties
Phase 1-5	353	142	11	71	44	16	106	36	529
Phase 6	39	16	0	5	7	4	9	7	73
Phase 7	86	34	0	17	13	4	29	5	125
Phase 8	36	13	0	5	5	3	10	3	73
Phase 9	122	49	11	26	12	0	36	13	152
Riverside	122	49	0	49	0	0	36	13	130
Local Centre	40	16	4	12	0	0	16	0	40
Phases 10 & 11	392	157	15	80	46	17	115	42	567
TOTAL	1190	476	41	265	127	44	357	119	1689
Percentage Totals		40%	8.60%	55.60%	26.60%	9.20%	75.00%	25.00%	93.80%

APPENDIX 6: PHASE SITE PLAN



Agenda Item 5

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: **Joint Director of Planning and Economic Development**

Date: **14th March 2017**

Application No.	S/0009/17/DC (Cond 27 and 35) and S/2732/16/DC (SCDC)(Cond 3 and 7) 15/2317/COND3 (Cond 3)and 15/2317/COND20 (Cond 20) (CCiC)	Agenda Item
Date Received	3 January 2017 (S/0009/17/DC and 15/2317/COND20) 18 October 2016 (S/2732/16/DC and 15/2317/COND3)	Officer Andrew Fillmore
Target Date	14 December 2016 (S/2732/16/DC and 15/2317/COND3) 2 March 2017 (S/0009/DC and 15/2317/COND20)	
Parish	Milton Parish and Chesterton Ward	
Site	Land at Chesterton Sidings, Cowley Road, Cambridge, CB29LD	
Proposal	Discharge of Condition 3 of S/3102/FL and Condition 3 of 15/2317/FUL – External surface materials. Discharge of Condition 7 of S/3102/FL – Signage Strategy Discharge of Condition 27 of S/3102/15 and Condition 20 of 15/2317/FUL - Traffic Management Plan Discharge of Condition 35 of S/3102/FL – Emergency Procedure Strategy	
Applicant	Network Rail Infrastructure Limited	
Application Type	Discharge of condition	Departure: No

The above application has been reported to the Planning Committee for determination by Members in accordance with the resolution of the Joint Development Control Committee for planning applications S/3102/15/FL (SCDC) and 15/2317/FUL (CCiC).

Contents

	Page
Background and Proposal	2
Samples to be used in the construction of external surfaces	5
Signage Strategy	7
Traffic Management Plan	8
Emergency Procedure Strategy	9
Recommendation	11

SUMMARY	The application seeks to discharge conditions relating to the
---------	---

	material samples to be used in the construction of external surfaces, provision of a detailed signage strategy, traffic management plan and an emergency procedure strategy for access to the station for disabled people in the event of mechanical fault or failure of the lifts provided at each platform.
RECOMMENDATION	<p>Condition 3 of S/3120/15/FL – Discharge</p> <p>Condition 3 of 15/2317/FUL – Discharge</p> <p>Condition 7 of S/3102/15/FL – Part Discharge i</p> <p>Condition 27 of S/3102/15/FL Part Agree</p> <p>Condition 20 of 15/2317/FUL – Part Agree</p> <p>Condition 35 of S/3102/15/FL – Agree</p> <p>That authority be delegated to Joint Director for Planning and Economic Growth for Cambridge and South Cambridgeshire for condition 7 and 27 of S/3102/15/FL a Condition 20 of 15/2317/FUL for agreement following acceptable positioning and design of the crossing for the busway.</p>

1.0 BACKGROUND AND PROPOSAL

- 1.1 Members of the Joint Development Control Committee (JDCC) resolved to grant planning consent for a new 450sqm station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway into the site along with alignment of the former St Ives Branch Line under applications S/3102/15/FL (SCDC) and 15/2317/FUL (CCiC) subject to conditions and completion of a S106 legal agreement. Following a resolution to approve permission was granted on 26th September 2016 following the completion of the Section 106 Agreement.
- 1.2 As is shown in section 2 below, there have been three full applications approved for the site. The County Council was the applicant for the first of these followed by two applications from Network Rail. Under the two Network Rail applications the main changes to the County Council scheme were a decrease in the platform length, a decrease in the canopies length and the relocation of the car park to be adjacent to the railway tracks.
- 1.3 Works have commenced and are well advanced on site, the planned opening for the station is May this year. In a letter dated 3rd February 2017 the applicants have informed the Council that the project is a fixed cost publically funded scheme. In addition the scheme has a fixed programme due to its opening in May. Network Rail have confirmed that there are only two opportunities in a year to open a new station due to timetabling implications.

- 1.4 When the JDCC considered applications S/3102/15/FL and 15/2317 the resolution of the committee requires specific conditions to be considered by JDCC for discharge. The conditions which Members requested to be brought back for discharge are Condition 3 of S/3102/FL and 15/2317/FUL external surface materials; Conditions 27 of S/3102/15/FL and Condition 20 of 15/2317/FUL Traffic Management Plan, Condition 7 of S/3102/15/FL on site signage and Condition 35 of S/3102/15/FL emergency procedure strategy. Please note that as this site is located within SCDC and Cambridge City administrative area two of the applications have corresponding applications with the City Council. These are the matters before the committee.

2.0 SITE HISTORY

Reference	Description	Outcome
S/3102/15/FL and 15/2317/FUL	A new 450 sq m station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway, pedestrian and cycle links to surrounding areas and extension to the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line	Approved
S/1236/15/FL and 15/0994/FUL	Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line.	Approved
C/0500/13/CC	Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of	Approved

	<p>accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line.</p>	
--	---	--

3.0 PUBLICITY

3.1	Advertisement:	No
	Adjoining Owners:	No
	Site Notice Displayed:	No

4.0 CONSULTATIONS

4.1 **Landscape, Urban Design and Cycling Officer** – Jointly offer the following response:

Comments relate to conditions 3 of S/3102/15/FL and 15/1237/FUL, materials to be used in the construction of external surfaces.

The pallette of materials proposed is acceptable in respect of both the variety and quality of materials. However the following changes are sought:

- Replace the shared surface asphalt to the western side of the station square up to a point inline with the disabled bays with pre-cast concrete slabs (Marshalls Perfecta) and remove the symbol tiles.
- Remove the cross hatchings in the disabled bay paving which should remain marked in outline form.
- Remove two of the four resin bound spaces (which don't house trees) to the north edge of the station square.

4.2 Condition: Detailed signage strategy

Cycling and Walking Officer comments –

Comments relate for Condition 7 of S/3102/15FL – detailed signage strategy and condition 27 of S/3102/15/FL and Condition 20 of 15/2317/FIL – Traffic Management Plan.

- Requested that blue signs are used for strategic destinations such as Abbey, City Centre and Black signs are used for local destinations
- Concern raised over the number of finger post signs used and suggested that larger boards with multiple destinations could be used. In addition suggested that the smallest distant on the signs is not less than 1/4 mile.
- Requested that signage from Moss Bank is similar to that at Green Dragon Bridge including NCN51 and that the signs don't include Chesterton or

Arbury.

- Concern raised about the use of the cycle symbol to direct passengers to the cycle parking, requested that wording (Cycle Parking) is used.
- Concerns raised about the location of the crossing from the station square across the busway due to its proximity to the bus stops and the impact on visibility and safety.
- Concern raised about the route to the cycle parking due to potential for conflict with pedestrians suggestion that the whole station square up to the bus stops is one material and therefore used as a shared surface to reduce potential conflicts.

- 4.3 Cambridgeshire County Council Highways Authority** - The developer must provide additional clarification regarding Taxi access regarding whether this access will be open to any licensed hackney carriage for pick up and drop off, with no additional restriction. Concerns are raised about the crossing of the busway on the signage plan.

Condition: Emergency procedure for access to the station for disabled people in event of mechanical fault or failure of the lifts

4.4 City Council Access Officer -

Recommend refusal. The primary concern relates to when there is an unexpected fault to the lift/disabled passengers who have booked assistance do not arrive at the intended time. In such circumstances most wheelchair users will be able to get themselves off the lifts but will then be stuck on the platform. The proposed strategy does not explain how staff will get someone from the platform to the entrance concourse if the lifts are not working.

Additional concerns raised include:

- If there are no staff and the lifts not working, how is this reported and how does the passenger get a substitute taxi
- For audio announcements on trains – how are deaf and hearing impaired users informed.
- In the event of a bomb threat with time being critical and the lifts not working how would passengers be evacuated
- Will the telephones/intercom to attract staff have audio couplers and braille/tactile buttons

5.0 ASSESSMENT

Condition 3 of S/3102/15/FL and Condition 3 of 15/2317/FUL Samples to be used in the construction of external surfaces

- 5.1 *Within three months of the granting of planning permission, samples of the materials to be used in the construction of the external surfaces, including the hard surfaces such as parking areas of the development hereby permitted will be submitted to the*

Local Planning Authority for approval. Development shall be carried out in accordance with the approved details.

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

5.2 A mix of materials is proposed across the site as follows:

- Permeable Block Paving to Main Car Park (Two contrasting colours: Marshalls Piora (Natural) for the main area and Marshalls Piora (Chracoal) for the pedestrian route)
- Standard Asphalt
- Scoutmoor Yorkstone Linear Units, diamond sawn
- Pre-cast concrete slabs – Marshalls Perfecta (Buff)
- Block Paving Marshalls (La Linia/Anthracite)
- Coloured Asphalt (Red)
- Addastone resin bound gravel

5.3 The reason for appending this condition, as set out in the Decision Notices, is to ensure the *'appearance of the external surfaces is appropriate'*, and in considering the discharge of this condition this is the only matter which can be taken into account. Control over the release of this condition cannot be used to seek amendments to the design or other aspects of the scheme.

5.4 This follows government advice as set out in paragraph: 006 Reference ID: 21a-006-20140306 of the Planning Practice Guidance which reads: *'A condition requiring the re-submission and approval of details that have already been submitted as part of the planning application is unlikely to pass the test of necessity.'*

5.5 Consultees are supportive of the overall palette of materials and the comments relate to the location and use of the materials. Consultees have requested that the asphalt paving to the west of the station square is replaced with pre-cast concrete slabs (Marshalls Perfecta). Marshalls Perfecta is the material shown for the main area of the station square and as such the requested change would have the same material for the shared space area to the west of the station square. The applicants have been unable to make the requested change due to the fixed cost of the project and programme implications. On balance officers feel that asphalt paving with shared surface symbol is an acceptable material in terms of appearance for this location.

5.6 Consultees have also requested that the hatching around the disabled parking bays is removed along with two of the four resin bound gravel bays to the north of the disabled parking. Of the four resin bound gravel bays, two house trees and one houses a lighting column. The disabled parking bays and taxi area are shown in block paving Marshalls in la linia yellow, in addition the disabled parking bays have the disabled parking symbol and cross hatching around the space. The materials assist the legibility of the space allowing visitors to access disabled spaces easily. On balance officers feel that the proposed materials are acceptable in terms of appearance for this location

- 5.7 Officers are of the view the palette of materials proposed will, as a whole, positively contribute to an attractive public realm which is of both high quality and fit for purpose in what is to be a heavily used public space. The materials proposed are therefore considered acceptable and Condition 3 of S/3102/15/FL and Condition 3 of 15/2317/FUL are recommended to be discharged.

Can't discharge this condition. Have to agree the details.

The condition requires samples. Have these been received?

5.6 Condition 7 of S/3102/15/FL Detailed signage strategy

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

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

- 5.8 For the purposes of this application both 'wayfinding' and 'information' signs are confined to Network Rails land ownership, and do not extend into the public highway. 'Information' signs include typical road signs such as 'no entry' and 'parking for disabled badge holders only', with 'wayfinding' signs comprising 'finger posts' advising direction and distance to destination.
- 5.9 Concerns have been raised by the cycling and walking officer over the appearance of the finger post signs and use of yards. As the signs are located on land within Network Rails ownership it is not considered appropriate to have the minimum distance set a ¼ mile. This would significantly limit the information that would be provided on the way finding signs and could potentially limit ease of access for passengers and visitors. Officers considered the use of yards of the wayfinding signs in this instance are acceptable. Officers are of the view the signs proposed will provide clear co-herent information/directions which will assist all those travelling to the station by foot, cycle, public transport and private car. On balance officers consider that the design of the signs is appropriate for the location.
- 5.10 Concerns have been raised by the Walking and Cycling officer and County highways over the location of the crossing point on the busway. It has been proposed in close proximity to the bus stops. There is concern that if a bus is waiting in the stop that pedestrians and cyclists wishing to use the crossing will have insufficient visibility to be able to safely cross. Whilst this is not specifically related to the signage condition and the matters that can be taken into account when considering the condition. A crossing in this location is not shown on the approved plans for the application, a new

crossing such as this would need to be formalised through the planning process, if considered acceptable. Currently the proposed location and design is not considered acceptable by officers and further discussion with the applicants is required. For clarity, officers recommend that the recommendation to discharge this condition at the present time does not include agreement to signs that relate to the crossing.

On balance officers consider that the details submitted in relation to the signage strategy are acceptable with the exception of those that relate to the crossing point on the busway, signs 6 and 7. Officers recommend partial discharge of condition 7 of S/3102/15/FL in relation to wayfinding and information signs except for signs 6 and 7 as detailed on the following plans:

5134906-RLS-CIS-HWY-00500 REV C02

513906-RLS-CIS-HWY-00501 REV C02

513906-RLS-CIS-HWY-00509 REVB02

- 5.11 Following further discussion with the applicants officers are seeking delegated powers to agree the details for the remainder of the condition.

5.12 Condition 27 of S/3102/15/FL and Condition 20 of 15/2317/FUL Traffic Management Plan

- 5.13 *Within three months of the granting of planning permission, a Traffic Management Plan for all modes of transport including taxis will be submitted to the Local Planning Authority for approval. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.*

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

- 5.14 The Traffic Management Plan includes the following arrangements:

- Permit holders only long stay car park for 426 spaces with access controlled by automatic number plate recognition. Permits will be available for different durations, from a minimum of one day, up to annually and will be available to purchase on-line or by other alternatives provided by Greater Anglia. Car park will be priced according to market conditions to ensure demand for permits does not exceed capacity of the long stay car park.
- 24 car parking spaces for disabled at Station Square
- 1000 cycle parking spaces that incorporate provision for off-gauge cycle parking. All covered by a canopy and monitored by CCTV. Cycle parking will be free to use with unrestricted access.
- Car pick-up and drop-off for up to 10 cars with waiting limited to a maximum of 10 minutes
- Taxi rank with space to accommodate 16 taxis and shelter provided for waiting customers by the station entrance canopy. Use of taxi rank restricted to licensed taxis only.

- Segregated bus only road that connects with the Cambridge Guided Busway
 - Signposted pedestrian and cyclist routes
 - Parking on all roads within area covered by the Traffic Management Plan prohibited at any time, other than in designated locations such as short stay parking pick up.
 - Advisory 20mph speed limit to apply to all roads within area covered by the Traffic Management Plan
 - Use of bus stop restricted to scheduled public bus services provided by approved bus operators
 - Traffic enforcement – a subcontractor will be appointed to monitor the car park with the service level agreement covering – frequency of patrols to provide sufficient traffic enforcement to act as an effective deterrent for infringement of restrictions, including unauthorised use of the taxi rank and bus stop; arrangements for the removal of vehicles in breach of waiting restrictions causing an obstruction, and for penalising their drivers; arrangement for clamping of vehicles in breach of waiting restrictions, but not causing an obstruction, and for penalising their drivers; arrangements for the removal of cycles parked and padlocked in unauthorized locations; arrangements for penalising drivers of vehicles recorded exceeding the speed limits.
- 5.15 Officers are of the view the measures proposed provide adequate control over short stay, long stay and disabled parking; drop off and pick up arrangements for taxis; parking provision for cyclists; traffic enforcement and public bus services and the condition can be discharged, and the condition is recommended for discharge.
- 5.16 The Traffic Management Plan includes details on a number measures which are covered by separate conditions. These are signage strategy and Travel Plan, agreement under conditions 27 of S/3102/15/FL and 20 15/2317/FUL does not constitute agreement to these conditions and these will be discharged separately. For the avoidance of doubt condition 27 of S/3102/15/FL and Condition 20 of 15/2317/FL are recommended for partial discharge excluding those parts of the Traffic Management Plan that make reference to the crossing of the busway. For the avoidance of doubt this includes Appendix C and Appendix E of the Traffic Management Plan.
- 5.17 Condition 35 of S/3102/15/FL Emergency Procedure Strategy**
- 5.18 *Within 3 months of the granting of planning permission, an emergency procedure strategy for access to the station for disabled people in the event of mechanical fault or failure of the lifts provided at each platform will be submitted to the Local Planning Authority for approval. The approved strategy shall be fully implemented prior to the occupation of the development and maintained thereafter.
Reason: To ensure that adequate provision is made for disabled passengers in the event of mechanical fault or failure of the lifts.*
- 5.19 The emergency procedure strategy proposes the following measures in the event of failure of the lifts:

Known fault to lifts

- 5.20 The operator of the station, Abellio Greater Anglia (AGA), will provide a system known as Passenger Assist (used by all train operators to travel anywhere on the network Rail network) which requires passengers needing assistance to book 24 hours in advance to ensure a member of staff is on hand when the passenger plans to travel. In the event of a known mechanical fault/failure of the lifts AGA will advise the passenger of the fault and arrange alternative travel arrangements with an aim to try convey the passenger by rail. If this is not possible the customer may be provided with a pre-booked taxi or other accessible transport to the nearest or most convenient accessible station to allow as much of the journey as possible by train. Any taxi service will be at no additional cost to the journey fare for the passenger.

Unexpected fault to lift

- 5.21 In the event of the platform becoming inaccessible at short notice alternative travel arrangements, to the nearest or most convenient accessible station, to enable the passenger to make as much of journey by train as possible will be provided. Audio announcements will be provided on all trains, giving customers information about any delays, changing to stopping patterns, and connection information. If a customer is on board a train with the expectation to alight at Cambridge North Station, the train driver or on board staff will advise the passenger to alight at an alternative accessible station and AGA will arrange for a taxi to their final destination (at no additional cost to the fare for the entire journey). If a train terminates enroute the driver or on-board staff will contact the station or operations control and advise them a customer requires assistance
- 5.22 The Access officer raises a number of concerns with the proposed measures, chiefly among them that in the event of an unexpected fault/disabled users not catching the intended train the passenger could be stuck on the platform. The Passenger Assist system places emphasis on the passenger to book in advance and arrive on time to get the necessary assistance in the event of a failure of the lifts. It is recognized that failure of the lifts (in particular unexpected failure) will cause disruption to the disabled passenger's journeys.
- 5.23 The concern is that if a disabled passenger does not catch the train they have booked on there would not be staff to assist in the event of a failure of the lift. AGA have confirmed that the station will be staffed at all times. Therefore there will be station staff available to assist passengers when required. AGA have confirmed that Train Drivers are in regular communication with the station operators and therefore will be made aware of any unexpected faults with the lifts and advise passengers accordingly. This information will be relayed to passengers via the on board audio announcements and displayed on the electronic display boards in each carriage. In the event of an unexpected fault to the lifts passengers would be directed to disembark at Cambridge Station and the transport arranged at no additional cost to the passenger.
- 5.24 On balance, officers consider that the measures and procedures in the Emergency Procedure Strategy will ensure that adequate provision is made for disabled passengers in the event of mechanical failure of the lifts. Officers recommend that as

the trigger for the discharge of this condition has passed legally we are unable to formally discharge the condition therefore the recommendation is to agree the details.

6.0 CONCLUSION

- 6.1 The details contained within the discharge of condition applications will assist in ensuring the station development of a suitable appearance, allows for easy wayfinding for all transport modes, transport is effectively managed and the needs of disabled passengers are taken into account in the event of a failure/fault to the lifts. For the avoidance of doubt the recommendations below do not include agreement or related signs for the crossing of the busway. Below is the recommendation for each condition in turn.

7.0 RECOMMENDATION

Condition 3 of S/3120/15/FL – Discharge

Condition 3 of 15/2317/FUL – Discharge.

Condition 7 of S/3102/15/FL – Part Discharge in relation to information and way finding signs except for signs 6 and 7 as shown on the following plans:

5134906-RLS-CIS-HWY-00500 REV C02

513906-RLS-CIS-HWY-00501 REV C02

513906-RLS-CIS-HWY-00509 REVB02

Condition 27 of S/3102/15/FL Part Agree except for details that relate specifically to the crossing of the busway as detailed below:

Appendix C

Appendix E

Condition 20 of 15/2317/FUL – Part Agree except for details that relate specifically to the crossing of the busway as detailed below:

Appendix C

Appendix E

Condition 35 of S/3102/15/FL – Agree

That authority be delegated to Joint Director for Planning and Economic Growth for Cambridge and South Cambridgeshire for condition 7 and 27 of S/3102/15/FL and Condition 20 of 15/2317/FUL for agreement following acceptable positioning and design of the crossing for the busway.

Contact details

To inspect the application or if you have any queries on the report please contact:

Author's Name: Andrew Fillmore
Phone Number: 01954 713180
Email: andrew.fillmore@scambs.gov.uk