

Joint Development Control Committee - Cambridge Fringes

Date: Wednesday, 24 January 2018

Time: 10.30 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel 01223 457013

Agenda

Member Development Programme

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

Design Coding: A refresher

Jonathan Brookes, Principal Urban Design Officer, Cambridge City Council

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 6)

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

- 4 17/1461/REM: Cycleway/footway - Land Adjacent to Cambridge Guided Busway and Adjacent to existing plantation within abode 1 (Parcels 10, 11 and 12), Clay Farm, Trumpington, Cambridge. (PAGES 7 - 20)

Joint Development Control Committee - Cambridge Fringes Members:

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

Cambridgeshire County Council: Cllrs Bradnam, Harford, Hudson and Richards, Alternates: Adey, Joseph, Nethsingha and Wotherspoon

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

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

13 December 2017

9.30 am - 12.00 pm

Present: Councillors Bard (Chair), Blencowe (Vice-Chair), Baigent, Holt, Price, Tunnacliffe, Bradnam, Richards, de Lacey and Van de Weyer

Officers Present:

New Neighbourhoods Development Manager: Sharon Brown

Principle Planner: Philippa Kelly

Committee Manager: Emily Watts

Developer Representatives:

Marshalls/Endurance Estates: Richard Burton, Greg Blaquiere, Terence O'Rourke

Hill Residential: Jamie Wilding, Daniel Cox and Teresa Borsuk

Brookgate: Neil Waterson

FOR THE INFORMATION OF THE COUNCIL**17/16/JDCC Apologies**

Apologies were received from Councillors Cuffley, Hudson, Harford, Nightingale and Bird

17/17/JDCC Declarations of Interest

Name	Item	Interest
Councillor Baigent	17/20/JDCC	Personal: He used to validate firefighters at Cambridge Airport.
Councillor Bradnam	17/21/JDCC	Personal: Cambridge North Station is partially within her Parish.

17/18/JDCC Minutes

Councillor de Lacey referred to 17/8/JDCC and queried whether the wording within the fuel storage informative ruled out the storage of a can of petrol.

The New Neighbourhoods Development Manager confirmed that the updated proposal did not allow any fuel to be stored on the site.

Councillor Bard referred to 17/12/JDCC and stated that the incorrect date had been included; it should read the minutes from the 18 October rather than 13 September.

Councillor Bradnam referred to 17/15/JDCC point x and asked for the word planter to replace the word foliage.

After making the changes to item 17/15/JDCC point x, the minutes of the meetings held on 18 October and 15 November were approved as a correct record and signed by the Chair.

17/19/JDCC Land North of Cherry Hinton , Cambridge East

The Committee received a pre-application developer presentation from Terence O'Rourke on behalf of Marshalls of Cambridge on the Land North of Cherry Hinton, Cambridge East. The presentation:

- Outlined that the site was allocated for new development in the emerging Local Plans. It was predominantly agricultural land, with the western side of the site comprising part of land within Cambridge Airport. The development proposals included land outside the allocated area which was designated as greenbelt.
- Highlighted that the development would provide up to 1200 dwellings in a range of different styles. The Local Plan allocated 780 dwellings within the Cambridge City boundary and 420 in South Cambridgeshire.
- The site offered a number of services, including a primary and secondary school, a community centre, recreational facilities and other amenities. Sustainability played a key component in the development; its design would encourage green modes of transport and provide key cycle links.
- The developer had undertaken public consultation. Communication with local residents and community groups was ongoing and would be carefully considered.

Members raised comments/questions as summarised 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.

- Queried where the district boundary would sit within the development.
- Raised concern that some of the properties would be close to the airport and would be disrupted by both the general airport services and Ground Run Enclosure (GRE). Asked if noise contouring could be included in the application.
- Asked if 40% affordable housing could be provided on the site and whether any specifically designed housing for the elderly would be provided.
- Queried what community provision would be available in the centre and schools. Asked who would be responsible for these services and the park maintenance.
- Asked if the site would be fully permeable by cycles and if cycles would be given priority on every street.

The Chair called a comfort break at 10:50

The Committee reconvened at 11:00

17/20/JDCC Wing development , North of Newmarket Road

The Committee received a pre-application presentation from Hill Residential on the Wing Development, North of Newmarket Road. The presentation:

- Outlined the masterplan and building phasing strategy. This application would cover the first phase of development which included 500 dwellings.
- A shared vision drove the 'legacy project' of an urban village.
- The development had a large emphasis on sustainability and producing a green landscape with open spaces.
- Highlighted a requirement to set up a Design Code. They had worked closely with South Cambridgeshire District Council to achieve this.
- Gave a brief overview of the timeline for further phases.

Members raised comments/questions as summarised 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.

- Asked if there would there be a dedicated cycle route on other roads apart from the main road.
- Asked when the new cycle route through the development was likely to be linked to the old railway line.
- Requested reassurance that there would not be able any vehicle connection to Highditch Road.

17/21/JDCC Land adjacent to Cambridge North Station, Milton Avenue

The Committee received a presentation from Brookgate on the land adjacent to Cambridge North Station, Milton Avenue. The presentation:

- Sought to address the reasons given for the refusal of the original application.
- Confirmed that a meeting had taken place between the developer and Cambridge Cycling Campaign; this had been beneficial to understand the key concerns.
- Outlined the design of the new application and how it would differ from the original design in respect of:
 - Building size.
 - The degree that the building would be set back from the pavement
 - Provision and location of seating and cycle storage.
 - Location of trees and planters.

Members raised comments/questions as summarised 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.

- Welcomed the design changes.
- Asked if the retail space on the ground floor of the development would be removed.
- Queried which way the front doors to the development would open.
- Asked why the cycle path was designed to be flush with the pedestrian path.

The meeting ended at 12.00 pm

CHAIR

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 24th January 2018

Application Number	17/1461/REM	Agenda Item	
Date Received	25 September 2017	Officer	Aaron Coe
Target Date	24 January 2018		
Parishes/Wards Site	Trumpington Land Adjacent to Cambridge Guided Busway And Adjacent to Existing Plantation Within Abode 1 (Parcels 10, 11 and 12), Clay Farm, Trumpington, Cambridge.		
Proposal	Reserved matters application pursuant to outline approval 07/0620/OUT for the construction of a new cycleway and footway on land adjacent to the Cambridge Guided Busway (CGB) route and Abode 1 residential development.		
Applicant	Countryside Properties Ltd		
Recommendation	Approve Subject to Conditions		
Application Type	Reserved Matters	Departure: No	

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

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1. The cycle link is supported in principle, given the cycleway and footway cut through was envisaged in reserved matters permission 10/1296/REM for Parcels 10, 11 and 12 at Clay Farm and the cycleway and footway link is consistent with Cambridge Local Plan 2006 Policies 3/7 and 8/4, linking the this area of Clay Farm to the wider city pedestrian and cycle network. 2. The cycleway and footway link will not have harmful impacts on neighbour amenity and therefore satisfies the requirements of Cambridge Local Plan 2006 Policy 4/13. 3. The cycleway and footway link will have an acceptable level of impact in terms of landscape and ecological implications, in accordance with Cambridge Local Plan 2006 Policies 4/4, 4/7 and 4/16.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 This is a Reserved Matters application for a footpath and cycleway within the Clay Farm development site which is proposed to extend from the pedestrian crossing point at the Cambridge Guided Busway to link into Royal Way, and the Abode development (Parcel 10), adjacent to the Addenbrooke's roundabout.
- 1.2 The application site is located within the wider Clay Farm development, (ref:07/0620/OUT) located 3.7km south of Cambridge City Centre and to the west of Addenbrooke's Hospital.
- 1.3 The proposed footpath and cycleway link extends 462 metres. The link intends to provide a safe pedestrian and cycle route from Royal Way and the Abode developments within Clay Farm site (Parcel 10) to the Cambridge Guided Busway stop.

2.0 THE PROPOSAL

- 2.1 The proposal consists of both a footpath which will be 162 metres long at the southern section and for the northern section a 3 metre wide footpath/cycleway is proposed to run for approximately 300 metres towards the CGB crossing point.
- 2.2 The proposed materials for the formal 3 metre wide shared cycleway and footpath is bitumen macadam footpath with a precast concrete flat top kerb edging. The 1.5 metre footpath is proposed to be tarmac ultitrec with timber edging.
- 2.3 Two access points are proposed along the footpath/ cycleway route. Access to the footpath is situated at the northwest corner of parcel 10 and there is another access between Plots 59 and 94 of Royal Way within parcel 10.
- 2.4 The proposed footpath/ cycleway adjacent the guided busway is proposed to be lit by ambient lighting from the existing guided busway. The proposed cut through section of the link is proposed to be lit by LED stud lighting.
- 2.5 The proposal intends to improve connectivity between the guided bus route and the southern part of the Clay Farm development site.
- 2.6 The application is accompanied by the following supporting information:
 - Design And Access Statement (Esposito Mclean / Countryside);
 - Cyclelink Ecology Appraisal
 - Tree Protection Plan
 - AECOM drainage statement

3.0 SITE HISTORY

Reference	Description	Decision
07/0620/OUT	Residential development of up to 2,300 new mixed-tenure dwellings.	A/C
10/1296/REM	Reserved matters relating to access, appearance, landscaping, layout and scale for 306 New Homes pursuant to outline approval 07/0620/OUT.	Permitted

4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

5.1 Central Government Advice

National Planning Policy Framework 2012
Planning Practice Guidance 2014
Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)

5.2 Cambridge Local Plan 2006

3/4 Responding to context
3/7 Creating successful places
4/3 Safeguarding features of amenity or nature conservation values
8/4 Walking and Cycling Accessibility
9/5 Southern Fringe

5.3 Area Guidelines

Cambridge Southern Fringe Area Development Framework 2006

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

As submitted

6.1 The cycleway route includes a sharp 90° bend.

Whilst it is desirable, for the safety of pedestrians, to encourage cyclists to slow down at this point, a tight radius should be provided to facilitate the turn by larger pedal vehicles and the cycleway widened slightly to reduce cycle/cycle conflict.

As Amended

- 6.2 The amended proposals are considered acceptable.

Biodiversity Officer

- 6.3 The development proposed is acceptable.

Sustainable Drainage Engineer

- 6.4 The development proposed is acceptable subject to the imposition of a condition.

- 1) 'The fall of the cycleway should be constructed as per the AECOM drainage statement 60469913.'

Landscape Architect

As submitted

- 6.5 There should not be a 10mm upstand to the pin kerb detail along the edge of the path as this will trap water runoff as well as cause a cycle wheel hazard. It must be flush.

The specification for the lights quoted on the drawings should include particular reference to adequate drainage around the lights in line with the manufacturer's recommendations.

As amended

The development proposed is acceptable.

Arboricultural Officer

- 6.6 The Arboricultural Officer has confirmed that the submitted details are acceptable.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations:

- 124 Foster Road
- 41 Raeburn House
- 140 Cowley Road
- Trumpington Residents Association

- 7.2 The representations can be summarised as follows:

- The existing route alongside and cutting into the development near 'plot 193' should be made up as a footpath/cycleway rather than an 'informal footpath' as this is a natural route for residents to follow.
- Concerns regarding the protection of the existing tree belt
- Concerns about the 90 degree bend (visibility) and positioning of any vertical obstructions (e.g. lighting posts).
- Concerns regarding drainage

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses, the representations received and from conducting a site and surroundings inspection, I consider the main issues to be:

1. Principle of development
2. Context of the site and design
3. Ecology and Landscape
4. Trees
5. Drainage
6. Amenity
7. Third Party Representations
8. Conclusion

9.0 Principle of development

9.1 The outline masterplan permission for the Clay Farm development and the access parameter plan includes a 'CGB footpath and/ or cycle path' in the proposed location. Therefore, the principle of the access is compliant with the outline permission. Additionally the principle of the cut through into the Abode 1 development site was approved within the residential reserved matters application for Parcels 10,11 and 12C (10/1296/REM). The route will help to ensure that the site is well connected in terms of pedestrian and cycle routes, with high quality links to the Guided Bus route. The application is therefore compliant with Local plan policies 3/7 and 8/4 of the Cambridge Local Plan 2006.

9.2 The proposed development of the cycleway and footpath will replace the existing informal path which is already used by both pedestrians and cyclists. The installation of the formal cycleway and footpath will create a safer, more attractive route for pedestrians and cyclists. The proposal is in accordance with Local Plan policies 9/5, 3/7 and 8/4 of the Cambridge Local Plan 2006 as the proposals will facilitate greater permeability of the Clay Farm development site for both pedestrians and cyclists by providing enhanced links that connect the Cambridge Guided Busway with surrounding areas.

10.0 Context of the site and design

10.1 The key design issue involves the function of the cycleway and footpath.

10.2 The Clay Farm design code highlights the importance of encouraging sustainable modes of transport. This proposal encourages walking and cycling, and it also promotes links with the surrounding walking and cycling

network. Therefore, the proposal is in accordance with Local Plan policy 3/1 and 8/4.

- 10.3 Concerns were raised by residents regarding the location of a cut through to the cycleway in the centre of parcel 10a (Royal Way). However, in the officer's opinion the proposed location of the cut through is appropriate as it is easily accessible for all residents within Parcel 10a and the wider southern part of the Clay Farm development. Representations also suggest that the formal cycleway should run from the most westerly point of the Royal Way development; however it is considered the proposed positioning of the cut through is suitable to serve all residents of the Abode development and surrounding areas when necessary. It would be unnecessary to provide two formal cut through cycle links within such close proximity. Therefore, a proposed footpath at the westerly point is supported as it provides a space that can be enjoyed solely by pedestrians.
- 10.4 To prevent cyclists continuing along the footpath towards the westerly point, the route has been designed to emphasise a noticeable transition from the 3 metre cycleway to a 1.5 metre footpath. There will be a distinct route that clearly leads cyclists to follow the route between plots 59 and 94 of Royal Way.

Pedestrian and Cycle network

- 10.5 The application includes the formal shared footpath and cycleway which is proposed to begin at the cut through between plots 59 and 94 Royal Way and the pedestrian route from the north- west corner of parcel 10a which will links Abode 1 and the surrounding area to the Cambridge Guided Bus stop within the Clay Farm development. The principle of a shared cycleway is supported as the main purpose of the link is to serve the local surrounding area. Therefore, it is not anticipated that this route will be used by a significant number of people and conflict between pedestrians and cyclists should not be an issue.
- 10.6 The development intends to provide a link for the residents of the southern part of Clay Farm. The link already exists informally, however the proposed development intends to formalise and improve the route by making it a more attractive and safe path for both pedestrians and cyclists.

11.0 Ecology and Landscape

- 11.1 An ecological appraisal was included in the submission and highlighted that the site consists of a plantation mixed woodland strip made up of densely planted young trees. There is the potential for impacts on existing habitats due to dust, run off and noise during construction of the development. However it is identified in the report that if mitigation and

enhancement measures are followed then there will be no significant residual effects on ecological features. This has been supported by the City Councils Nature Conservation officer.

- 11.2 A range of enhancement measures including the installation of bird boxes within the plantation and the use of meadow grass/ cornfield meadow pockets are proposed to attract wildlife through providing habitats.
- 11.3 Utilising the existing ambient lighting of the guided busway for the link adjacent the guided busway mitigates the effects on ecology, particularly bats. The proposed cut through stud lighting is of a low key nature to minimise any disturbance.
- 11.4 A native landscape buffer is proposed to the south western boundary of the site which is proposed to consist of native shrubs to help mitigate any loss of trees and provide a secure buffer between the development and existing adjoining properties.

12.0 Trees

- 12.1 The proposed development will result in a loss of five trees, two being category B2, two C1 and one C2. The identified trees have been assessed by the City Council Arboricultural officer and it has been concluded that the loss of these trees is acceptable. These trees are as follows:

Tree No.	Species	Proposed Works	BS Cat
T3	Field Maple	Remove to allow for the proposed footpath	B2
T4	Ash	Remove to allow for the proposed footpath	C2
T8	Scots Pine	Remove to allow for the proposed footpath	C1
T9	Oak	Remove to allow for the proposed footpath	B2
T11	Ash	Remove to allow for the proposed footpath	C1

- 12.2 For the trees that will remain as part of this development, a tree protection plan has been submitted and is supported by the City Council Arboricultural officer.
- 12.3 An objection has been raised by local residents about the protection of the tree belt. A site visit took place between the City Council Landscape Architect and the City Council Arboricultural Officer where the details of the Arboricultural impacts of the development and the Landscape management plan were discussed. The details were considered

acceptable by both officers and this objection is not therefore considered to be sustainable.

13.0 Drainage

13.1 A drainage statement was produced by AECOM and provided with the application. This statement has been assessed by the City Council Sustainable Drainage Engineer and the development has been considered to be acceptable subject to the imposition of Condition 3 to undertake construction as per the approved drainage statement.

13.2 The drainage statement is included within the approved plan Condition 3 attached to this permission to ensure the development is constructed in accordance with the approved statement.

14.0 Amenity

14.1 The proposed locations of the links from Abode 1 to the footpath and cycleway will result in pedestrians and cyclists commuting past existing residential properties within Royal Way. The footpath and cycleway intend to serve the southern part of Clay Farm and will therefore bring considerable benefits. Additionally, the widths of both the existing and proposed accesses to the links are considered to be adequate to prevent conflict between the existing residents and users of the footpath and cycleway. Any short term amenity effects from construction will be controlled by the imposition of Condition 2, whereby appropriate construction times are required.

14.2 Given the low key nature of the lighting at the cut through portion of the link, it is not considered that this would have any adverse amenity implications in terms of nuisance to adjacent residential properties.

14.3 Overall, whilst there may be an increase in numbers of people using the link, the benefits of it are considered to outweigh any amenity implications and is in accordance with Cambridge Local Plan Policies 3/4 and 3/7.

15.0 Third Party Representations

15.1 Visibility issues were raised by a resident and by Highways regarding the 90 degree bend from the cut through onto the proposed cycleway. Subsequently the applicant has amended the proposals by widening this part of the footpath and making the bend less sharp, these alterations have been considered acceptable.

15.2 The formal cycleway and footpath is proposed to include low 'veelite' pathway lights. They are proposed to be located in safe locations where they will not obstruct users of the footpath and cycleway.

16.0 Maintenance Responsibilities

The footpath and formalised cycleway will be adopted by Cambridge City Council.

17.0 Conclusion

The proposal has been developed in line with the outline masterplan and approved parameter plans. The function of the footpath and cycleway will provide an important connecting link for both pedestrians and cyclists between Abode 1 and the Cambridge Guided Busway. The proposals are considered acceptable.

18.0 RECOMMENDATION

APPROVE, subject to the following conditions:

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

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

3. The development shall be carried out in accordance with the following approved drawings:

1414-01 Cycleway-Footpath Link - Location Plan

1414-02-PI1 Boundary Block Plan

1414-06 PI2 Cut Through Details

L_PI_003 PI4 Tree Protection Plan

L_PI001 PI5 Landscape Strategy

L_PI002 PI4 Landscape Responsibilities Management Plan

L_Spe_001 PI4 Landscape Management Plan

1414-05 PI3 Cycleway and Footpath Details

1414-04 PI1 Cycleway and Footpath Key Plan

1414-03-PI1 Adoption Plan

1414-04 PL2 Key Plan

Cyclelink Ecology Appraisal LUK1224451_1 (Ramboll Environ)

AECOM drainage statement 60469913

Arboricultural Report for the route of the footpath and cycle link

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.

Contact details

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

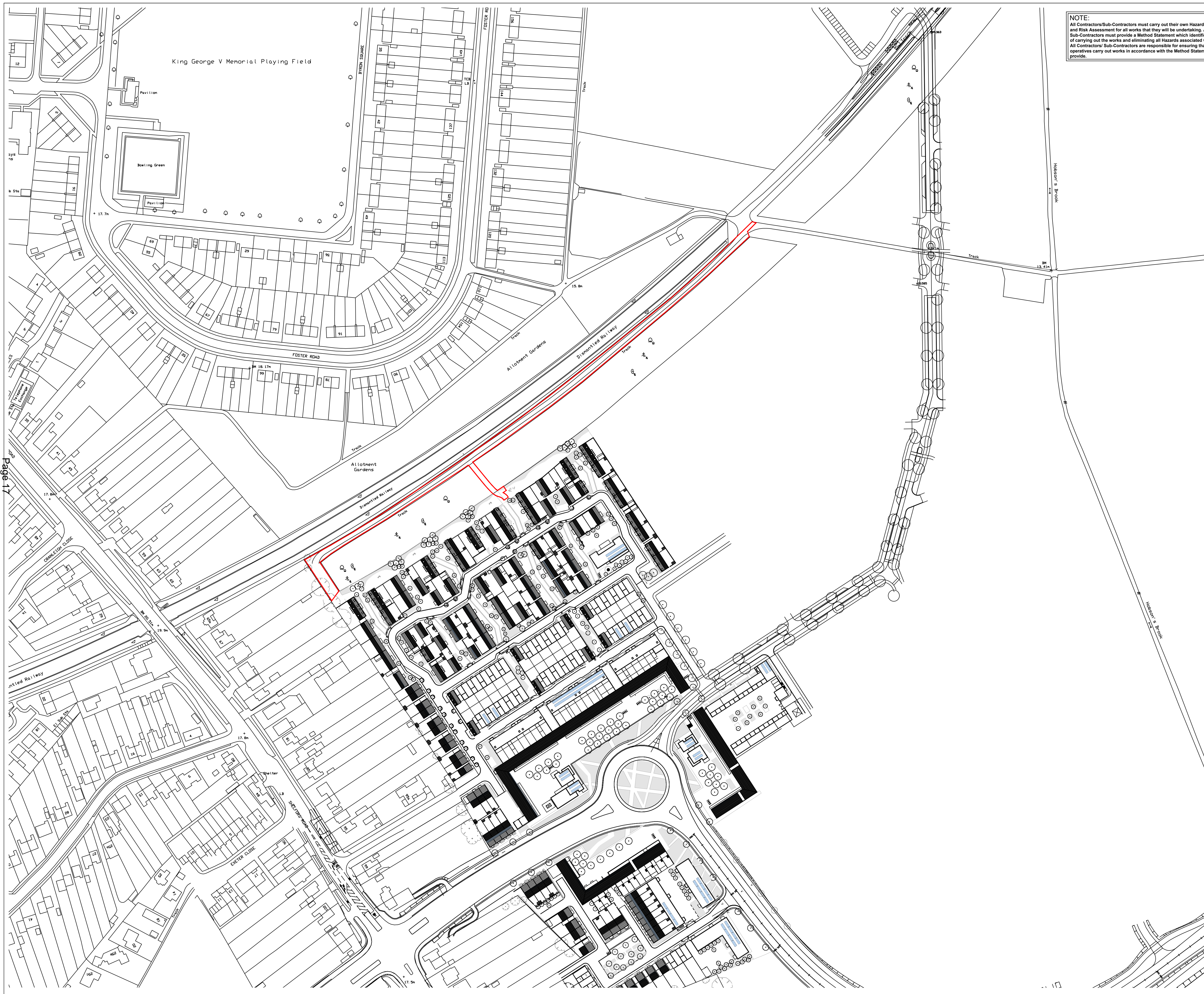
Author's Name: Aaron Coe

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Appendices

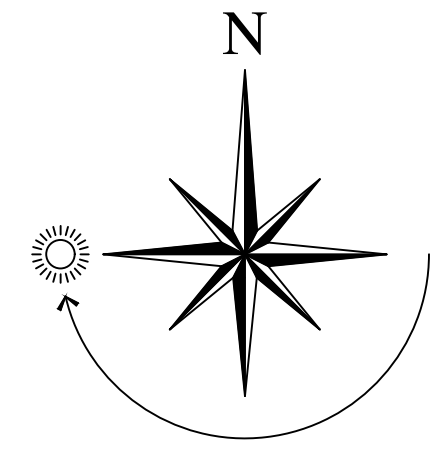
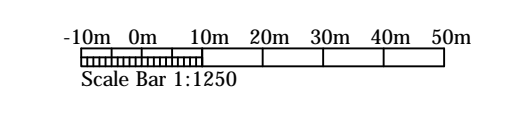
1. Cycleway/Footpath Link Location Plan (drawing no. 1414/01)
2. Cycleway/Footpath Link Plans and Details (drawing no. 1414/05)



NOTE:
 All Contractors/Sub-Contractors must carry out their own Hazard Identification and Risk Assessment for all works that they will be undertaking. All contractors/Sub-Contractors must provide a Method Statement which identifies their method of carrying out the works and eliminating all Hazards associated with the Task. All Contractors/ Sub-Contractors are responsible for ensuring that their operatives carry out works in accordance with the Method Statement which they provide.

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A1 SHEET




Page 17

rev	date	by	description

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 Fax: 01277 690690

COUNTRYSIDE
 Places People Love
 www.countryside-properties.com

project: **Clay Farm,
 Great Kneighton,
 Cambridge**

plan title: **Cycleway/Footpath Link
 Location Plan**

scale: **1:1250 @ A1** drawn by: **ASD**
 date: **July 2017** checked: **SMc**

drawing no: **1414/01** revisions:

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NOTE:
All Contractors/Sub-Contractors must carry out their own Hazard Identification and Risk Assessment for all works that they will be undertaking. All contractors/Sub-Contractors must provide a Method Statement which identifies their method of carrying out the works and eliminating all Hazards associated with the Task. All Contractors/ Sub-Contractors are responsible for ensuring that their operatives carry out works in accordance with the Method Statement which they provide.

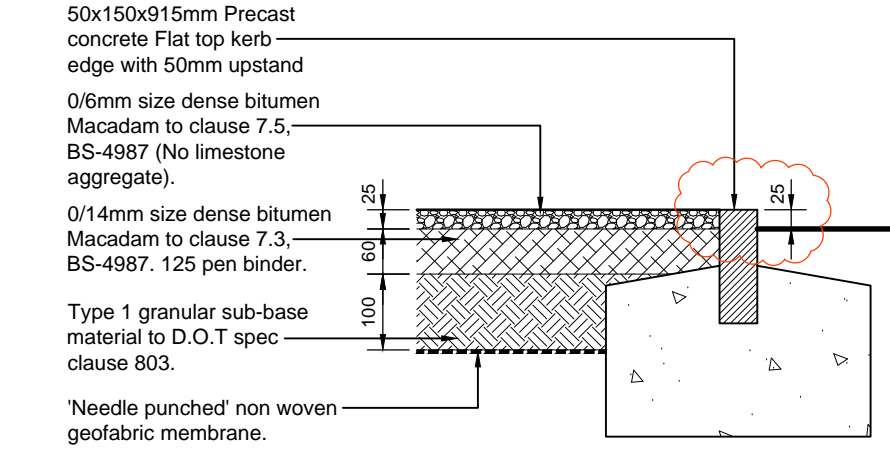
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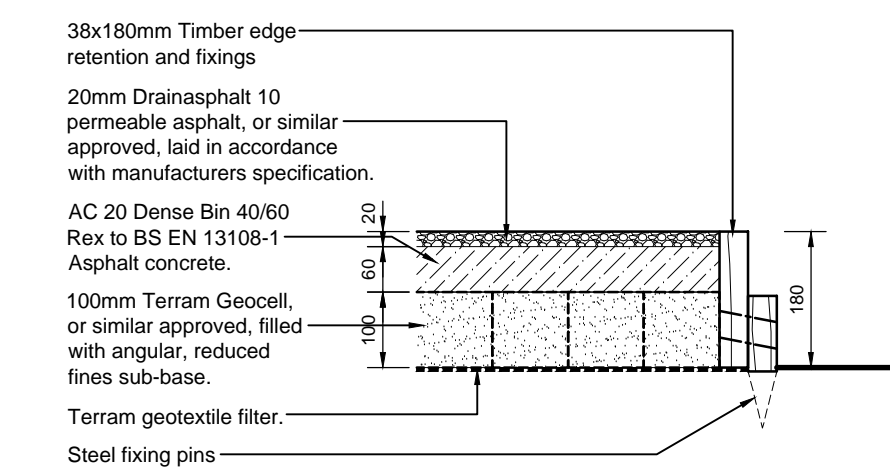
- PLANTING ZONE
- INFORMAL FOOTPATH
- CYCLEWAY/FOOTPATH ASSUMED ADOPTION BY CAMBRIDGE CITY COUNCIL
- FUTURE CYCLEWAY/FOOTPATH THROUGH COMMUNITY GARDEN
- LIMIT OF ADOPTION BY CAMBRIDGE CITY COUNCIL
- ELECTRIC FEEDER PILLAR

SPECIFICATION FOR WORKS FOR PLANTING ZONE

- Clear Area of perennial weeds using a herbicide application. Allow a period of time as recommended by the manufacturer to elapse before grading/cultivating.
- Loosen soil/sub-soils with a 3 line ripper or similar, 300-400mm deep at 600mm centres.
- Rotovate all planting areas to a depth of 250mm.
- Grade area level ready to receive planting.
- Plant native mix of shrubs, 60-80cm bare root transplants, e.g. Viburnum opulus, Cornus sanguinea, Prunus spondia.
- Shrubs to receive rabbit spiral guards.
- Area to receive 50mm depth bark mulch.
- Thicker planting to take place between the months of November to March.

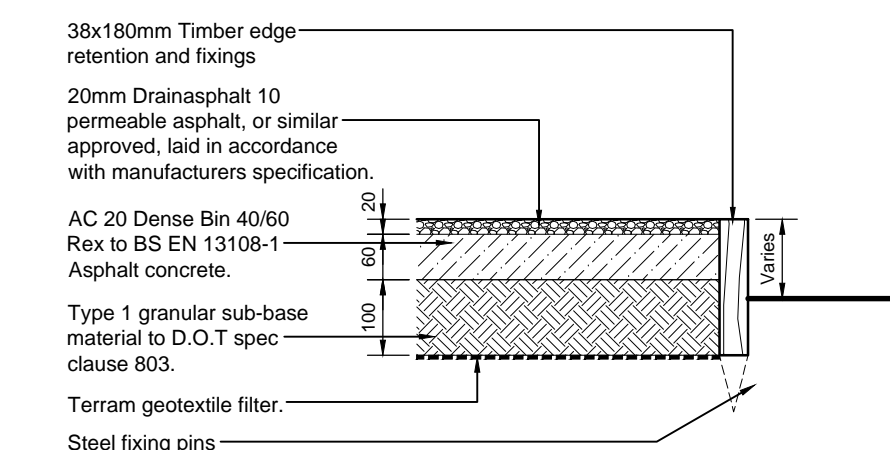


CF-01: FORMAL CYCLEWAY/FOOTPATH CONSTRUCTION DETAIL
Scale 1:10



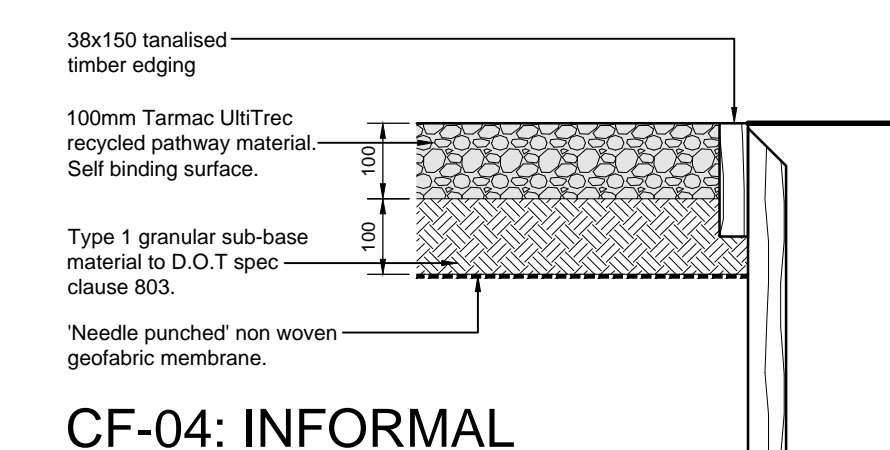
CF-02: 'NO DIG' PERMEABLE PATH CONSTRUCTION DETAIL
Scale 1:10

75mm DIAMETER HOLES SHALL BE CORED IN BINDER COURSE (THE USE OF BREAKER OR PECKER IS NOT PERMITTED) AT 750mm CENTRES.

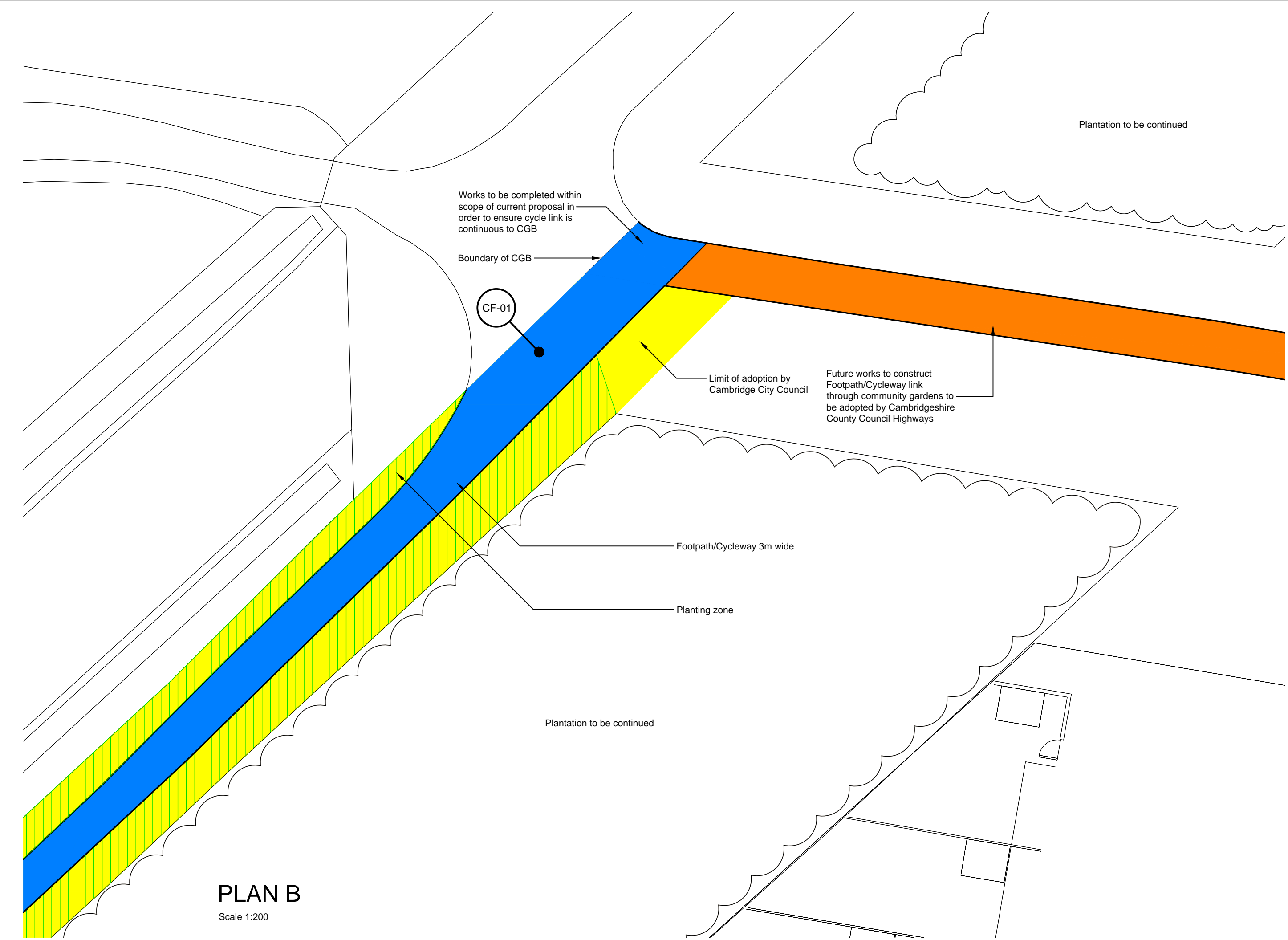


CF-03: PERMEABLE CUT THROUGH CONSTRUCTION DETAIL
Scale 1:5

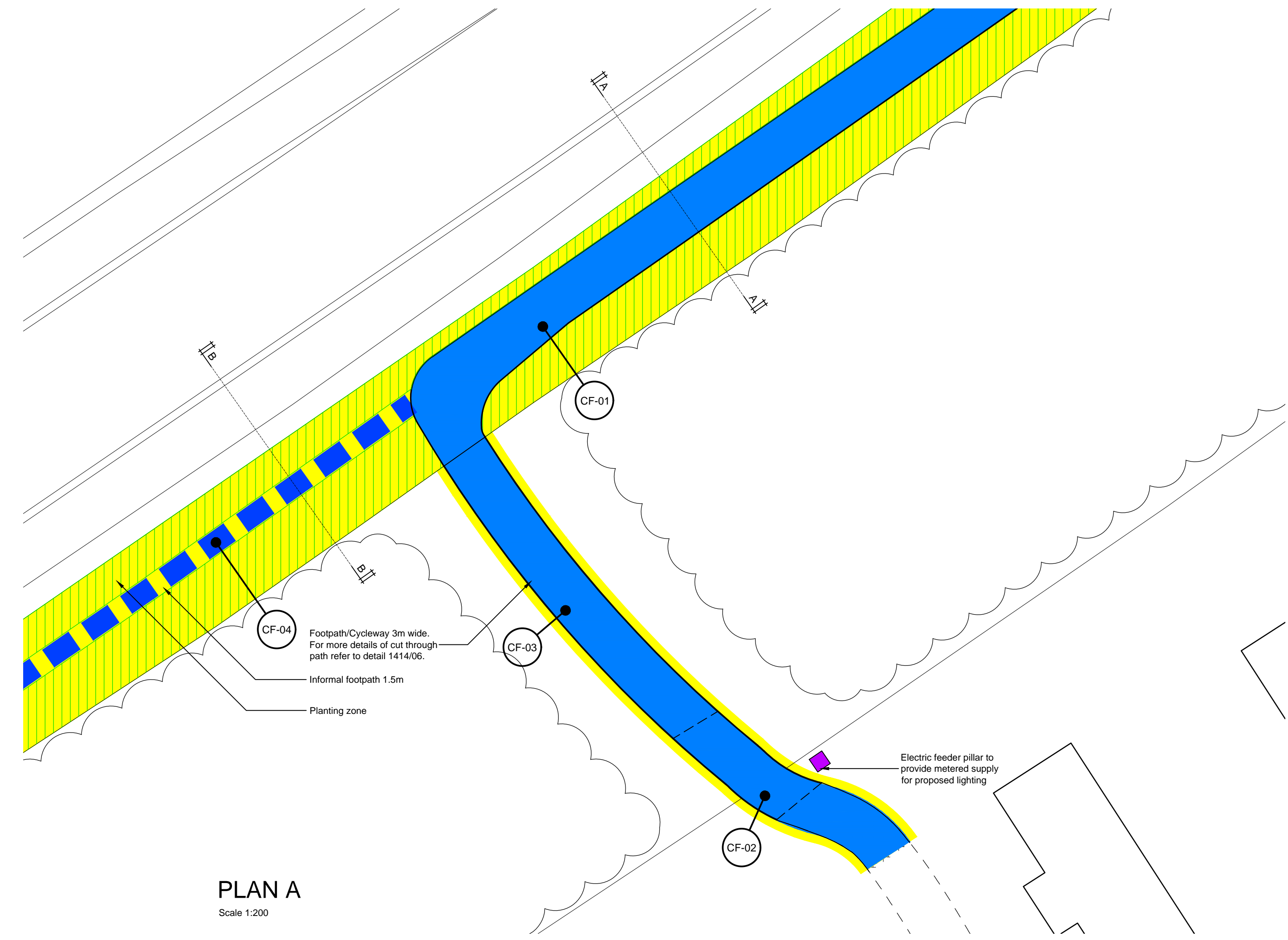
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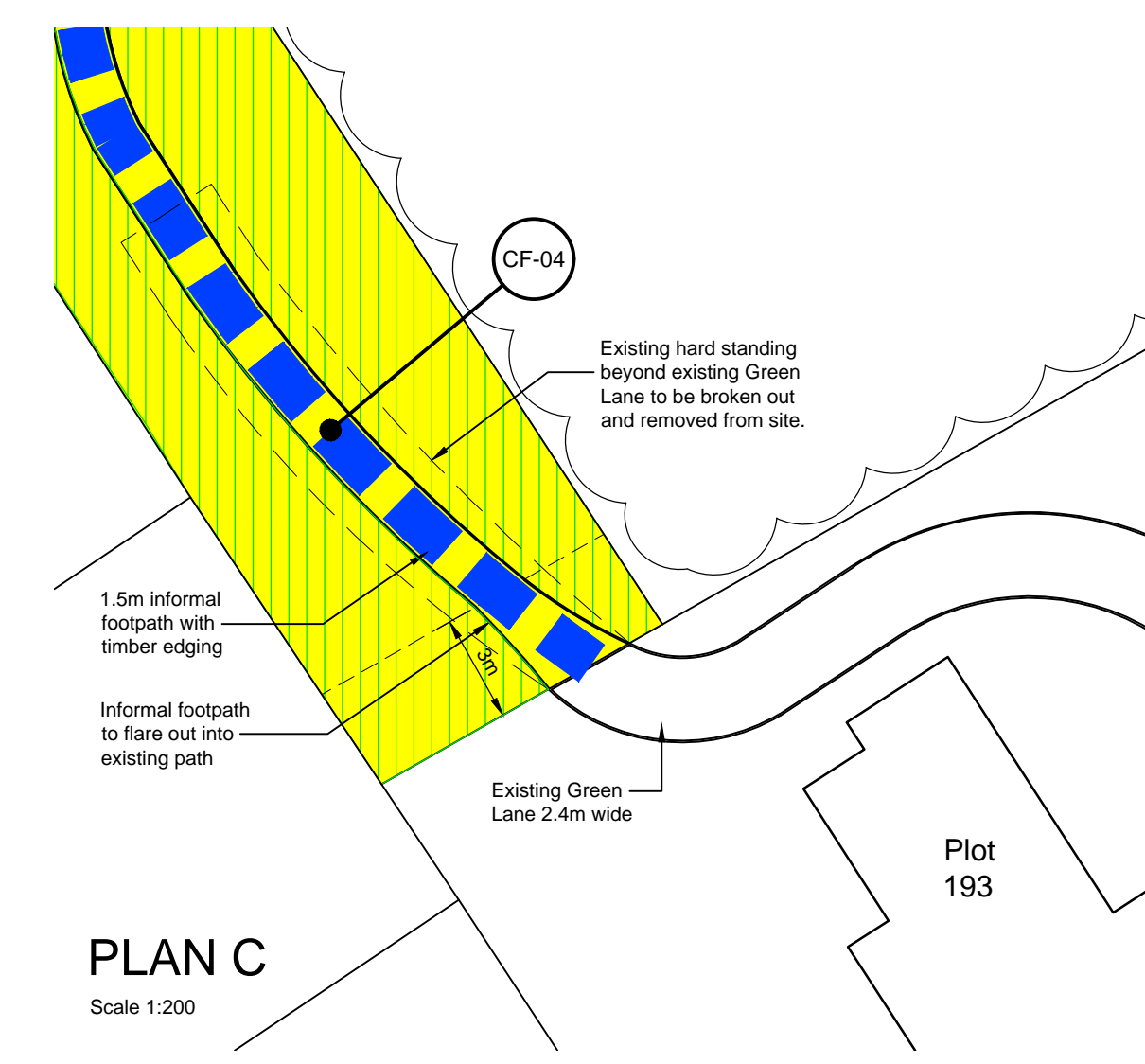
CF-04: INFORMAL CYCLEWAY/FOOTPATH CONSTRUCTION DETAIL
Scale 1:10



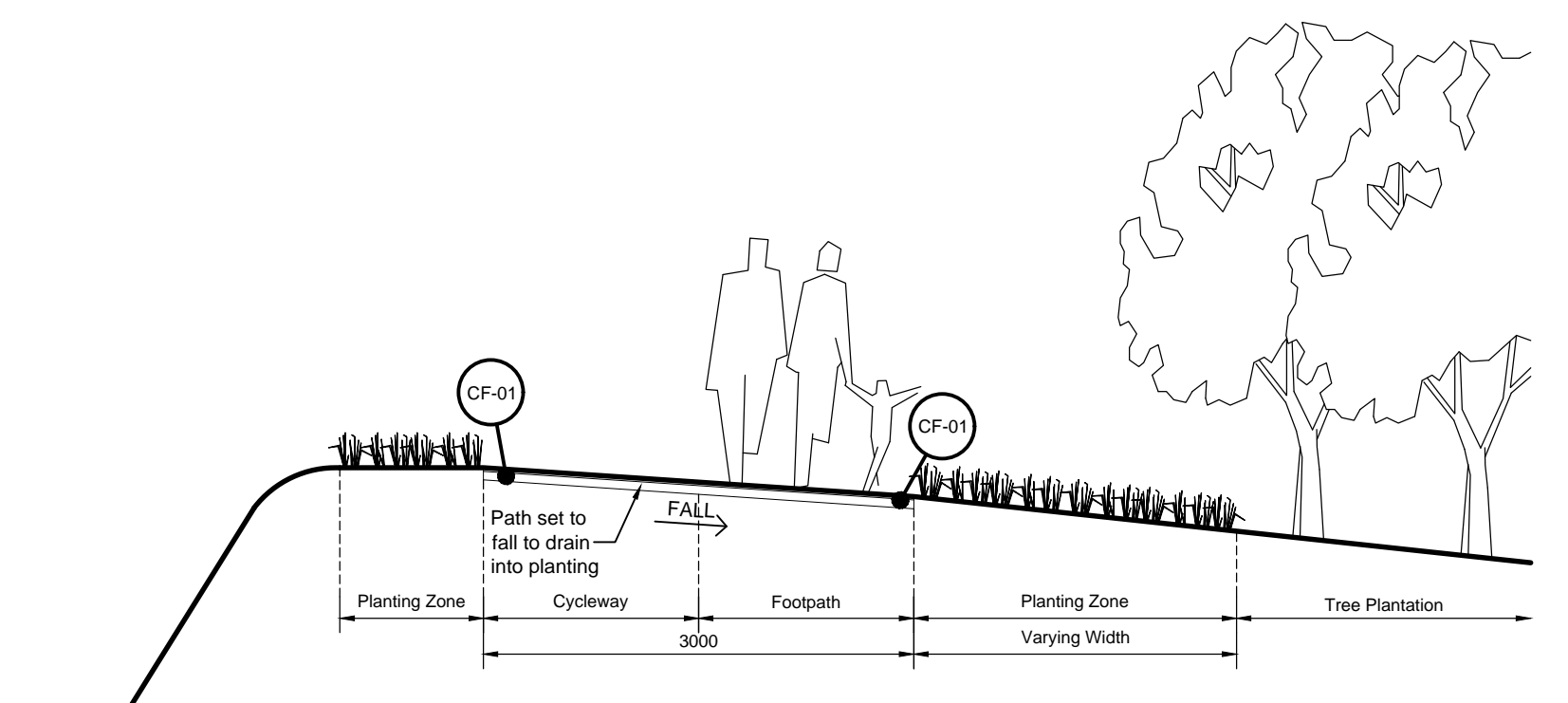
PLAN B
Scale 1:200



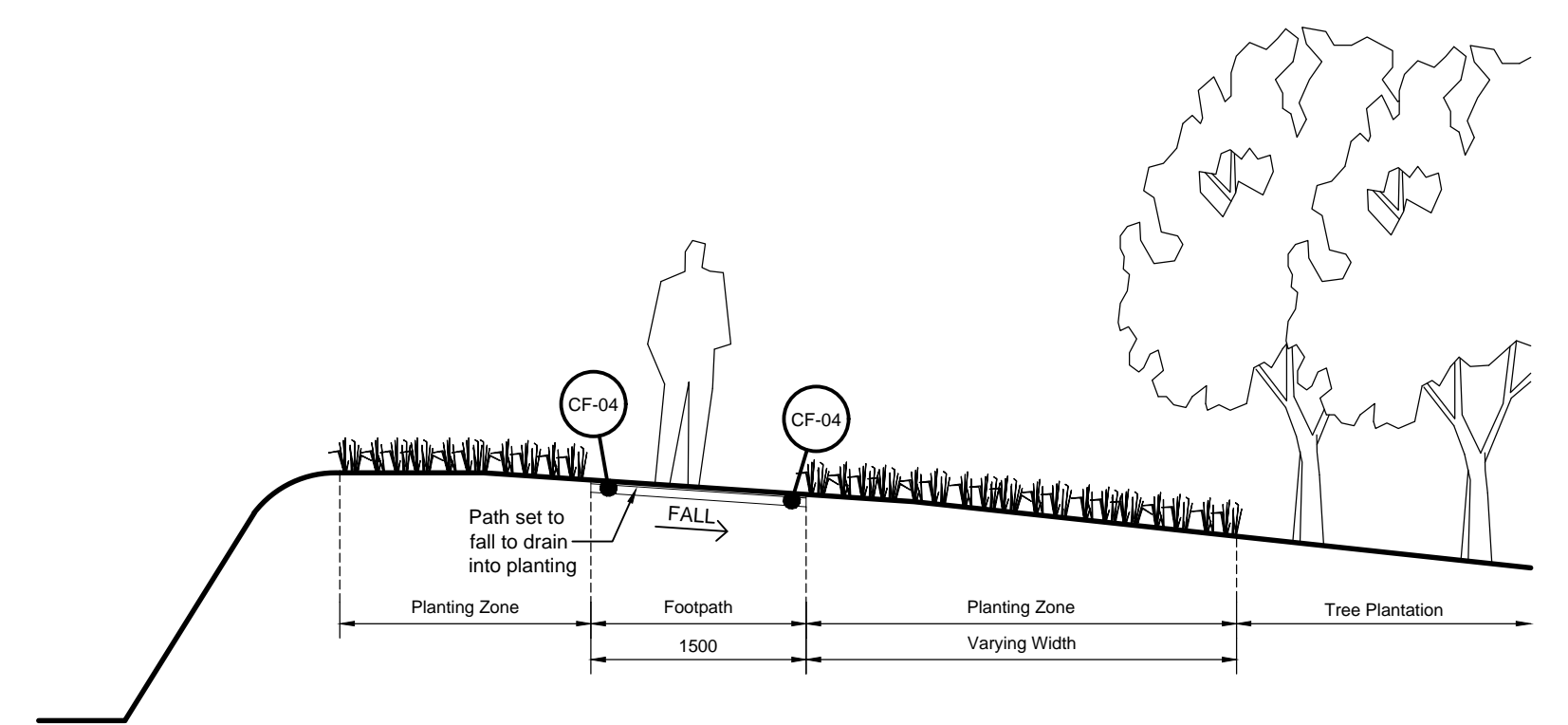
PLAN A
Scale 1:200



PLAN C
Scale 1:200



SECTION A-A CYCLEWAY/FOOTPATH FROM ABODE TO CGB
Scale 1:50



SECTION B-B INFORMAL FOOTPATH FROM ABODE TO GREEN ROAD LINK
Scale 1:50

rev	date	by	description
PL3	14/12/17	ASD	Footpath/Cycleway corner widened to avoid conflict and details amended.
PL2	07/12/17	ASD	Plan C added, Details CF-01 - 04 and references added.
PL1	07/11/17	ASD	Plan A path route amended and Tree indicated in accordance with Arboricultural Report.

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project: **Clay Farm, Great Knighton, Cambridge**

plan title: **Cycleway/Footpath Link Plans and Details**

scale: **1:500 @ A1** drawn by: **ASD**

date: **July 2017** checked: **SMc**

drawing no: **1414/05** revisions: **PL3**

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