

## Joint Development Control Committee - Cambridge Fringes

**Date:** Wednesday, 20 June 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**

Cambridge East update – Ed Durrant and Philippa Kelly

- 1 Election of Chair and Vice Chair
- 2 Apologies
- 3 Declarations of Interest
- 4 Minutes (PAGES 3 - 8)
- 5 Meeting Dates 2018/19 (PAGES 9 - 10)

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

- 6 S/1000/18/DC - Land North of Newmarket Road (PAGES 11 - 42)

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

- 7 S/1001/DC/18 - Land North of Newmarket Road (PAGES 43 - 56)

### **Joint Development Control Committee - Cambridge Fringes Members:**

**Cambridge City Council:** Cllrs Blencowe (Vice-Chair), Bird, Page-Croft, Price, Smart and Tunnacliffe, Alternates: Holt, Nethsingha, Sargeant and Thornburrow

**Cambridgeshire County Council:** Cllrs Bradnam, Harford, Hudson and Richards, Alternates: Joseph, Kavanagh, Kindersley, Nethsingha, Whitehead and Wotherspoon

**South Cambridgeshire District Council:** Cllrs Bygott, Chamberlain, Hunt, de Lacey, Sollum and Williams, Alternates: Allen, Cone, Ellington, Howell, Johnson, Topping, Waters and Van de Weyer

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## JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

14 March 2018

10.30 am - 12.55 pm

**Present:** Councillors Bard (Chair), Blencowe (Vice-Chair), Baigent, Bird, Holt, Price, Bradnam, Hudson, Richards, Nightingale and Van de Weyer

### Officers Present:

New Neighbourhoods Development Manager: Sharon Brown

Senior Planner: Mark Wadsworth

Principal Planning Officer (SCDC): Edward Durrant

Senior Planning Officer (SCDC): Katie Christodoulides

Legal Advisor: Keith Barber

Committee Manager: Sarah Steed

### Other Officers Present:

Development Control Engineer: Jon Finney

Senior Urban Designer: Sarah Chubb

### Developer Representatives:

Richard Carter

Elliott Page

## FOR THE INFORMATION OF THE COUNCIL

### 18/5/JDCC Apologies

Apologies were received from Councillors Cuffley, DeLacey, Harford and Tunnacliffe.

### 18/6/JDCC Declarations of Interest

Name	Item	Interest
Cllr Bradnam	18/8/JDCC	District and County Councillor for Milton
Cllr Bradnam	18/9/JDCC	Application was in the Parish of Fen Ditton County Ward but did not fall within

		Cllr Bradnam's County division.
Cllr Price	18/9/JDCC	Personal and Prejudicial: Director of Cambridge Investment Partnership

### 18/7/JDCC Minutes

The minutes of the meeting held on the 21 January 2018 were approved as a correct record and signed by the Chair.

### 18/8/JDCC S/4478/17/FL - Land adj Cambridge North Station, Cowley Road

The Committee received an application for full planning permission for the erection of a building comprising of 9,723m<sup>2</sup> of floor space for B1 (office) use, with 742m<sup>2</sup> of ancillary retail (A1/A3) floorspace, 396m<sup>2</sup> of cycle storage and 267m<sup>2</sup> of back of house use. In addition the proposal sought permission for associated landscaping, public realm improvements and a 125 space car park.

The Committee noted the amendments contained within the amendment sheet.

Neil Waterson (Applicant's Agent) addressed the Committee in support of the application.

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

- i. Welcomed the changes made to the application as they responded to the issues raised when the application last came to Committee.
- ii. Referred to the response provided by Cam Cycle at paragraph 6.24 of the Officer's report which expressed concerns regarding sharp turns and lack of alignment for the cycle routes across Milton Avenue and asked for trees to be planted slightly further away from the cycle path.
- iii. Questioned whether doors opened inwards and if this was in compliance with fire regulations.
- iv. Questioned if the reduction of car parking spaces after 10 years was a realistic expectation.

- v. Raised concerns about members of the public putting tables and chairs onto the pedestrian and cycle route.

In response to Members' questions the SCDC Senior Planning Officer said the following:

- i. The alignment of the cycle way would be secured through a s106 agreement so that it would be a free flowing cycle route.
- ii. Trees were proposed to be set back by 0.5m from the cycle route and this was considered to be sufficiently set back.
- iii. Doors would open inwards and only the front entrance doors would be rotating doors.
- iv. Car parking was not raised as an issue when the application last came to committee.

The New Neighbourhoods Development Manager confirmed that an informative could be added to address the concerns regarding doors and fire regulations.

#### The Committee:

**Resolved (unanimously)** to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, subject to the amendments detailed in the amendment sheet, conditions recommended by the officers and with the additional informative:

That the applicant is advised that they will need to address Building and Fire Regulations in regard to inward opening doors for publicly accessible buildings.

#### **18/9/JDCC S/4317/FL - 699 Newmarket Road**

Councillor Price declared a prejudicial interest and withdrew from the meeting for this item and did not participate in the discussion or the decision.

The Committee received an application for full planning permission for the construction of a new car showroom, ancillary office accommodation and external display and parking forecourts together with canopied and semi enclosed washbay and photography booth.

Simon Page (Applicant's Agent) addressed the Committee in support of the application.

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

- i. Asked if the hours or intensity of the showroom lighting could be controlled at night by condition.
- ii. Asked if advertising controls could be used to control the illumination of the showroom.

In response to Members' questions the SCDC Principal Planning Officer said the following:

- i. The Ford sign was an integral part of the design of the building and there was a proposed condition which would allow officers to control obtrusive lighting.

The Committee:

**Resolved (unanimously)** to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

**18/10/JDCC      17/2111/FUL - NIAB Huntingdon Road**

Councillor Price rejoined the Committee.

The Committee received an application for full planning permission for the demolition of two existing dwellings, seed handling building, glass houses and associated structures, refurbishment of existing office building (DEFRA 1,080 m<sup>2</sup>) and laboratory building (Bingham & Old Granary 2,186 m<sup>2</sup>) and erection of new 3 storey laboratory building and energy centre (2,554 m<sup>2</sup>), reception building (539 m<sup>2</sup>) new orbital cycleway link, access road, car parking and associated landscaping.

The Committee noted the amendment presented in the amendment sheet.

David Neil and Adam Davies (Applicant's Agent) addressed the Committee in support of the application.

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

- i. Sought clarification where the orbital cycle route would go.

- ii. Referred to the comments made by the Disability Consultative Panel contained in paragraph 6.17 of the Officers report and asked for clarification where the disabled parking would be and if it would have hatched lines around the space.
- iii. Asked whether confirmation could be given that the existing NIAB site would be developed for residential development.
- iv. Queried what would happen beyond the White House Lane road boundary and the safety of vehicles exiting onto Huntingdon Lane.
- v. Questioned if cyclists would have priority on Lawrence Weaver Road.
- vi. Questioned what the surface of the orbital route would be.
- vii. Questioned the wording of condition 22.

In response to Members' questions the Development Control Engineer and the Senior Planner said the following:

- i. The orbital cycle route connected Huntingdon Road to Histon Road.
- ii. The disabled parking was 14m from the front entrance of the building. There was a drop off point at the secondary entrance which was close to the accessible lift. There were also disabled parking spaces in the basement and there was another drop off point which would provide close access to the accessible lift. Condition 25 also required a disability access statement which would be agreed by the Council's Access Officer.
- iii. The existing NIAB site was covered by the major development scheme allocation and the owner had indicated that the site would come forward for residential development but the Officer could give no further assurances.
- iv. The number of vehicles using White House Lane should not be increasing, therefore there should be no significant increase in the traffic to the development.
- v. Confirmed cyclists would be given priority. Lawrence Weaver Road was not currently adopted highway but once adopted waiting restrictions would be installed.
- vi. The surface of the orbital cycle route would be tarmac.
- vii. Confirmed that condition 22 related to the orbital route and not White House Lane.

The Committee:

**Resolved (unanimously)** to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the amendments detailed in the amendment sheet and conditions recommended by the officers.

**18/11/JDCC      Transport Briefing: Land North of Cherry Hinton**

The Committee received a Transport Briefing from Richard Carter, and Elliot Page on Land North of Cherry Hinton.

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.

1. Questioned the bus provision and whether there would be two buses an hour.
2. Asked how late the bus provision would run.
3. Questioned the priority of the three crossings along the spine road and if these would be prioritised for pedestrians.
4. Questioned if Airport Way would have vehicular access going into and out of the site.
5. Asked if helicopter routes had been taken into consideration as part of the development of the application.
6. Commented that a 2m high bund would restrict Teversham resident's views.
7. Commented that it was easy to talk about average noise levels but emergency services call outs could occur during the night and require night flights.
8. Asked for timescales for when the application would be submitted.

The meeting ended at 12.55 pm

**CHAIR**



## Committee Dates – 2018/19

The proposed dates are:

2018/19	Committee Meeting	Development Forum	Control
June	20 <sup>th</sup>	As required	
July	18 <sup>th</sup>	As required	
August	15 <sup>th</sup>	As required	
September	12 <sup>th</sup>	As required	
October	24 <sup>th</sup>	As required	
November	21 <sup>st</sup>	As required	
December	19 <sup>th</sup>	As required	
January	23 <sup>rd</sup>	As required	
February	20 <sup>th</sup>	As required	
March	20 <sup>th</sup>	As required	
April	17 <sup>th</sup>	As required	

Members are requested to contact the Committee Manager in advance of the meeting if they have any comments regarding the above dates.

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## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

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

**Date: 20<sup>th</sup> June 2018**

<b>Application Numbers</b>	S/1000/18/DC	<b>Agenda Item</b>	
<b>Date Received</b>	15 <sup>th</sup> March 2018	<b>Officers</b>	Edward Durrant
<b>Target Date</b>	21 <sup>st</sup> June 2018		
<b>Parishes/Wards</b>	Fen Ditton Parish		
<b>Site</b>	Land north of Newmarket Road, Cambridge		
<b>Proposal</b>	Discharge of condition 8 (Site wide design code) of planning permission S/2682/13/OL		
<b>Applicant</b>	Hill Marshall LLP		
<b>Recommendation</b>	Approve		
<b>Application Type</b>	Discharge of condition	<b>Departure:</b>	No

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

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposals are considered to be in accordance with the Cambridge East Area Action Plan (2008) vision and</p>
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	<p>policies in that the proposals would contribute to the creation of a distinctive sustainable community on the eastern edge of Cambridge.</p> <p>This proposal is for the design code that will guide the design of the detailed planning applications to be submitted following the outline approval for 1,300 homes and associated development on land north of Newmarket Road. In accordance with the Cambridge East Area Action Plan (2008) the proposals would ensure that this phase of Cambridge East could function independently as a stand-alone neighbourhood whilst the airport is still operating but is also capable of integrating with wider development in the longer term.</p>
RECOMMENDATION	APPROVAL

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## APPENDICES

Ref	Title
1	Wing Design Code – June 2018
2	Quality Panel response of 28 <sup>th</sup> September 2017
3	Quality Panel response of 15 <sup>th</sup> January 2018

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 This development site is known as “Wing” and forms part of the wider Cambridge East development as covered by the Cambridge East Area Action (CEAAP) Plan adopted 2008. To the north of the site the boundary is defined by an existing semi-mature tree belt

that runs to the south of High Ditch Road that dog legs south towards the Newmarket Road Park and Ride site (P&R). The northern part of the site is agricultural land with very few natural features other than the aforementioned tree belt. There are several houses to the northeast of the site on High Ditch Road. To the northwest, the other side of the tree belt, High Ditch Road enters the village of Fen Ditton.

- 1.2 The Jubilee Way cycleway runs through the middle of the site connecting the Fison Road estate with the P&R. To the south of the Jubilee Way there is an agricultural field that sits to the west of the new BP petrol filling station, which is located to the west of the P&R. All of this field and the land south of the Jubilee Way formed part of the outline consent for Wing.
- 1.3 The southern frontage of the outline site is open with some semi-mature trees and grass verges either side of Newmarket Road. To the southwest there are the existing car showrooms and the North Works site, all of which were included within the site edged red for the outline consent.
- 1.4 To the south of Newmarket Road is Cambridge Airport, which is also owned by Marshall, the applicant for the outline approval. The runway and associated hangars are located to the south of the terminal building alongside the grade II listed art deco style airport control building.
- 1.5 To the immediate west the site abuts the Fison Road estate, which falls within the City Council administrative area. The aforementioned northern tree belt extends down approximately half of the site boundary from the north into the area covered by the outline consent (ref. 13/1837/OUT) that was submitted to the City Council.

## **2.0 THE PROPOSAL**

- 2.1 Outline planning permissions were granted for the Wing development for up to 1300 dwellings and associated infrastructure in December 2016. The outline approval was subject to a number of site-wide , strategic conditions, of which this is one. The details contained in this discharge of condition application include the site-wide design code document that will guide the submission and determination of the reserved matters applications

for the infrastructure, landscaping, residential areas, local centre, primary school, and public open spaces. These details have been submitted in order to discharge condition 8 of planning reference S/2682/13/OL and are required to be submitted prior to or concurrently with the first reserved matters application. The first reserved matters applications for infrastructure has been submitted to SCDC and the City Council (area of open space only) in parallel with the design code.

- 2.2 The design code sets out a series of requirements or design “rules” that are either mandatory or recommended with ‘must’ being used for the former and ‘should’ being used for the latter. In the case of requirements where ‘should’ is used it would need to be demonstrated at the detailed planning stage for an alternative design to be considered acceptable. Within the code three character areas are identified as different districts with a different design approach to each reflecting the different context of each area.
- 2.3 The submission includes the design code document only, which was amended in June 2018.

### 3.0 SITE HISTORY

Reference	Description	Outcome
S/2682/13/OL	Up to 1,300 homes, including up to 30% affordable housing across the development as a whole, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development	Approval
13/1837/OUT	Proposal Demolition of buildings and hard standing and construction of tennis courts, allotments, store room and toilets, informal open space and local areas of play, provision of drainage infrastructure, footpath and cycleway links, and retention and management of woodland.	Approval

## 4.0 PUBLICITY

4.1 This application has been subject to consultation with statutory consultees.

## 5.0 POLICY

5.1 Relevant Development Plan policies

PLAN	POLICY NUMBER
South Cambridgeshire Local Development Framework 2007	DP/3, DP/4
Cambridge East Area Action Plan 2008 (CEAAP)	CE/1, CE/2, CE/6, CE/7, CE/8, CE/9, CE/11, CE/13, CE/16, CE/20

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

Central Government Guidance and Material Considerations	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 - The Use of Conditions in Planning Permissions.
Supplementary Planning Guidance	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document - 2012 Trees & Development Sites - 2009 Biodiversity – 2009 District Design Guide – 2010 Landscape in New Developments - 2010

## 6.0 CONSULTATIONS

### Comments on application as submitted

- 6.1 **Cambridgeshire County Council (Highways Development Management)** – as part of the response to S/1004/18/RM raised concerns about street trees in the public highway being maintained by a management company.

**Cambridgeshire County Council (Lead Local Flood Authority)** – was unable to comment until the site-wide surface water drainage strategy was agreed.

**Cambridgeshire Constabulary (Architectural Liaison Officer)** – has no objection.

**Drainage consultant** - was unable to comment until the site-wide surface water drainage strategy was agreed.

**Ecology Officer** – requested that green and brown roofs be referenced as well as other forms of habitat creation such as log piles.

**Fen Ditton Parish Council** – raised concerns about the scale of buildings in the north-western corner of the site and has requested outline elevations of the development as would be seen from Tiptree Close. FDPC has also requested confirmation that balconies will be restricted to the City area and that the parish council be consulted if any changes are proposed as non-material amendments.

**Teversham Parish Council** – has not responded.

**Trees and Landscape Officer** – questioned a number of points in the landscape section, in particular the reference to NHBC standards for trees and considers that the wording for the children's play and recreation section is too restrictive and should be amended. He also identifies inconsistencies about the location of the northern bridleway.

**Urban Design Consultant** – made a number of comments which include suggesting that chapters be colour coded to ease



reference, further details needed about the school design and boundary treatment, coding needed for setbacks to building, a more varied palette of tree planting and greater detail on development surrounding the public squares and.

**Cambridgeshire County Council (Lead Local Flood Authority)**  
– has no objection.

**Drainage consultant** – has no objection.

Comments on application as revised

**Ecology Officer** – has no objection.

**Trees and Landscape Officer** – has no objection.

**Urban Design Consultant** – recognises that some of the more detailed comments can be addressed at the reserved matters stage and has no objection.

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

## 7.0 Quality Panel comments

7.1 The emerging design code first went to the quality panel in September 2017 when the following comments were made:

- Support a 100 page or less Code.
- Emphasise importance of social spaces and communal gardens and an understanding of how new residents will start to build a community.
- Consider the amenities, connectivity, identity and social elements of how communities evolve and how, who and where people will congregate.
- Consider how to soften the hard barriers, whilst respecting policy requirements, perhaps with views through the planting to the north and east.
- Consider the quality of materials and keep it simple.
- Consider senior living tenure.

- Opportunity to improve Newmarket Road frontage should be taken and developed at the earliest opportunity.
- Ensure road opposite car dealerships included in Code

7.2 In January 2018 the latest draft of the code was taken to the Quality Panel where the changes in response to the last review were welcomed. They also raised the following points:

- More aspirational examples of cycle storage.
- Consideration to the role of green spaces in establishing social networks and more references to the health and wellbeing.
- The role of the market square needs consideration working with the School Promoter.
- Would welcome the inclusion of accommodation for the elderly.
- Welcome the removal of the oval and the green landscaping coming into the development.
- Invited the developer to consider how the development is adaptable to the future of the car.
- To review the Newmarket Road frontage and show more detail, including ground floor extra height to accommodate non-domestic use such as retail.
- The environment and landscape could come through a lot stronger throughout the design code with further reference to the role of landscape to mitigate overheating, and health and wellbeing.
- Use of tree trenches and water gardens to attenuate water where it falls is encouraged and include more opportunity for fruit and veg production can bring a community together.
- Roofs should maximise potential use of solar panels.
- Include more detail of the podium parking and establish a minimum depth for gardens adjacent to the podium parking.
- Not all landmark key buildings to be located on corners.

Whilst a number of these comments have been addressed in subsequent amendments of the design code there are some that will need to be considered at the detailed planning stage. Comments on those points that have been addressed are included in the report and the Quality Panel reports are included as appendices to this report.

## **8.0 REPRESENTATIONS**

8.1 No third party representations have been received.

## **9.0 ASSESSMENT**

9.1 From the consultation responses received, and from my inspection of the site and the surroundings, the main issues are whether the proposed design code would provide a site-wide design framework and appropriately robust guidance for the detailed planning applications for Wing to ensure a high quality, well designed development, taking into account that it will be coming forward on a phased basis and could potentially be built out by more than one housebuilder. Whilst there is an introduction and context section this report considers the code on the basis of the following chapter headings:

- Vision
- Land Use
- Movement and Access
- Urban Design Principles
- Materials
- Landscape and Open Space
- Character Areas
- Delivery

9.2 In advance of work on the design code officers and representatives of Hill visited the Nine Wells development in Cambridge and the Avenue in Saffron Walden on 16<sup>th</sup> June 2017, which are two developments that Hill has built. Following these visits there was a meeting to discuss the scope of the design code document. At the end of the design coding process a testing day was used with other developers and architects being used to test the robustness of the code.

## **10.0 Vision**

10.1 The vision reflects the development that was secured at the outline stage of a sustainable urban extension for Cambridge that not only include a range of new homes but also community facilities and local shops. There are eight high level design principles that relate to an integrated development, respecting and enhancing the

surrounding area, enhancing sustainable connections, creating a balanced community, a landscape led development, a thriving centre, a place with its own character and long-term stewardship. The vision also includes a 'components of space' section that considers the careful organisation of the components of space to produce memorable, easily navigable and successful spaces.

## **Land Use**

10.2 The land use section accords with the quantum of development and the different uses across the site that were identified at the outline stage.

## **Movement and Access**

10.3 The strategy for Wing is that streets and paths must encourage walking and cycling to key destinations with streets designed to ensure vehicle speeds are no more than 20mph. The requirements for the site wide coding in terms of movement and access are that all streets must:

- Comply with the adoptable standards of Cambridgeshire County Council
- Minimise clutter and signage
- Provide a planted front privacy strip of no less than 1.5m
- Provide visitor parallel parking on carriageway at appropriate locations
- Comply with the street planting principles of the code

10.4 The code identifies principles to define the hierarchy of streets and that shared surfaces, with a single material that does not define the vehicular carriageway, must not serve more than 14 homes. These shared services are shown as being primarily in the north of the site. At the detailed design stage it will need to be demonstrated that where they connect to the primary and secondary street network there are no areas where through traffic would impact upon the safety of the users of the shared surfaces.

10.5 Whilst the code originally showed the bridleway running south of Kingsley Woods this has now been amended to accord with the reserved matters application (S/1004/18/RM), which shows it running through the tree belt.

- 10.6 The design code shows a dedicated cycleway running down Morley Street and not Austin Street. This was established at the outline stage where it was considered necessary to have a safe route to the primary school. Whilst CamCycle has suggested that a cycleway be provided down Austin Street in their response to S/1004/18/RM most residents would have safe routes through residential areas (including along shared surfaces) to either reach the Jubilee Way cycleway or the local centre.
- 10.7 The car parking standards within the code comply with the requirements of the CEAAP and there is a requirement for car club spaces to be provided at strategic locations across the masterplan. A number of typologies are provided for car parking that are predominantly on plot for the lower density areas. In the higher density areas parking is mainly proposed as podium parking for apartments and town houses, with courtyards above. Where areas of parking would be proposed in the public realm the code ensures that they should not be in groups of more than 16 parking spaces. Visitor parking is shown as on carriageway, in order to reduce vehicle speeds, rather than in dedicated parking spaces within residential areas. On other sites there are examples of where visitor bays in residential areas are 'claimed' by nearby residents, especially if these visitor spaces are conveyed to nearby properties.
- 10.8 Cycle parking is designed to be secure and in locations that allow easy access to cycles for both residential properties and other uses across the site in order to encourage cycling. The code also requires that spaces for cargo cycles and cycle trailers should be provided where appropriate. Before the last quality panel review cycle parking was shown in structures shared with bins. The code has since been amended to ensure that cycles will not be stored with bins.

## **11.0 Urban Design Principles**

- 11.1 The Urban Design Principles section follow the building heights parameter plan by proposing principles for where different built forms must be located to help support legibility, wayfinding and place-making. The code proposes a block structure that is legible, well connected and permeable with different block types that can be used for each of the three character areas. Where these blocks front onto the public realm the code shows where landmark

buildings and key groups of buildings will be accommodated to support legibility and place-making. In response to the quality panel comments on landmark buildings there is sufficient flexibility in the code for landmark buildings to be accommodated within streets and not just at corners.

- 11.2 The code includes a section on building design that promotes the use of pitched roofs across the site with building elevations that must engage with the public realm. The requirements of this section will result in buildings with openings overlooking public spaces and roads and roof pitches that add character to the street scene and maximise the use of solar panels.

## **12.0 Materials**

- 12.1 Although specific products are not proposed the design code details the types of materials that will and will not be acceptable across the site. The code includes a material matrix that shows simple, quality predominant and accent materials. All of the examples are high quality materials with aluminium and composite timber for windows rather than the use of plastic. Similarly the proposed roof materials and materials for fascias and rainwater goods are also considered to be high quality. Within the materials section there are principles of building details that includes examples of good detailing as well as detailing that must not be used. The materials for the public realm include materials that would be adoptable by the Local Highway Authority.

## **13.0 Landscape and Open Space**

- 13.1 This section lists the requirements for tree planting based on a palette of robust species including native species that are already present on the site. The code identifies that detailed planting schemes must not result in an unacceptable increase in bird activity in order to limit any impact upon the operation of Cambridge Airport. As submitted the code included a requirement that tree selection must adhere to NHBC standards in relation to foundations and building near trees. These standards are considered too restrictive and as a result of the amendments this requirement has been removed.

- 13.2 The street furniture section includes principles for seating and other street furniture that should be functional and vandal resistant. Bins should incorporate bird-proof lids and drinking fountains should be provided in all public spaces. In response to the ecology office's comments further details on ecological enhancement through green and brown roofs has been included.
- 13.3 Although the drainage and SUDs section principles are considered acceptable in principle both the drainage consultant and the LLFA awaited further information on the site-wide drainage strategy before confirming this. All of the above ground drainage infrastructure will be planted up to provide ecological enhancement as well as to visually enrich the public realm. As submitted the code showed multiple boundary fences on the southern side of the *ha ha*. The code has since been amended to remove these fences so that there is an open view across the *ha ha* to Kingsley Woods.
- 13.4 The Quality Panel suggested that more could be done to provide views out of the site through the tree belt. Whilst this approach has merit there is a policy requirement for the retention and enhancement of the tree belt that should be adhered to.
- 13.5 The landscape section also details the requirements for lighting and public art. With the lighting there is a requirement to minimise clutter with lighting attached to buildings where appropriate and public art will be used to enhance the value and identity of the site.

## **14.0 Character Areas**

- 14.1 The design code identifies three character area across the site that are called the Edge, the Town and the City where the design of development and use of materials will be defined by the context of each area. The earlier sections of the code (materials, building details, block structure, etc.) will all be used to help create distinct characters for each area.
- 14.2 The Edge is the northernmost character area and is also the lowest density of the three. It will mainly be made up of larger 2-3 storey houses on a loose grid enclosed by mature landscapes and open spaces. Gregory Park and Kingsley Woods are also within the Edge area and details of the landscaping and routes through both areas are included in the first reserved matters application S/1004/18/RM.

14.3 The Town is the central area that will contain medium density housing of 2-4 storeys with mews streets, lanes and smaller, more flexible community squares. To the south of the site, fronting onto Newmarket Road is the City character area. This area will accommodate the highest density of the three and will contain mainly apartment blocks of 2-5 storeys. The local centre including retail and the school will also be contained within the City character area as well as Beta Square.

## **15.0 Car Showrooms**

15.1 Although the car showrooms fall within the City area there is no specific guidance on the design and treatment of these buildings. Instead the code focuses on the layout of the site and its relationship with the adjacent road as suggested by the Quality Panel. The relocation of these showrooms has already started and future applications for new showrooms would need to comply with the design code for the site. The design code shows showrooms fronting onto the primary road, set behind forecourts. Whilst any future applications are likely to come forward as full applications, as was the case with the recent Ford application, they would still be expected to comply with the requirements of the code.

## **16.0 Delivery**

16.1 The delivery section at the end of the code references the phasing plan that has been submitted as part of the discharge of condition 7 of outline consent ref. S/2682/13/OL. It also includes statements on management and adoption, code review and quality control. All of the street will be designed to adoptable standards with an aspiration for them to be adopted. The landscaping open space, tree belts, street trees and playing pitches will be managed by a management company, the details of which need to be agreed with the Council under the terms of the S106.

16.2 In discussions with County Highways the issue of the adoption of street trees arose. All parties are keen to ensure that street trees are provided and thereafter maintained due to the positive impact they would have upon the street scene. As the County Council will not need to adopt the verges outside of visibility splays it is proposed to locate the street trees in these verges. The verges and their trees can then be managed by a separate body, such as a management company. As part of the S106 for the outline



application there is the requirement to agree the body for the maintenance of open space across the site. The verges alongside the highway are likely to be considered as open space for the purposes of the longer term management of the site.

- 16.3 The review mechanism ensures that any changes to the code must be agreed between the lead developer and the Council and the quality control section details how detailed proposals will require landowner approval before submitted as reserved matters applications.

## **17.0 Other matters**

- 17.1 In response to Fen Ditton Parish Council's comments indicative building heights across the site were established at the outline stage where the approved parameter plans showed the range of heights across the site. when the detailed planning applications for the individual land parcels are submitted the parish council will have the opportunity to comment further. It has been requested that the applicant engage with the parish council early when preparing the detailed application for the residential area near Tiptree Close in order to address any concerns that they have. With regards to their comment on balconies, these would be more common features in the City area as that is where most of the apartments would be accommodated. However, it is likely that there will also be some apartments in the Edge and Town areas where amenity space would be provided by way of balconies. The acceptability of the design of these balconies and their locations will be considered at the detailed planning stage.
- 17.2 Notwithstanding the fact that the relevant drainage authorities have questioned the capacity of the surface water drainage features the principle of the use, and their design is considered acceptable. The capacity of the surface water drainage system is being considered through a separate discharge of condition application process.
- 17.3 The quality panel suggestion that consideration be given to housing for the elderly is not something that the design code can achieve as there are no specific proposals for such a facility. Notwithstanding this the code would not preclude the provision of such a facility as long as its design complied with the criteria of the code.

## **18.0 CONCLUSION**

18.1 The proposed design code is in accordance with the requirement of condition 8 of outline consent ref. S/2682/13/OL and is therefore recommended for approval. In order to accord with the wording of condition 8 the condition will only be complied with once development has been carried out in accordance with the approved design code.

## **19.0 RECOMMENDATION**

**APPROVE** the following document:  
Wing Masterplan Design Code – June 2018

### **Contact details**

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

Author's Name: Edward Durrant – Principal Planning Officer

Author's Phone Number: 01954 713266

Author's Email: [edward.durrant@scambs.gov.uk](mailto:edward.durrant@scambs.gov.uk)



## **CAMBRIDGESHIRE QUALITY PANEL**

### REPORT OF PANEL MEETING

#### **Scheme: Wing Design Code**

**Date:** 15<sup>th</sup> January 2018

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

**Time:** 9:30 – 12:30

#### **Quality Panel Members**

Robin Nicholson

David Birkbeck

Lynne Sullivan

Meredith Bowles

Luke Engleback

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

David Carford - Cambridgeshire County Council

#### **Local Authority Attendees**

Trovine Monteiro - Team Leader, Consultancy Unit, South Cambridgeshire District Council

Ed Durrant - Principal Planner, South Cambridgeshire District Council

#### **Applicant and Representatives**

Jamie Wilding – Hill

Teresa Borsuk – PTE Architects

Leo Hammond – PTE Architects

Daniel Cox – PTE Architects

Dawn Purves – Robert Myers Landscape Architects



## 1. Scheme description and presentation

Architect/Designer	Pollard Thomas Edwards / Terence O'Rourke / RMA
Applicant	Marshall and Hill Residential
Planning status	Draft Design Code

## 2. Overview

Land north of Newmarket Road or 'Wing' as the development site is known, has outline planning consent for up to 1,300 dwellings, a 2 form of entry primary school (providing 420 primary school places) and a local centre on an edge of city 65 hectare site. It forms part of the wider Cambridge East proposals for a new city quarter centred on and around Cambridge Airport.

Outline planning permission was granted by South Cambridgeshire District Council (SCDC) in November 2016, with a small, non-residential parcel of land also consented by Cambridge City Council at the same time.

The land owner – Marshall – has entered into a Joint Venture agreement with house builder Hill Residential to develop the first phase of the development, for around 450-500 homes, to include the local centre and primary school. They plan to submit two reserved matters applications in April and September 2018.

Hill Residential, in conjunction with their consultants, have lead the Design Code work for the whole site.

SCDC had convened a whole day Joint Workshop with the Wing applicant and the Cambourne West applicant to work together on the Objective and Purpose of their Design Codes and the presentation of them.

The Panel have previously considered the Wing Master Plan and outline planning application. More recently the quality panel saw an early draft of the Design Code (28<sup>th</sup> September 2017). This focused on the structure of the Design Code. This second review of the design code was to comment on a draft of the final document.



## 3. Cambridgeshire Quality Panel views

### Introduction

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.

The applicant outlined their vision for the development as a sustainable, new area of family housing in east Cambridge and the history of Wing, the timeline for the development and recent amendments to the Design Code responding to the Quality Panels previous comments.

The Design Code is 85 pages, utilising a double page spread layout. A hierarchy in language has been defined as 'must' (mandatory), and 'should' (recommended). Future reserve matters applicants will need to justify any departure from that defined as 'should' and show proposals that represent an improvement. New sections have been added under 'Urban and Design Principles' and 'Landscape and Open Space'. Chapter 5 defines the now 3 character areas.

The Panel welcomed the clear structure and the changes made to the Design Code including those additions in response to the last review.

### Community

The Panel felt the use of green spaces and the benefits they bring to health and wellbeing, local environment and community, need to come through a lot stronger in the code. Landscape for health is a growing area and should be considered as part of the draft design code, e.g. green gyms. This can be expanded upon in page 45 of the draft design code.

A wider variety of green spaces can provide networking opportunities for all in the community for example more fruit trees and vegetables.

The Panel enquired as to the flexibility in the forms of development and if there were planned accommodation for the elderly. In reply the promoter explained this is planned to be part of phase 3, located close to the Community Hub.

### Connectivity

The Panel welcomed the addition of the map showing the connections for all modes of transport to the site and the removal of the last remnants of the original oval road layout.

The Panel was concerned about the benefits of the access road parallel with the Newmarket Road. The applicant explained that the space between the frontages and Newmarket Road created a buffer and helped with the acoustics. Furthermore the code should facilitate the potential for the space to accommodate spill-outs from commercial units, i.e. chairs and tables outside a café.

### Character

The panel enquired as to the refuse strategy and if underground storage similar to Cambridge North West had been considered. It was explained the decision to have more conventional storage was based on the fact underground storage is relatively new and the benefits need to be demonstrated. There are added difficulties in locating underground

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storage to be convenient for all residents, and it requires wider highways with lay-bys for the special refuse vehicles.

The Panel shared their concern regarding the timber cycle and bin storage shown in the design code and expected a higher standard for cycle parking.

The Panel welcomed the inclusion of images of what not to do and suggested these could be useful in other sections. On more general terms the use of photos was welcome but there needs to be clarity as to whether they are illustrating a 'must' or a 'should'.

The Panel would like to see more explanation in the design code of how the shallow blocks will be treated. For example how would architects design the frontages of the blocks facing Kingsley Woods which would be different to the typical gable of houses shown for the Edge Character Area on Page 33 or how units would back onto the podium car parks shown on Page 76.

The Panel questioned whether the code precluded difference, allowing for activities that can add to a street scene and give a sense of place. The Panel asked if there is the possibility to include self-build plots that were not prescribed by the code. The Panel noted a majority of key landmark buildings being located on corners, and invited the design team to consider other significant locations within the street scene.

The Panel noted the importance of the school and there being a good dialogue with the County Council and school promoter, especially concerning the homes and gardens backing directly onto the playing fields, an arrangement the Panel supported.

The Panel questioned the heights of the ground floor frontages onto Newmarket Road as drawn on the sections as they need to be higher to be adaptable for non-domestic use.

It was confirmed a separate maintenance company would maintain the green space. The Panel stressed the importance of maintaining verges and any SUDs.

### Climate

The environment and landscape could come through a lot stronger throughout the design code. Change to 'The Copse' and the planting now coming into the site is very welcome. Equally the improvements to the green landscaping and terracing of the drainage ditch as part of Gregory Park.

The Panel would like to see more consideration of permeable paving materials and complementary features to attenuate water where the rain drop lands, e.g. rain gardens. These will help to mitigate overheating within the built environment, and add to the biodiversity on the site. Connected green spaces are more effective at addressing overheating.

There could be better links between trees and water to enhance the landscape and provide wider benefits to the environment and respond to climate change; tree trenches are better than tree pits. It was reported that the trees along the roads would not be adopted.

Recognising the part the built environment and its design can play in meeting 2030 carbon reduction targets, the panel would like to see the Code explain how this is being addressed in this development. The Panel enquired what consideration had been given to the pitch and orientation of roofs to maximise the benefits of solar panels and the Panel noted some illustrations show corner windows which can contribute to overheating.



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The Panel felt that the role of the landscape in improving air quality with health benefits to the population should be recognised in the design code.

The Panel noted the development is seeking to meet the energy levels of code 4 and that Marshalls have a real interest in making a sustainable development; the legacy of the development is an important part of the design team's approach.

There should be a consideration of roof pitches for future installation of PVs

Making developments and homes adaptable to climate change could include the infrastructure e.g. electric car charging points, to allow for installation at a later date.

## 4. Conclusion

The Panel welcomed the changes to the green spaces.

The Panel congratulated the team in producing a design code of less than 100 pages.

The Panel liked the do's and don'ts illustrated at the beginning of the design code and suggested don'ts could be included in other sections of the design code.

The definition of 'must' and 'should' was very helpful but there is a difficult balance to be kept to not preclude diversity of design and allow for changes over time.

It was felt Marshalls' long term interest in the development brings opportunities.

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

- The example image of bin and cycle storage should be replaced with something more aspirational that promotes the use of cycles rather than storing them with bins.
- More references to the health and wellbeing agenda needs to be included.
- Consideration should be given to green spaces and their role in providing the community with an opportunity to establish social networks.
- The school and square will play a critical role and needs to be carefully considered working with the County Council and School Promoter.
- Would welcome the inclusion of accommodation for the elderly.
- Welcome the removal of the oval and the green landscaping coming into the development.
- The developers are invited to consider the future of the car and showing how the development is adaptable to this.
- The Panel invited the design team to review the frontage to Newmarket Road and the parallel road. The illustration in the design code needs to be amended to show more detail, include ground floor extra height to accommodate non-domestic use such as retail and allow opportunity for spill out spaces adjacent to them.
- The environment and landscape could come through a lot stronger throughout the design code.
- Role of landscape to mitigate overheating, and bring benefits for biodiversity and health and wellbeing needs to be referenced in the code.

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- Use of tree trenches and water gardens to attenuate water where it falls is encouraged.
- Include in the landscape more opportunity for fruit and veg production can bring a community together.
- Roofs and pitches written into the design code to maximise potential use of solar panels.
- Include more detail of the podium parking, how adjoining properties should be treated and establish a minimum depth for gardens adjacent to the podium parking.
- Not all landmark key buildings to be located on corners.
- The Panel felt more detail of the frontages onto Newmarket Road.







Appendix 1



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## CAMBRIDGESHIRE QUALITY PANEL

### REPORT OF PANEL MEETING

**Scheme:** Approach to Wing Design Code

**Date:** 28<sup>th</sup> September 2017

**Venue:** Cambourne Marketing Suite, South Cambridgeshire District Council, Cambourne

**Time:** 13:00 – 15:30hrs

#### Quality Panel Members

Robin Nicholson (Panel Chair)

Steve Platt

David Taylor

David Pritchard

Oliver Smith

Nick James

#### Panel secretariat and support

Stuart Clarke – Cambridgeshire County Council

Judit Carballo – Cambridgeshire County Council

#### Local Authority Attendees

Ed Durrant, Principal Planner – South Cambridgeshire District Council

Trovine Monteiro, Team Leader, Consultancy Unit – South Cambridgeshire District Council

Elizabeth Moon, Urban Design – South Cambridgeshire District Council

#### Applicant and Representatives

Chris Flood – Marshall

Jamie Wilding – Hill Residential

Teresa Borsuk – Pollard Thomas Edwards

Alexis Butterfield - Pollard Thomas Edwards

Leo Hammond - Pollard Thomas Edwards

Daniel Cox - Pollard Thomas Edwards

Will Cobley – Terence O'Rourke

Robert Myers – RMA

Paul Cosford - WSP



## 1. Scheme description and presentation

Architect/Designer Pollard Thomas Edwards / Terence O'Rourke / RMA  
Applicant Marshall and Hill Residential  
Planning status Draft Design Code

## 2. Overview

Land north of Newmarket Road or 'Wing' (see Appendix 1 for Site Plan/Master Plan) as the development site is known, has outline planning consent for up to 1,300 dwellings, a 2 form of entry primary school (providing 420 primary school places) and a local centre on an edge of city 65 hectare site. It forms part of the wider Cambridge East proposals for a new city quarter centred on and around Cambridge Airport.

Outline planning permission was granted by South Cambridgeshire District Council (SCDC) in 2016, with a small, non-residential parcel of land also consented by Cambridge City Council at the same time.

The land owner – Marshall – has entered into a Joint Venture agreement with house builder Hill Residential to develop the first phase of the development, for around 450-500 homes, to include the local centre and primary school. They plan to submit planning applications for infrastructure provision (by January 2018) and two reserved matters applications (in February and August 2018).

Hill Residential, in conjunction with their consultants, will lead the Design Code work for the whole site.

The presentation to the Panel is on the structure of the Design Code. The applicant proposes to return to the Quality Panel within the next six months.

The Panel have previously considered the Wing Master Plan and then emerging planning application.

SCDC had convened a whole day Joint Workshop with the Wing applicant and the Cambourne West applicant to work together on the Objective and Purpose of their Design Codes and the presentation of them.

## 3. Cambridgeshire Quality Panel views

### Introduction

The Panel's advice reflects the issues associated with each of the four 'C's' from 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.

The applicant outlined their vision for the development as a sustainable, new area of family housing in east Cambridge and detailed the history of Wing, the timeline for the development and recent amendments to the masterplan. They have improved the master plan through emphasising the woodland setting, removing the Circus and permeating more tree planting into the site.



The applicant was mindful of the Design Code needing to work for the whole site and not just phase one and that it needs to be clear what is mandatory and what “should” or “must” be done and what is “illustrative”. It has previously been agreed with SCDC that the Design Code should be no more than 100 pages, and the Panel supported this.

The applicant set out how their thinking had evolved and how they had responded to the Design Principles Guide. They had visited developments such as The Avenue, Saffron Walden, Nine Wells, Cambridge and Upper Cambourne and contributed to a workshop facilitated by SCDC to gain stakeholder views.

A proposed structure for the document was outlined with the main audiences suggested as the local authority, future developers, the local community and site-wide stakeholders e.g. County Council Highways.

The applicant stated that they would like the Code to be reviewed as and when required and the Panel supported this idea to improve the Code in the future.

## Community

The Panel asked how the community will evolve and get to meet one another. The applicant responded that the development is intended to be a vibrant place where people live, work and play and that the local centre is community focused with the primary school and other community uses such as the hall/hub and proposed nursery. There will also be commercial uses such as a shop and café. The local centre, called Market Square, will be a place to meet and dwell and people will pass through to on-site uses as well as to access the neighbouring park and ride and/or the ice arena.

The Panel suggested that the Park and Ride may not always be *in situ* and therefore other future uses may enhance the development. The Code should think about managing change, since houses and the community within will be around for at least 200 years. It was suggested that pop up retail could be used to test the market and this was generally considered a good idea by all.

The applicant suggested that the Newmarket Road frontage is a challenging aspect of the development, because of the need for retained car dealerships, but is also an opportunity to improve the environment for the community. Consideration should be given in the Code as to how to integrate the car dealerships into the residential environment. The Panel suggested that there could be opportunities to provide residential above the car dealerships which can be considered as reserved matters and phase 2 applications come forward.

The Panel would have liked to see a plan of amenities and destinations in and around the development to show how residents will access the new Cambridge station, schools, supermarkets, the city centre and communal spaces /facilities in adjoining areas.

The Panel pointed out that communal spaces can be important event spaces and support interactions between the public. There needs to be further exploration of potential uses around Market Square and how this space will be used by different groups. It was also

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suggested that communal gardens between adjacent houses are a good way to foster community.



The Panel expect that the Design Code will explore health and wellbeing issues and to design for comfort, adaptability and change. It was highlighted by the Panel that the site is next to an airport and therefore the treatment of associated noise and air quality are important. The applicant recognised this and explained, for example, how the existing engine run up bay is being relocated and upgraded to a state-of-the-art facility elsewhere on the airport site.

### Connectivity

The Panel broadly supported the improvements to the masterplan but noted that phase one will be served from a single access off Newmarket Road. This is to be discussed with the Highway Authority as to the acceptability of this approach.

The Panel asked for an explanation of parking and the applicant responded that there will be on-plot parking with visitor parking provided on street. Phase two may have podium parking due to the higher provision of apartments. There will be no courtyard parking. The Panel supported this approach.

The Panel felt there was a real opportunity to build on the Cambridge cycling culture and, looking forward, one Panel member speculated how current and proposed cycle links could be used for personalised travel pods in the future; this emphasised the importance of developing a process for managing change that permeated the discussion.

In general, it was considered that there are good transport links to, from and within the site.

### Character

Currently, there are four character areas planned for the Code, a reduction from the twelve areas proposed before. The Panel supported this rationalisation but also encouraged the applicant to consider character areas defined by a road corridor for example or by other ways beyond the conventional.

The Panel explored with the applicant the vision for Wing and what they want the place to be. The architecture of the buildings will define the character of the development in terms of gables and typologies as well as be informed by different work patterns. Housing that can be adapted to different uses is to be welcomed.

The Code needs to consider the transition along Newmarket Rd from the petrol station to the car showrooms addressing the arrival to the site and the Market Square. It is suggested that the buildings along Newmarket Rd should be adaptable and capable of being used for retail and office uses as well as residential. The Code should set out requirements for higher ceilings, the incorporation of shutters, parking, landscaping, signage and external lighting.

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The Panel thought the Market Square is too hidden from views from Newmarket Rd and suggested a wider 'throat' which could have pop-ups that lead in to the Square encouraging exploration of the retail offer by the public.

The Panel asked how the primary school will fit into the development and the applicant explained that the school will front on to the Market Square with housing wrapping around the playing fields. The Panel acknowledge this approach which will reduce or remove concerns about school boundary treatments and fencing in street scenes.

The Panel asked if there will be senior living as this will greatly impact the character of Wing. The applicant responded that they recognise there is a strong market for such provision, but haven't yet agreed a development mix. There are no private rented sector dwellings planned.

The applicant has appointed a public artist to engage with the public art strategy which they envisage will be integrated within building designs rather than bespoke pieces of art.

The Panel emphasised that designing for streets not just blocks is important, especially where different house builders are used across a site and this was acknowledged by the applicant.

The Panel asked about management of the site. The applicant set out how Marshall will be responsible for open spaces, whilst roads and drainage will be adopted by the relevant authorities where-ever possible. The applicant is mindful of avoiding high estate charges which impact on the affordability of the site for families.

The Panel supported taking a simple approach to the character areas and encouraged the applicant to be aware of materials and colours which may become too prevalent such as Cambridge buff.

### Climate

The Panel asked about the site wide energy strategy to which the applicant stated there will be one and the site will be built to code 4 levels, with SuDs features.

The Panel raised the issue of health and wellbeing, comfort and adaptability and the applicant was fully in support of what the Panel were suggesting. The proximity of the airport is being taken account of by the relocation of the engine test bay, and the public safety zone is not being built on.

The changing environment over the life of the development will need to be taken account of.

### **4. Conclusion**

The Panel thanked the applicant for presenting to the Quality Panel at an early stage and were very encouraged by the approach to the Code. They noted that it is work in progress and encouraged the applicant to not let the Code knock the spirit of the place and to

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continue to be aspirational and remain aware of the longevity and need for change as they are designing for communities for the next 200 years.



The Panel felt that the Code had the potential to be an exemplar document that could potentially inform other codes across the County.

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

- Support a 100 page or less Code (and an A2 summary sheet).
- Emphasise importance of social spaces and communal gardens. It is important to understand how the new residents will start to build a community. Consider the amenities, connectivity, identity and social elements of how communities evolve. Think about how, who and where people will congregate?
- Consider how to soften the hard barriers, whilst respecting policy requirements, perhaps with views through the planting to the north and east
- Consider the quality of materials and keep it simple.
- Consider senior living tenure.
- Opportunity to improve Newmarket Road frontage should be taken and developed at the earliest opportunity.
- Ensure road opposite car dealerships included in Code.





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**JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)**

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

**Date: 20<sup>th</sup> June 2018**

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<b>Application Number</b>	S/1001/18/DC	<b>Agenda Item</b>	
<b>Date Received</b>	15 <sup>th</sup> March 2018	<b>Officers</b>	Edward Durrant
<b>Target Date</b>	21 <sup>st</sup> June 2018		
<b>Parishes/Wards</b>	Fen Ditton Parish		
<b>Site</b>	Land north of Newmarket Road, Cambridge		
<b>Proposal</b>	Discharge of condition 7 (site wide phasing plan) of planning permission S/2682/13/OL		
<b>Applicant</b>	Hill Marshall LLP		
<b>Recommendation</b>	Approve		
<b>Application Type</b>	Discharge of condition	<b>Departure:</b>	No

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

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposals are considered to be in accordance with the Cambridge East Area Action Plan (2008) vision and policies in that the proposals would contribute to the</p>
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	<p>creation of a distinctive, sustainable community on the eastern edge of Cambridge.</p> <p>This proposal is for the phasing of the approved development of 1,300 homes and associated development on land north of Newmarket Road. In accordance with the Cambridge East Area Action Plan (2008) the proposals would ensure that this phase of Cambridge East could function independently as a stand-alone neighbourhood whilst the airport is still operating but is also capable of integrating with wider development in the longer term.</p>
RECOMMENDATION	APPROVAL

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## APPENDICES

Ref	Title
1	Drawing 097_DOC 07_001 Revision B – as submitted
2	Drawing 097_DOC 07_002 Revision C (as amended May 2018)
3	Site-wide Phasing Strategy – May 2018

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 This development site is known as “Wing” and forms part of the wider Cambridge East development that is covered by the Cambridge East Area Action Plan (CEAAP) adopted 2008. To the north of the site the boundary is defined by an existing semi-mature tree belt that runs to the south of High Ditch Road that dog legs south towards the Newmarket Road Park and Ride site (P&R). The northern part of the site is agricultural land with very few natural features other than the aforementioned tree belt. There

are several houses to the northeast of the site on High Ditch Road. To the northwest, the other side of the tree belt, High Ditch Road enters the village of Fen Ditton. The application site also includes a section of disused railway that extends from the north of the Fison Road estate to High Ditch Road.

- 1.2 The Jubilee Way cycleway runs through the middle of the site connecting the Fison Road estate with the P&R. To the south of the Jubilee Way there is an agricultural field that sits to the west of the new BP petrol filling station, which is located to the west of the P&R. All of this field and the land south of the Jubilee Way formed part of the outline consent for Wing.
- 1.3 The southern frontage of the outline site is open with some semi-mature trees and grass verges either side of Newmarket Road. To the southwest there are the existing car showrooms and the North Works site, all of which were included within the site edged red for the outline consent.
- 1.4 To the south of Newmarket Road is Cambridge Airport, which is also owned by Marshall, the applicant for the outline approval. The runway and associated hangars are located to the south of the terminal building alongside the grade II listed art deco style airport control building.
- 1.5 To the immediate west the site abuts the Fison Road estate, which falls within the City Council administrative area. The aforementioned northern tree belt extends down approximately half of the site boundary from the north into the area covered by the outline consent (ref. 13/1837/OUT) that was submitted to the City Council.

## **2.0 THE PROPOSAL**

- 2.1 Outline planning permissions were granted for a development comprising up to 1300 dwellings and associated infrastructure in November 2016, subject to a number of site wide conditions including this one. The details contained in this discharge of condition application include the phasing of the infrastructure, landscaping, residential areas, local centre, primary school and public open spaces. These details have been submitted in order to discharge condition 7 of planning reference S/2682/13/OL and are required to be submitted prior to or concurrently with the first

reserved matters application. Phasing is an important element of large-scale developments that are capable of being built out over several years and potentially by more than one or a number of house builders.

2.2 As well as two phasing drawings the submission includes a 'Site-wide Phasing Strategy' that is appended to this report. This document and drawing 097\_DOC 07\_002 Revision C were amended in May 2018.

### 3.0 SITE HISTORY

Reference	Description	Outcome
S/2682/13/OL	Up to 1,300 homes, including up to 30% affordable housing across the development as a whole, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development	Approval
13/1837/OUT	Proposal Demolition of buildings and hard standing and construction of tennis courts, allotments, store room and toilets, informal open space and local areas of play, provision of drainage infrastructure, footpath and cycleway links, and retention and management of woodland.	Approval

### 4.0 PUBLICITY

4.1 This application has been subject to consultation with statutory consultees only.

### 5.0 POLICY

5.1 Relevant Development Plan policies

PLAN	POLICY NUMBER
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Cambridge East Area Action Plan 2008 (CEAAP)	CE/2, CE/6, CE/9, CE/12, CE/30, CE34
South Cambridgeshire Local Development Framework 2007	DP/3, DP/4

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

Central Government Guidance and Material Considerations	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 - The Use of Conditions in Planning Permissions.
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## 6.0 CONSULTATIONS

### 6.1 Comments on application as submitted

**Cambridgeshire County Council (Highways Development Management)** – raised concerns that the phasing shows the two Newmarket Road junctions and associated cycle improvements being delivered as part of different phases. It is requested that both junctions and cycle improvements be delivered at the same time to ensure the approved design is not delivered in a piecemeal fashion that could impact upon the safety of Newmarket Road.

**Cambridgeshire County Council (Local Education Authority)** – stated that the opening of the school has been identified based on the housing trajectory provided by the developer. Whilst it is envisaged that the school will open at an early stage within the development the County Council and school sponsor are working closely to ensure that the opening arrangements do not undermine the viability of existing schools. It should be noted that one of the school's likely to be affected, Fen Ditton Primary, is a school within the Trust, and therefore, they are very mindful of the need to get the opening arrangements correct.

**Fen Ditton Parish Council** – has not responded.

**Teversham Parish Council** – has not responded.

**Trees and Landscape Officer** – has no objection.

**Urban Design Consultant** – has no objection.

## 6.2 Comments on application as revised

**Cambridgeshire County Council (Highways Development Management)** – states that it will be necessary for the applicant to demonstrate that the construction of the phase 1 junction is acceptable in highway safety terms through a safety audit. In addition to this the application for housing on phase 1 will need to demonstrate what works will be carried out along Newmarket Road to enhance the cycle route prior to the delivery of the wider junction works as part of the later phases.

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

## 7.0 REPRESENTATIONS

7.1 No third party consultation letters were sent out as part of the consultation on this discharge of condition application.

## 8.0 ASSESSMENT

8.1 From the consultation responses received, the main issues are whether the proposed phasing would result in the timely delivery of facilities and infrastructure to serve the new community of Wing and ensure that the overall development is delivered in a coordinated way, regardless of whether one housebuilder or several housebuilders are involved in different phases. Subsequent reserved matters applications will all need to comply with the site-wide phasing strategy.

## 9.0 Phase 1

9.1 Phase 1 of the development includes most of the site wide drainage and road infrastructure as well as the local centre,



primary school and 500 homes. Reserved matters applications have been submitted for the phase 1 infrastructure (SCDC ref. S/1004/18/RM and City ref. 13/1837/OUT) and are a separate agenda item for consideration by the JDCC. The southwestern boundary of phase 1 has been defined by the need to maintain an appropriate buffer between the first residential properties on Morley Street and the North Works site. Although the North Works is due to be relocated to facilitate the Wing development it is accepted that the time needed to relocate the existing uses means that it would come forward towards the end of the development.

- 9.2 As part of phase 1 the primary school and local centre (including a community building and retail units) will be delivered early on in the development, which will help to provide social and employment uses on the site alongside the delivery of new homes. Phase 1 includes all of the lower density 'Edge' character area, which is more likely to attract families than the later, more densely planned areas. It is therefore appropriate that the school comes forward as part of phase 1.
- 9.3 At the outline stage concerns were raised about the early delivery of the Wing primary school and the impact that this could have on both Fen Ditton and Teversham primary schools. Drawing 097\_DOC 07\_002 Rev B gives a completion date for the primary school of September 2020. However, the primary school will come forward as a separate planning application from the County Council and the timing of its delivery will be a matter for the Local Education Authority to determine.
- 9.4 The delivery of Gregory Park, and the relocated Jubilee Way cycleway, will also form part of the first phase of development. Whilst drawing 097\_DOC 07\_002 Rev B showed a permanent compound for phase 1 located partly across the Jubilee Way this area of overlap has since been removed in revision C of the drawing. The amended drawing also includes a cycle route diversion to avoid the site compound whilst phase 1 is being built out. In addition to this there is a condition that is proposed to be attached to S/1004/18/RM that requires the Jubilee Way to be kept open during construction, either on its existing alignment or on a temporary alignment, until the permanent route is in place.
- 9.5 The sports pitches will be delivered in their entirety as part of phase 1, though will require time to bed down before they are

useable by the community. The early delivery of a Neighbourhood Equipped Area of Play (NEAP) and Local Equipped Area of Play (LEAP) will result in early sporting and youth facilities for use by the community.

- 9.6 The S106 legal agreement that accompanied the outline consent had triggers for the delivery of facilities and the proposed phasing either meets these triggers or exceeds them. The S106 also includes the requirement for development to continue into the North Works site to ensure that the entire site is built out in accordance with the outline approval and that the relocation of the North Works, which had a significant impact upon the viability of the development, takes place.

## **10.0 Phases 2, 3 and 4**

- 10.1 Following phase 1 the next phases of development will deliver the frontage along Newmarket Road, which forms part of the higher density 'City' character area. Whilst phases 2 and 3 will come forward first phase 4 is dependent on the relocation of the existing car showrooms and part of the North Works site. The consolidation of the Marshall Motor Group site in the southwest of the Wing site has already started with the approval of new showrooms for Jaguar Land Rover and Ford.
- 10.2 These phases will contain mainly apartments and town houses meaning that the same number of new homes can be delivered as phase 1 but across a smaller area of the site. Phase 4 includes the delivery of the last major area of public open space, Beta Park, as well as the pavilion building to the east of the car showrooms. This building is likely to contain employment and ancillary community uses (possible café, crèche, gym, etc.), which would be in addition to those provided at the local centre.
- 10.3 Drawing 097\_DOC 07\_002 Rev B shows a site compound to the west of the site to serve the later phases of development, which will avoid construction traffic travelling through the already completed phases. Due to the proximity of this location to homes on the Fison Road estate the functioning and layout of this site compound will need careful consideration to ensure that any impact upon neighbour amenity from noise and overlooking is limited. This matter will need to be addressed through the discharge of condition 39 of S/2682/13/OL and condition 11 of

13/1837/OUT, which require the submission and approval of a construction and environment management plan for the site. When applications are submitted to discharge these conditions they will need to be subject to consultation with surrounding neighbouring residential occupiers.

## **11.0 Phases 5, 6, 7 and 8**

11.1 These last phases of development will finish off the medium density the 'Town' character area, parts of which will already have been delivered in the earlier phases. Once phases 5 and 6 have been built out the primary road network will be fully completed. Again these phases will have a higher number of apartments and terraced properties, which accords with the approved parameter plans.

11.2 Phase 8 also includes the tennis courts and allotments within the City Council boundary, which would be delivered towards the end of the development (2027), following the removal of the site compound. These facilities were always in addition to the main sporting facilities and allotments to the east of the site. Therefore they do not form part of the quantum of such uses that were necessary to make the development acceptable in planning terms.

## **12.0 Phase 9 - Car Showrooms**

12.1 The relocation of the car showrooms has already started and future applications for new showrooms would need to comply with the design code for the site. The design code shows showrooms fronting onto the primary road, set behind forecourts. Any future applications are likely to come forward as full applications as was the case with the recent Ford application.

## **13.0 Highways**

13.1 The phasing of the infrastructure means that the development will be served by a single vehicular access point for a number of years. Whilst the level of traffic using the phase 1 junction is considered acceptable the Local Highway Authority has raised concerns about how Newmarket Road will function if both junctions are not delivered at the same time. The applicant recognises these concerns but as the site of the second junction is not included in the joint venture agreement between Hill and Marshall they cannot

commit to its delivery as part of phase 1. Notwithstanding this, as part of the 278 agreement to carry out works within the adopted highway the phase 1 junction proposals will need to go through a safety audit. If it is not possible to demonstrate that the junction will function safely in isolation through this safety audit process then the applicant would need to amend the phasing strategy accordingly.

13.2 In addition to the junction works there are also improvements to cycle infrastructure to the north of Newmarket Road that would need to be delivered to encourage sustainable travel for phase 1 residents. These would be in addition to the works to the Jubilee Way that would be delivered as part of the phase 1 infrastructure proposals. In order to allow the determination of this discharge of condition application, which is necessary to allow the construction of the phase 1 infrastructure, it has been agreed that this matter will be dealt with as part of the first reserved matters application for homes on the site. As part of this subsequent application process the applicant will need to demonstrate that sufficient cycle improvements along Newmarket Road will be delivered alongside the new homes of phase 1 to encourage cycle use by early on in the development.

## **14.0 CONCLUSION**

14.1 The proposed phasing strategy is in accordance with the requirement of condition 7 of outline consent ref. S/2682/13/OL and is therefore recommended for approval. In order to accord with the wording of condition 7 the condition will only be complied with once development has been carried out in accordance with the approved strategy.

## **15.0 RECOMMENDATION**

**APPROVE** the following drawings and document:

097\_DOC 07\_001 Revision B

097\_DOC 07\_002 Rev C; and

Site-wide Phasing Strategy – May 2018.

## **Contact details**

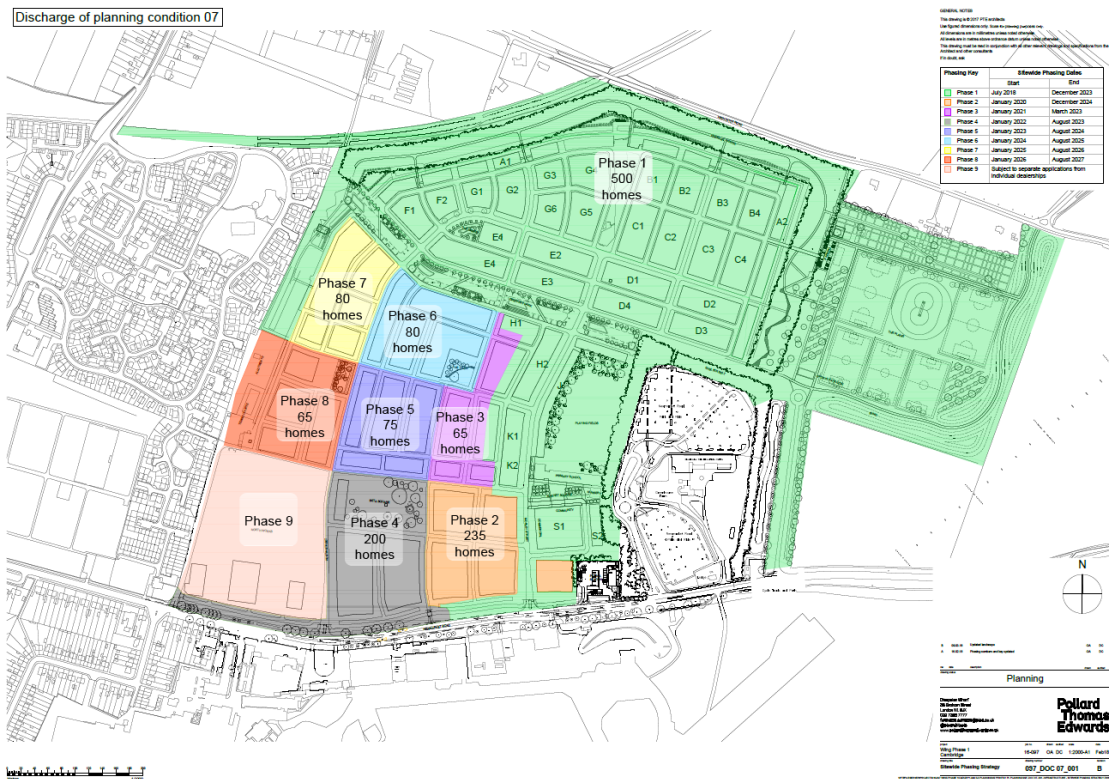
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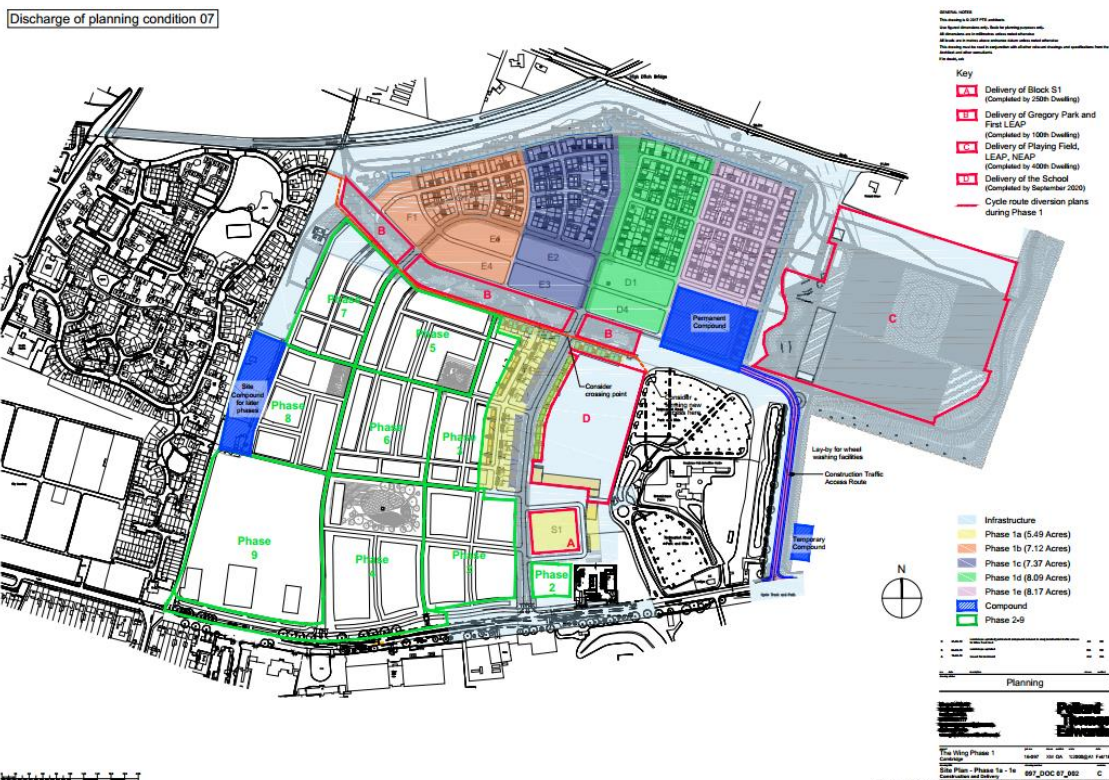
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## Appendix

### 1) Drawing 097\_DOC 07\_001 Revision B – as submitted



### 2) Drawing 097\_DOC 07\_002 Revision C (as amended May 2018)



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