



Joint Development Control Committee

Date: Wednesday, 16 December 2020

Time: 10.30 am

Venue: This is a virtual meeting via Microsoft Teams

Contact: democratic.services@cambridge.gov.uk, tel 01223 457000

Agenda

- 1 Apologies
- 2 Declarations of Interest
- 3 07/0003/NMA1 - Non-material amendment to Darwin Green outline consent and 19/1056/REM - Reserved Matters application for Darwin Green BDW2 (PAGES 3 - 92)

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

- 4 NIAB site

Joint Development Control Committee Members:

Cambridge City Council: Cllrs Baigent, Matthews, Sargeant (Chair), Smart, Thornburrow and Tunnacliffe, Alternates: Moore, Page-Croft and Porrer

South Cambridgeshire District Council: Cllrs Bradnam (Vice-Chair), Bygott, Chamberlain, Daunton, Hawkins and Hunt, Alternates: Cone, Fane, Howell and J.Williams

Information for the public

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Report to:

Joint Development Control
Committee

16 December 2020

Lead Officer:

Joint Director of Planning and Economic Development

19/1056/REM – Castle (Land Between Huntingdon Road And Histon Road, Cambridge)

Proposal: Reserved Matters application for second housing phase (known as BDW2) including 328 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 18, 22, 25, 26, 27, 29, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT. | Land Between Huntingdon Road And Histon Road, Cambridge Known As "Darwin Green One"

Applicant: BDW Cambridgeshire

Key material considerations:

- Principle of development
- Context of site, design, and external spaces
- Housing delivery
- Residential amenity for future occupants
- Access and transport
- Social and community infrastructure
- Environmental considerations
- Impact on residential amenity
- Third party representations

Date of Member site visit: N/A

Is it a Departure Application?: No

Decision due by: 23 December 2020 (Extension of time)

Application brought to Committee because: This is an application for major development within the JDCC administrative area.

Presenting officer: Charlotte Burton, Principal Planning Officer (Strategic Sites Team)

07/0003/NMA1 – Castle (Land Between Huntingdon Road And Histon Road, Cambridge)

Proposal: Non material amendment on application 07/0003/OUT to the Number of Storeys Parameter Plan 2197/LP_3.2 Rev J

Applicant: BDW Cambridgeshire

Key material considerations: Context of site, design, and external spaces
Impact on residential amenity

Date of Member site visit: N/A

Is it a Departure Application?: No

Decision due by: 23 December 2020 (Extension of time)

Application brought to Committee because: This application relates to a major development within the JDCC administrative area that is being determined by the committee.

Presenting officer: Charlotte Burton, Principal Planning Officer (Strategic Sites Team)

Executive Summary

1. The proposal for BDW2 is the next residential parcel within the Darwin Green development on land between Huntingdon Road and Histon Road. It follows on from the BDW1 and Local Centre phases, which are currently under construction with some occupations.
2. The scheme would deliver 328 new homes including 133 affordable homes, public open space, part of the Orbital Cycle Route connecting to Huntingdon Road, and high-quality building design and public realm.
3. The proposal accords with the outline consent (07/0003/OUT), the outline parameter plans and the Design Code, subject to approval of the non-material

amendment to the Number of Storeys Parameter Plan, which is assessed in this report and is recommended for approval.

4. The recommendation is for approval subject to conditions, with authority delegated to officers to undertake appropriate minor amendments of those conditions and informatives prior to issue of the planning permission.

Relevant planning history

5. The relevant planning history comprises:

Reference	Description	Decision
07/0003/OUT	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Approved
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site.	Approved
14/1410/REM	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT	Approved
15/1670/REM	Reserved matters for 114 residential units and local centre, including library, community rooms, health centre and retail units pursuant to outline consent 07/0003/OUT.	Approved
16/0208/REM	Reserved matters application for first housing phase (known as BDW1) including 173 dwellings with associated internal roads, car parking, landscaping, amenity and public open space.	Approved
18/0355/FUL	Application for the temporary use of the ground floor of Block B, Plot 70 as Community Rooms	Approved, subject to S106 Deed of Variation
C/5000/15/CC (County Council)	Erection of 2-Form Entry Primary School and Children's Centre.	Approved

Planning policies

National Policy and Guidance

6. The relevant national policy and guidance is as follows:

- National Planning Policy Framework 2019 (NPPF)
- National Planning Practice Guidance (NPPG)
- National Design Guide (NDG)

Development plan

7. The relevant Cambridge Local Plan (CLP) 2018 development plan policies are:

Policy 1: Presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 13: Areas of major change and opportunity areas

Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change

Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution

Policy 35: Protection of human health and quality of life from noise and vibration

Policy 36: Air quality, odour and dust

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Policy 42: Connecting new developments to digital infrastructure

Policy 45: Affordable housing and dwelling mix

Policy 50: Residential space standards

Policy 51: Accessible homes

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 68: Open space and recreation provision through new development

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 71: Trees

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Supplementary Planning Document (SPDs)

Affordable Housing SPD (2008)

Cambridgeshire Flood and Water SPD (2018)

Cambridgeshire Quality Charter for Growth (2008)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide SPD (2012).

Public Art SPD (2010)

Greater Cambridge Sustainable Design and Construction SPD (2020)

Other Material Considerations

Draft Affordable Housing SPD (June 2014)

Publicity

Advertisement: Yes
Adjoining Owners: Yes
Site Notice Displayed: Yes

Consultation

8. Environmental Quality & Growth Team

Summary of multiple comments during the course of the application:

Recommend that the proposed development should take account of policy 36 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD (2020), which were both adopted since the outline consent was granted. This sets requirements that should be met for combustion emissions and electric vehicle provision.

Condition 52 for a construction management plan (CMP) and Condition 66 for lighting details are not recommended for discharge as insufficient information submitted during the course of the application. Condition 58 for noise assessment and attenuation scheme is recommended for discharge.

Disturbance during demolition/construction of this phase including noise, dust and vibration is covered by conditions 52, 55, 56 and 57 of the outline planning permission (07/0003/OUT). Watching brief for unexpected contamination (if discovered) is required under condition 50 of the outline consent.

Following removal of the Pavilion from the proposals, recommended conditions are no longer required, however careful consideration should be given to plant noise, hours of use, operational commercial delivery restrictions, odour filtration/extraction and odour filtration ductwork when the applicant submits a future planning application concerning the Pavilion.

9. Built and Natural Environment Consultancy Team – Urban Design Team

Initial comment 26 November 2019:

The proposal appears compliant with the approved parameter plans. The scheme responds well to the guiding design principles within the Design Code. Whilst there is a variation in the proposed block layout and street hierarchy, the layout of the scheme has developed collaboratively with officers through detailed site master-planning in response to key placemaking opportunities.

Unresolved functional design issues need to be addressed:

- quality of the rear gardens of the proposed 4 bedroom, terraced townhouses that occupies plots 288-299 and 022-028.
- some stores require further refinement to ensure that cycle provision is accessible, convenient and secure.
- further information required on roof finish, colours of windows, cills and balustrades, and metal canopy and pergola details.
- minor detailed comments on house types and plots.

Recommend condition for materials samples.

Comment on amendments 5 November 2020:

Following our previous comments, the Urban Design Team together with the case officer and other technical consultees have worked collaboratively through design-focused meetings to address key urban design issues:

- Garden sizes for plots 288-299 have increased and the layout adjustments to plots 022-028 has allowed for the gardens to be 'decluttered'.
- Functional design issues relating to cycle parking and access have been worked through.
- The submitted 'Design Intent Report' provides further clarification for key details and features for typologies, and the submitted 'materials palette' document provides a good explanation of the proposed materials and colour strategy.

Minor change required to site ground floor plan to correct error in the allocation of car parking spaces.

Recommend conditions for materials samples and a sample panel.

10. Built and Natural Environment Consultancy Team – Landscape Team

Initial comments 6 December 2019:

- A number of minor and major adjustments needed to layout, materials both hard and soft, and detail which need to be worked through.

Comment on amendments 17 November 2020:

- Acknowledge the collaborative process with the design team.
- Overall, the proposal is positive in terms of landscape, open space and play provision potential, sustainable drainage and green streets.
- Pedestrians and cyclists have been put at the top of the movement hierarchy over motor vehicles and the result is a very permeable, walkable site with very little conflict following deviations from the strategic carriageway set out in the Design Code which results in people-centric places.
- Allotments are supported subject to further details.
- Minor comments regarding the soft landscaping scheme.

- Some ambiguity around the treatment of boundaries along the retained hedges to the west and southern site perimeter as well as the boundary against the retained and improved watercourse. Gaps should be planted with similar plants.
- Conditions 10, 14 and 22 remain outstanding.
- Recommend conditions for green roofs and perimeter boundary fencing.

11. Built and Natural Environment Consultancy Team – Historic Environment

No material conservation issues.

12. Streets and Open Spaces Team - Tree Officer

No objection. Recommends discharge of conditions 17 and 18.

13. Streets and Open Spaces Team - Biodiversity Officer

No objection to the Ecological Conservation Management Plan. Recommends discharge of condition 40.

14. Sustainable Drainage Engineer

Initial comments 25 August 2019:

Development is unacceptable. The proposals do not meet the requirements of the approved strategic surface water drainage strategy. No calculations have been provided and therefore it is not possible to determine if the other required flows restrictions are being met. Further details of the proposed permeable paving and other sustainable drainage features should be provided to ensure they are an acceptable approach. The information presented is high-level and does not meet the requirements of condition 35 of the outline permission.

Latest comments on additional drainage calculations 02 December 2020:

The latest microdrainage calculations dated 30/11/2020 and Drainage Report (B18290 dated November 2020) demonstrates that the site is designed to drain in accordance with the approved drainage strategy as part of the outline permission. Additionally the system is designed to contain all required storm events below ground for up to 1 in 100 year event plus 40% climate change allowance and a management and maintenance plan has been set out for all proposed sustainable drainage or existing drainage features.

Recommend conditions for detailed construction drawings and for proposals for the reinstatement of the Woodlark Road ditch.

15. Greater Cambridge Shared Waste Team

Confirmed the size of the refuse vehicle for tracking. No formal comments received from the domestic waste team, although a meeting was held on 7 February 2020 to review the storage and collection arrangements. Comments from the commercial

waste team relating to the Pavilion proposals are no longer relevant to the application.

16. Affordable Housing Officer

Initial comments 23 January, and 13 and 26 February 2020:

- The proposal meets the requirement of 40% affordable housing and the tenure mix meets the requirement for 75% affordable rent & 25% shared ownership.
- 15% of the affordable homes should be accessible and identified on the plans.
- The mix is different to pre-application discussions.
- All but two of the housing types equal or exceed the space standards, although note the developer is under no obligation to meet these.
- Clusters should not exceed 25 homes as required Affordable Housing SPD and should be mix of housing types and tenures. Larger 3 and 4 bedroom homes should not be clustered together.
- Concerns about the high concentration of affordable rent which may cause management issues in the future. The social housing provider should confirm this is acceptable and that they will sign up to a Local Lettings Plan.

Comments on amendments 14 August and 5 November 2020:

- The affordable housing provision is unacceptable.
- The tenure mix has changed to 70% affordable rent and 30% shared ownership with no explanation.
- Clusters remain large and in excess of policy. Concerns remain about the number of large affordable rented properties located close to each other.
- Changes to the tenure mix within the clusters are now less mixed.
- Management information remains outstanding.

Comments on Housing Statement and management information 17 November 2020:

- The affordable housing provision is acceptable.
- The proposal has moved away from the mix agreed at outline stage. However, the mix offered is more aligned with the local housing need at this present time and is acceptable.
- The tenure split has changed from 75%:25% to 70%:30% in favour of rented units on this parcel. Looking at the last three parcels as a whole, the tenure split would be policy compliant at 75%:25%.
- The affordable housing clusters are located in three areas. These clusters are larger than the strategy team would usually accept. The applicant has worked with officers to mix the tenures within the clusters so that the rented units are further integrated with the shared ownership units and market units.
- The developer has provided a Housing Statement specifying the reasons why the scheme deviates from the clustering policy and has confirmed they are willing to adopt a Local Lettings Policy for this scheme.
- The information within the management report is acceptable.

17. Access Officer

Support the Disability Consultative Panel comments on the pre-application scheme. All housing should comply with Part M 4(2) although developers can choose to build to previous Lifetime Homes standards. 5% of build must conform to Part M4(3). Making the site as permeable to disabled pedestrians is requested. Upstands on the smaller roads are there to keep cyclists away from front doors and help visually-impaired people way find. Short term parking is to aid peripatetic care such as carers, nurses, physiotherapists, etc should be provided. The redevelopment of the Pavilion must make it an inclusive building.

18. Cambridgeshire County Council Highways Development Management

Initial comment 22 August 2019:

Recommend refusal:

- No published decision notice for the outline application 07/0003/OUT.
- A plan showing the widths of the footways, carriageways and shared surfaces must be provided.
- Some of the materials listed within the general arrangement drawings conflict with those approved within the Highway Authority's Housing Estate Road Construction Specification.
- The number of units served off a shared surface is significantly in excess of the 12 permitted in the Design Code.
- A number of streets where domestic properties line both sides of the street appear to have a footway on only one side, and a number of footways terminate at junctions with no ongoing provision which is unacceptable.

Comment on additional information 5 December 2019:

The proposal is unacceptable partly due to poor design and partly due to lack of information:

- Drawings are not to a standard scale.
- The Greater Cambridge Shared Waste Team should confirm the size of the refuse vehicle used for the tracking is acceptable.
- The swept path analysis for the large car and refuse vehicle are unacceptable.

Comment on amendments 3 November 2020:

- The adoption plan should not be listed as an approved document as it shows significant areas of the development that the Highway Authority would not adopt.
- The swept path analysis for a large car is unacceptable.
- The swept path analysis drawing for the refuse vehicle should be enlarged.
- The Fire and Rescue Service should confirm the size of the fire tender used for tracking is acceptable.
- The use of right-angled terminations for the narrowing outside plots 125 to 126 is unacceptable. The narrowing scales in width is hazardous.

Comment on further amendments 30 November 2020:

- The site layout is acceptable. The car and refuse vehicle tracking analysis is acceptable.
- The refuse vehicle oversailing the footway may lead to future maintenance issues, which could be overcome through the Section 38 process.
- The suitable surfacing treatments to define the separation of different modes will form part of the Section 38 process.
- Recommend conditions for visibility splays and levels / materials of driveways.

19. Cambridgeshire County Council Lead Local Flood Authority (LLFA)

Initial comments 3 September 2019 and 23 October 2020:

Objection. Hydraulic calculations are required. The maintenance for the unadopted surface water network is required. The submitted levels plan shows that the finished floor levels of some of the dwellings is near the proposed ground level. Floor levels should be raised to 300mm above surrounding ground level. The submitted Construction Management Plan does not include details relating to the management of surface water during construction.

Latest comments on additional information 02 December 2020:

Objection removed. The latest submission documents demonstrate that surface water from the proposed development can be managed through the use of permeable paving over the shared parking and private access areas. Each plot will provide 2.5 cubic metres of storage before discharging into the main sewer network at a controlled rate. Plots will also benefit from water butts to capture and store roof runoff for garden use. Surface water will be restricted from the main surface water networks into the wider Darwin Green surface water network, which utilised strategic online swales and attenuation basins before the final outfall from the wider site in the north. The ditch to the southeast boundary will be retained and reinstated as part of the proposals, with a maintenance strategy, as outlined in the Detailed Open Space Landscape Management & Maintenance Plan. This is supported by the LLFA as the ditch will still capture some overland flow and serve a function post-development.

Recommend condition for reinstatement works to the ditch and an informative regarding consents for constructions or alterations within an ordinary watercourse.

20. Environment Agency

No objection subject to discharge of all pre-commencement conditions.

21. Anglian Water

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site, therefore recommend an informative regarding assets. The proposed method of surface water drainage does not affect an Anglian Water owned asset, therefore no comment.

22. Sport England

No comment to make.

23. Cambridgeshire Constabulary

Initial comment 14 August 2019: Arranging meeting to discuss submission of a Secured by Design (SBD) application with the applicant.

Further comment 7 November 2019: Support subject to comment on bin and cycle stores for the apartments which should consider the use of self-closures on all entrance doors with a push button to exit to ensure doors are not left open thereby helping to reduce cycle crime and deter rough sleepers.

Comment on amendments 27 October 2020: No objection. No concerns for community safety or vulnerability to crime.

24. Cambridge International Airport

Initial response 12 August 2019 (issued on basis that the application was outline rather than reserved matters): Condition for removal of permitted development rights for cranes and construction equipment recommended for airport safeguarding reason.

Updated response 29 October 2020: No objection to the proposal. No conflict with airport safeguarding criteria.

25. Ministry of Defence (MOD)

The site is within the statutory bird strike safeguarding zone surrounding the Cambridge Aerodrome. An open dry swale is included in the Pavilion Park. The proposed swale in the park is relatively small and should be mainly dry so as not to attract hazardous birds. Subject to the swale being generally dry, holding water only during and immediately after an extreme rainfall event and draining to a dry base, the MOD has no safeguarding objections to this development.

Representations from members of the public

26. There have been two periods of formal public consultation on this application. The local planning authority undertook a consultation on the amendments in October 2020.

27. The following owners/occupiers/groups have made representations objecting to the application:

- Huntingdon Road: 162, 168, 174
- Woodlark Road: 1, 2, 3, 5, 7, 9, 10, 11, 29, 32, 33, 37, 41, 57, 59, 65, 69
- Hoadly Road: 1, 9

- 2 Hawkins Road
- 17 Twickenham Court
- CamCycle (holding objection)
- Cllr Chadwick (City Councillor, Castle Ward)
- Committee of the Windsor Road Residents Association (WIRE)

28. The representations objecting to the application can be summarised as follows:

General

- The proposal has diverged from the outline planning approval and assurances given by the developers and planners at public meetings. This is unlawful.
- Changes have been made by the developer to maximise profit and having no regard to the disbenefits for residents.
- The density is higher than the outline planning approval and unacceptable, and it out of character with the surrounding area and impacts on residential amenity of neighbouring properties.
- Accessing the application documents has been difficult due to the volume of information and technical problems with the website.

Pavilion proposals

- Object to the inappropriate change of use of the pavilion.
- Proposed uses would have unacceptable impact on the residential amenity of neighbouring properties due to potential noise and disturbance, light pollution, anti-social behaviour and environmental impact (air quality, traffic, odour and waste).
- Pavilion should be retained and converted for residential use.
- Proposed uses of the pavilion would be unsympathetic to the period character of the pavilion. No plans have been submitted showing the conversion of the pavilion.
- Use of the pavilion as a shop unnecessary as would be away from the commercial centre of Darwin Green, evidence of empty retail units at Eddington and struggling high streets.
- Unclear whether there is adequate parking for the proposed uses which could worsen parking in surrounding area.
- Trees and shrubs within the pavilion grounds should be retained and enhanced to provide natural screen and barrier to the development.

Impact on Woodlark Road

- Plans are out of date and inaccurate. Do not show the extensions and garden studios that have been built or consented, or the garages, bike store and plant room at Grosvenor Court.
- Plans show large trees in the gardens of Woodlark Road properties which are incorrect, which is misleading with respect to privacy.
- Proposed gardens are shorter which is unacceptable and unlawful. Gardens should be at least 15m – 20m deep as required in the outline planning approval, which showed gardens of a similar length to the Woodlark Road properties.

- Replanting hedge along the ditch to provide wildlife habitat, screening and security to Woodlark Road gardens, as required by the outline planning approval. This should be at least 3m - 4m high and 1.5m wide. Replanting the hedge in the garden of the proposed properties to the rear of Grosvenor Court and 29 Woodlark Road is unacceptable.
- Need to understand the ridge heights of the roofs on plots 133 - 130 compared Grosvenor Court and Woodlark Road properties.
- Loss of light and overshadowing of the Woodlark Road and Hoadly Road properties especially during afternoon and evening hours.
- Overlooking and loss of privacy of the existing homes and gardens.
- Loss of outlook and view due to the height and density of proposed properties.
- Impact of plots 131-136 on Grosvenor Court in terms of overlooking, loss of light, overshadowing. The separation distance should be at least 18m.
- Overlooking into garden of No. 1 Woodlark Road.
- Light pollution from location and height of proposed street light columns along the ditch maintenance path at the rear of the Woodlark Road properties.
- Proposed density along the southern boundary would have noise implications for residents of Woodlark Road and Hoadly Road.

Surface water drainage

- Unsatisfactory information. Request assurance from the sustainable drainage engineer over the proposed surface water drainage scheme that this would not increase the risk of flooding neighbouring properties.
- Responsibility and funding for the long-term maintenance of the ditch to the rear of Woodlark Road needs to be clear and secured through a condition.
- The width of the ditch should be stated and secured through conditions.
- Woodlark Road residents need access to the ditch to monitor.
- Security of the maintenance path along the ditch.
- Work to the ditch needs to be carried out before work commences.
- Control flooding during construction works.

Impact on Hoadly Road

- 1 Hoadly Road should be included in the BRE 25-degree test. Plots 071 - 073 would fail to meet daylighting tests. These plots should be moved back to 18m – 25m as agreed.
- Density of plots 071 - 073 fails to meet requirement for 'lower density suburban quarter'.
- Impact on residential amenity due to loss of privacy and dominating impact.

Impact on Windsor Road pedestrian and cycle connection

- Unclear what happens to the southern road running parallel with Woodlark Road where it meets the site boundary, which should prevent access for motor vehicles and avoid conflict with the Orbital Cycle Route.
- The illustrative arrangements for the access into Windsor Road shown on the plans should be in accordance with the principles within the Design Code which

establish the separation distance between the buildings to restrict access for motor vehicles.

- The hedgerow at the north eastern boundary of BDW2 should be retained where there is no road access planned.

Other matters

- There does not appear to be a plan of the plot 129 (4B.6.4).
- Work has commenced on site in breach of planning control.
- More details regarding the cycle parking and cycle routes and kerb heights required.
- Impact of construction work on Darwin Green site on the residential amenity of neighbouring properties, including noise and dust, loss of boundary planting adjacent to No. 162 Huntingdon Road.
- Increase in peak traffic levels.
- Ecological surveys were completed in 2011 and 2012 which are out of date. Survey should be extended to cover the surrounding neighbouring areas.
- Consider the responsibilities of the Council under the Human Rights Act, in particular Protocol 1, Article 1 relating to peaceful enjoyment of possessions, and Article 8 relating to respect for private and family life.

Comments specific to the amendments

- Removal of the Pavilion from the proposal is welcomed, but the building remains unsecured and at risk of damage. Note the building is currently being marketed.
- The other objections remain the same.

29. 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.

Joint Development Control Forum (JCDF)

30. A petition for a JDCF was received in September 2019. The grounds for asking for a forum are summarised as:

- Accuracy – the drawings do not reflect recent planning permissions for the rear extensions at Grosvenor Court, or alterations and extensions to the houses in Woodlark Road over the last 10 years. Consequently it is not possible to assess the impact on overlooking and daylight / sunlight on the existing properties.
- Proximity – the development is too close to Woodlark Road properties, particularly plots 131 - 136.
- Density – the density is far greater than the surrounding areas.
- Pavilion – the change of use is inappropriate and the pavilion is best in residential use.
- Drainage – there is a risk of flooding in the ditch that runs between the site and Woodlark Road properties. More information is needed on long-term

maintenance the security implications of the maintenance path, and inadequate drainage on the development site could cause flooding to surrounding areas.

- Light pollution – restrictions on the position of lighting to the houses and gardens to the houses backing onto Woodlark Road properties.

31. The petition made recommendations about how the development could address the matters above:

- The drawings should be updated with the correct information for the houses along Woodlark Road and the planning application resubmitted.
- The gardens behind the houses running parallel to Woodlark Road should be 20m in depth, as indicated on the original pre-planning drawings shown at public meetings.
- The density should be checked against current best practice for residential developments of this nature.
- The pavilion should be used for residential with a community meeting room.
- The drainage scheme should be reviewed to ensure it meets the required 100-year flood risks taking into account the impact of climate change, and information on the company responsible for the maintenance of the ditch provided.
- There should be a mandatory restriction on lighting used in the gardens and security lights on the rear walls of the houses running parallel to Woodlark Road, and this should be low level and low wattage.

32. The JDCF meeting was held on 22 January 2020 and an informal follow-up meeting between the applicant and the lead petitioners chaired by the local authority took place virtually on 20 May 2020.

33. During the course of discussions and the subsequent submission of revised plans, the applicant put forward the following amendments or additional information to respond to the matters raised in the petition:

- The plans have been amended using the most up to date Ordnance Survey data available.
- The house types for plots 130-133 have been changed to have a wider and shallower plot to provide a greater distance between the proposed and existing dwellings. Cross sections have been provided.
- A daylight and sunlight assessment has been carried out against BRE guidance for sample of properties in Woodlark Road. Grosvenor Court and 1 Hoadly Road.
- The hedge along the boundary has been assessed. Existing hedges adjacent to residential properties to be maintained at no less than 3m. Where boundary conditions allow and gaps requiring infilling, existing hedges to be supplemented with additional hedge species. In the area directly behind Grosvenor Court, due to the location of the constructed retaining wall on the Grosvenor Court side of the ditch, there is no space for additional planting without affecting the required maintenance strip on the BDW2 side.
- The pavilion has been removed from the current proposal.

- Additional drainage calculations have been submitted to demonstrate sufficient capacity of the drainage strategy to allow for climate change and a plain English summary has been provided.
- The applicant has confirmed maintenance of the ditch will fall under a management company funded by a service charge to the new residents, and that the security gates to the maintenance strip will ensure there is no public access.

34. The latest consultation responses provided by the lead petitioners on the amendments are summarised as follows:

- The hedge along the BDW2 / Woodlark Road boundary needs to run the entire length and there should not be gaps where there is currently no hedge at the bottom of a number of the Woodlark Road gardens, including directly behind Grosvenor Court. The retaining wall at Grosvenor Court was not built on the developer's land.
- There needs to be a scale plan drawing showing the exact width and location of the hedge, ditch, service pathway and rear fences of the BDW2 gardens along the boundary. Specifications for the width, depth and slope of the ditch and the maintenance path recommended, and maintenance should be monthly in perpetuity.
- The separation distances from the rear elevations of the BDW2 houses and the boundary fence along the BDW2 / Woodlark Road boundary should be least 20m as agreed at the outline planning stage and in public meetings with residents. The BDW2 houses should be a minimum of 60m back to back distance from the existing Woodlark Road properties, with a maximum density of 40 dwellings per hectare.
- The illustrative masterplan cannot be changed unilaterally and undemocratically. The developer has given no reason why it has been necessary to reduce the proximity distance.

Background

35. The application site known as parcel 'BDW2' is within the wider Darwin Green development, which is a 52.87 hectare site situated on land between Huntingdon Road and Histon Road. This site is allocated within the CLP 2018 within the 'Land between Huntingdon Road and Histon Road Area of Major Change' policy 20.

36. To the north west is an 80 hectare site known as 'Darwin Green 2/3' which is within the South Cambridgeshire District Council (SCDC) boundary and is allocated in the SCDC Local Plan 2018 for approximately 1,000 homes, social infrastructure and open space. Darwin Green 2/3 does not have outline consent.

Outline Consent

37. Outline planning permission was granted in December 2013 for mixed use development comprising up to 1,593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space

and drainage works. The outline planning application required Environmental Impact Assessment (EIA).

38. The outline consent approved the detail of access from Huntingdon Road (with a second access from Histon Road approved under a separate full planning permission). The details that were reserved for determination at a later stage were the appearance, landscaping, layout and scale. These are defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The assessment of a reserved matters application is limited to these aspects.
39. The outline consent approved a series of parameter plans. The approved parameter plans relate to land use, access, building heights, landscape and urban design parameters. Illustrative material accompanying the outline consent including illustrative masterplans or visualisations are not listed on the decision notice and are not approved plans.
40. The outline consent was also subject to planning conditions. These include strategic conditions, including a site-wide Design Code. This was approved in 2014 and all reserved matters parcels are required to demonstrate compliance with it. The code defines a vision for Darwin Green, site-wide coding and defines character areas.
41. Other strategic conditions include a site-wide drainage strategy, a bus route, a site-wide strategy for youth and play, an allotment plan, a public art strategy and construction conditions. The conditions on the outline consent also set requirements for car parking standards, sustainability targets, affordable housing delivery. Reserved matters must demonstrate compliance with these details.
42. Finally, the outline consent was also subject to a Section 106 Agreement which sets out the requirements for the delivery of affordable housing and social infrastructure, including formal and informal open space, community facilities and the primary school, and transport improvements.
43. The outline consent was approved under the previous Cambridge Local Plan 2006. As such, policies within the adopted CLP 2018 can only be applied where these fall within the definition of the reserved matters, where details have been secured through conditions, or where the requirements of the new policy are consistent with the Design Code or other approved outline documents. As such, CLP 2018 policies on space standards, electric vehicle charging points and combustion boilers cannot lawfully be applied to this reserved matters application, as discussed in the relevant sections of this report.

Reserved Matters

44. Several reserved matters consents have been granted, as detailed in the planning history section of this report. This includes approval of site-wide infrastructure including access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site (14/0086/REM). The main arterial route

through the site has been completed to base course level and the strategic drainage works have been completed.

45. Reserved matters consent has been granted for the Local Centre (15/1670/REM) and public square (14/1410/REM), and a residential parcel known as 'BDW1' (16/0208/REM). The Local Centre and BDW1 approved 114 and 173 dwellings respectively. The first occupants have moved into BDW1 and construction is nearing completion. Construction is underway on the Local Centre. Consent has also been granted for the primary school (C/5000/15/CC).

Pre-application

46. The BDW2 proposal has been subject to pre-application discussions and focussed urban design meetings as well as technical sessions relating to highways, drainage and landscape. The pre-application scheme was reviewed by the Cambridgeshire Design Quality Panel and Disability Consultative Panel.

The site and its surroundings

The Site

47. The parcel known as 'BDW2' is approximately 8.11 hectares within the southern corner of the Darwin Green development site. It comprises the former Christ's and Sidney Sussex playing fields. The former pavilion building in the southernmost corner and immediate surroundings was removed from the site area defined by the red line during the course of the application.

48. The site is orientated with the longest length approximately on a south-west to north-east axis. The site is rectangular with the northern corner removed where it adjoins the school playing fields. The north-western boundary adjoins the BDW1 and an existing hedge marks this boundary. The north-eastern boundary will adjoin future parcels, again with a hedge forming a natural boundary.

49. The land is currently grass and scrub with some earthworks and construction storage associated with the development of other parcels. The primary road which runs west to east through the site on a 'dog leg' – which was approved under the infrastructure reserved matters application - has been completed to base course level. The land gradually rises from south to north.

50. The south-east boundary adjoins the rear gardens of properties along Woodlark Road and Hoadly Road. There is a ditch within the site (and within the applicant's ownership) which runs along most of the length of this boundary, although it ends within 90m short of the eastern end. There is a hedge along parts of this boundary.

51. The south-west boundary adjoins the rear gardens of properties on Huntingdon Road, and part of the north-west boundary adjoins the rear gardens of properties on the southern side of Howes Place. Again, there is hedge along part of this boundary.

52. The site is not within a conservation area. The former National Institute for Agricultural Botany (NIAB) headquarters building on Huntingdon Road and Howes Place are Buildings of Local Interest (BLIs). There are no listed buildings within the vicinity. The site is within Flood Zone 1.

Surrounding Area

53. Darwin Green is within a predominantly residential area on the edge of the built-up area of the city. The development together with Eddington on the western side of Huntingdon Road and Orchard Park on the eastern side of Histon Road (within South Cambridgeshire) form part of the city’s north west growth area providing mixed use employment and residential development and creating distinctive communities.

54. The site is approximately 2km from the city centre and 4km from the main train station. The cycle, pedestrian and public transport facilities secured through the Darwin Green outline consent connect to good existing infrastructure, including along Huntingdon Road and Histon Road. The Orbital Cycle Route approved through the infrastructure reserved matters provides good connectivity.

55. The adjoining residential areas along Huntingdon Road, Woodlark Road, Hoadly Road and Howes Place are described further in the residential amenity section of this report. In summary, these are characteristically two storey semi-detached and detached properties with relatively long rear gardens, and which have enjoyed an outlook onto the open sports field on the application site. One exception to this is Grosvenor Court on Woodlark Road, which is described in detail in this report.

The Proposal

56. The application is made pursuant to condition 1 of the outline planning permission (07/0003/OUT), which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale for 328 homes, informal open space, allotments and associated infrastructure and landscaping.

57. The proposal would deliver 133 affordable and 195 market homes providing a mix of houses and apartments, with a range of sizes, types and tenures, as summarised in the table below.

	Affordable		Market	Total
	Affordable rent	Shared ownership		
1 bed flat	0	0	0	0
2 bed flat	28	22	18	68
2 bed house	27	5	17	0
3 bed house	22	11	33	66

4 bed house	18	0	119	137
5 bed house	0	0	8	8
Total	95	38	195	328

58. The affordable homes would be a mix of 95 affordable rent and 38 shared ownership. The affordable dwellings will be owned and/or managed by the affordable housing provider London and Quadrant (L&Q) who are the developer's partner in delivering affordable housing across the Darwin Green development.
59. The dwellings are a mix of attached and detached properties, ranging from 2-3 storeys, including some 2.5 storey dwellings and flats-over-garages. The apartment blocks are three storeys. The built form is a mix of gabled and hipped roofs with varying orientations parallel and perpendicular to the street.
60. The primary route through the site is the 'dog leg' which connects from BDW1 and then eastwards towards the north-east site boundary onto future parcels. There is a secondary route from BDW1 and together these routes feed a grid block structure. Tertiary streets are more relaxed and break down into smaller mews and shared surface areas.
61. The proposal includes a 0.17 hectares area of public open space in the southern corner referred to as 'Pavilion Green'. The existing pavilion fronts this space, but is excluded from the application site. Pavilion Green includes a locally equipped area of play (LEAP) and is crossed by a cycle and pedestrian route.
62. There are also pocket parks within the scheme, including a motor-vehicle free space centrally located referred to as the 'T Park'. Informal open space and areas of play are integrated throughout the site, providing a range of play experiences at a doorstep, local and neighbourhood scale.
63. The proposal also includes a 0.42 hectare allotment site in the north-east corner. This would have vehicle access from the primary street and would include car parking spaces, an area to receive deliveries and communal facilities.
64. The application red line boundary also includes a pedestrian and cycle link from Huntingdon Road into the southern corner of the site. This already has consent under the infrastructure reserved matters.
65. Car parking is proposed via on-plot spaces for the houses and small parking courts primarily for the apartments. In total 509 residential car parking spaces are proposed plus 29 on-street visitor spaces and 3 spaces within the allotments.
66. Cycle parking is via small stores for each house and small communal stores for the apartments. A small number of flats-over-garages have cycle parking within a garage.

67. Refuse and recycling facilities are similarly provided for each house or via a small communal store for the apartments.

Non-material amendment (07/0003/NMA1)

68. The application for a non-material amendment to the approved outline Number of Storeys Parameter Plan has been submitted alongside this reserved matters application in order to regularise unconformities between the reserved matters proposal and the outline parameter plans.

69. The amendment relates to proposed plots 070, 172, 199 and 200 within the BDW2 parcel. The proposal is to amend the parameter plan where it related to these plots to increase the maximum number of storeys from 2 storeys to 3 storeys. Notwithstanding this, the reserved matters proposal for plots 070 and 172 is for 2.5 storey dwellings.

Application documents

70. In addition to the application forms, covering letter and architectural drawings, the application is accompanied by the following supporting information:

- Planning Statement
- Affordable Housing Statement and management approach
- Design and Compliance Statement
- Design Intent Report and Material Palette
- Landscape Design Approach and Compliance Statement
- Detailed Open Space Landscape Management and Maintenance Plan
- Youth and Children's Play Strategy and Compliance Statement
- Landscape Management and Maintenance Plan
- Drainage Report, drawings and calculations
- Transport Statement
- Ecological Conservation Management Plan
- Sustainability Statement and Energy Report
- Public Art Delivery Plan
- Noise Assessment
- Construction Management Plan
- Site Waste Management Plan
- External lighting details for public and private areas
- Vehicle tracking diagrams and highway adoption plan

Amended Plans and Additional Information

71. Following the statutory consultation period and initial officer assessment of the application, additional information was submitted to the Local Planning Authority for review. These revisions relate to the following formal submissions:

- Updated drawings, Design and Compliance Statement, Planning Statement and accompanying application documents, including information on density calculations

- Removal of the Pavilion from the application description and application site.
- Amendments to the description of development to remove reference to the pavilion and change from 330 dwellings to 328 dwellings, and additional conditions.
- Amendments to the house types of plots 130-134 and 071-073.
- Amendments to the layout of the central cluster and eastern cluster of affordable homes.
- Relocation of bin and bike stores and conversion of garages to stores for some larger dwellings.
- Amendments to the affordable housing mix, submission of an Affordable Housing Statement and Management Information, and information on Lifetime Homes.
- Information on internal floor spaces and residential amenity of future occupiers
- Additional drainage information including a calculations, site levels, indicative sections showing reprofiling of the ditch, permeable paving, and maintenance details for privately-owned areas.
- Updated vehicle tracking drawings, parking arrangements and adoption plan.
- Updated landscaping plans including amendments to allotments, updates to the northern edge of Pavilion Green, updated Landscape Statement and Play Strategy, and typical tree pit details.
- Provision of a Public Art Delivery Plan, Energy Statement, Construction Management Plan, Noise Assessment and Lighting Scheme.

Discharge of conditions

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

- Condition 8 Design Code Compliance
- Condition 10 Youth Facility and Children's Play Provision
- Condition 14 Soft and Hard Landscaping
- Condition 18 Tree Protection
- Condition 22 Allotment Strategy
- Condition 25 Affordable Housing
- Condition 26 Accessible Dwellings
- Condition 27 Renewable Energy
- Condition 29 Code for Sustainable Homes
- Condition 35 Detailed Surface Water Strategy
- Condition 40 Ecological Conservation Management Plan Statement
- Condition 49 Secure Parking of Bicycles
- Condition 52 Construction Management Plan
- Condition 58 Noise Assessment for future residents
- Condition 62 Domestic and Trade Waste
- Condition 63 Construction Waste Management
- Condition 66 Lighting
- Condition 69 Public Art

Planning assessment

73. From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

- Principle of development
- Context of site, design, and external spaces
- Housing delivery
- Residential amenity for future occupants
- Social and community infrastructure
- Access and transport
- Impact on residential amenity of existing properties
- Environmental considerations
- Third party representations

Principle of Development

74. The principle of residential development was established by the outline permission 07/0003/OUT. This is a reserved matters application submitted pursuant to condition 1 of the outline consent, which requires approval of details of the appearance, landscaping, layout and scale. This application has been submitted within eight years from the date of the outline permission thus complying condition 4.

75. This reserved matters proposal is acceptable in principle provided that the development is carried out in accordance with the mitigation measures as set out in the Environmental Statement, that it complies with the outline parameter plans, and that it is compliant with the Design Code and S106 Agreement. Compliance is assessed as follows and in the relevant sections of this report.

Compliance with Outline Parameter Plans

76. The outline consent approved a series of parameter plans (PP) and detailed access plans, and condition 72 requires development to be in accordance with those approved documents. The applicant has submitted a statement to assess compliance of the current BDW2 reserved matters application with the parameter plans, which has been reviewed by officers. This is assessed against the following approved parameter plans:

- Land Use Parameter Plan
- Number of Storeys Parameter Plan
- Landscape Parameter Plan
- Access Parameter Plan
- Urban Design Framework Parameter Plan

77. The Land Use PP shows BDW2 within an area identified on the key as 'predominantly residential zones, including associated infrastructure and facilities, such as access roads, play areas and allotments'. The southern corner includes

a rectangular area on the northern side of the existing pavilion as 'major formal and informal open space zones'. The applicant has provided an overlay of the site boundaries to demonstrate full compliance with the Land Use PP. This is supported.

78. The Number of Storeys PP shows the current parcel includes zones varying between up to 2 storeys and up to 4 storeys. Where BDW2 shares a boundary with existing properties on Howes Place, Huntingdon Road and Woodlark Road, the PP shows development would be up to 2 storeys. The centre is where the taller development up to 4 storeys would be located, with a transitional area of development up to 3 storeys in between these two zones. It is important to note that the PP states the maximum building heights.
79. The proposal is compliant with the maximum building heights with the exception of four areas of non-conformity where the proposed dwellings exceed the number of storeys specified on the PP. A non-material amendment has been submitted to amend the PP in these locations. The material impact of these is assessed in the context and residential amenity sections of this report. The recommendation is to approve the non-material amendment. Subject to approving the amendment concurrently with the reserved matters application, there would be no conflict with the Number of Storeys PP.
80. The Landscape PP shows the existing hedgerow on the BDW2 boundaries with Howes Place, Huntingdon Road and Woodlark Road properties should be retained, and the existing hedgerow along the boundary with the adjacent BDW1 parcel should be retained with gaps allowed for access. The retention of the boundary hedgerows is discussed in the landscape section of this report. The rectangular area in the southern corner on the northern side of the existing pavilion should be a proposed landscape corridor and open space containing sustainable drainage.
81. The relevant part of the Access PP for this parcel is the indicative alignment of the primary street on the 'dog leg' from the BDW1 parcel to future phases to the north east; and the proposed high quality cycle route (part of the Orbital Cycle Route) coming from Huntingdon Road via the existing access into the southern corner of the parcel. This is assessed in the layout and access sections of this report.
82. The approved Urban Design Framework PP shows key building frontages along the primary route through the parcel. This is discussed in the context section of this report.
83. The proposal is assessed to be compliant with the outline parameter plans for the reasons given in the relevant sections of this report, subject to approval of the non-material amendment.

Outline Environmental Statement

84. Condition 6 on the outline consent requires the development shall be carried out in accordance with the mitigation measures as set out in the Environmental Statement submitted with the outline permission. A screening request was

submitted at the pre-application stage and the local planning authority responded in August 2019. The proposal would not have significant environmental impacts as these would be mitigated through measures secured via conditions on the outline consent and the proposal would not vary significantly from the outline consent. For this reason, it is considered that the proposal would not have significantly environmental effects and an Environmental Impact Assessment is not required alongside the reserved matters application.

Compliance with other Section 106 Planning Obligations

85. The requirement for the provision of open space including the allotments is set out in the Section 106 Agreement for the outline consent. Officers are satisfied that the proposals are compliant with the relevant Section 106 planning obligations.

Phasing

86. A site-wide phasing plan was approved through the discharge of condition 5 on the outline consent. This phasing plan was dated June 2014. The plan envisaged Darwin Green being developed from both the Huntingdon Road and Histon Road ends of the site. Phases on the Histon Road end were due to be developed before the BDW1 and BDW2 parcels, however parcels on the Histon Road end have not come forward. The BDW2 parcel is therefore coming forward out of sequence from the approved phasing plan.

87. The applicant has explained that it is their intention to develop the site from both ends as originally envisaged. However, this has not been possible due to the ongoing highway works by Cambridge County Council to complete the cycleway improvements along Histon Road. The developer will not be given road space to carry out the new junction works until the highway work has been completed, which is not due to be until summer 2021. The developer estimates the new junction works would take around 6 months and anticipates carrying out these works from June – December 2021.

88. The applicant has explained that it would not be feasible to progress the parcels on the Histon Road side of the site as it would not be possible to allow purchasers to safely access from the Histon Road access until the junction has been completed at the end of 2021. The developer is keen to continue to maximise housing delivery at Darwin Green and therefore there is benefit in continuing to deliver parcels that can be served from Huntingdon Road in the meantime. The developer has committed to review the site-wide phasing plan for future phases.

89. The BDW2 parcel is not dependent on the Histon Road parcels coming forward beforehand, as the parcel includes public open space. The delay opening up the main spine road and public transport route would have less impact on the BDW2 parcel, as the proximity to the Huntingdon Road junction means it is likely all vehicles would use this access in any case, and would be within walking distance of public transport routes on Huntingdon Road. The consistency with the approved phasing plan is acceptable.

Principle of Development – Conclusion

90. The BDW2 scheme forms an important next phase of delivery on Darwin Green, which, as a whole, makes a significant contribution to meeting the Greater Cambridge housing delivery targets and demonstrating a deliverable 5-year housing land supply. There are no material conflicts with the outline consent. The principle of development is acceptable in accordance with CLP 2018 policies 1, 3 and 20.

Context of site, design, and external spaces

Compliance with Design Code

91. The Design Code for Darwin Green was approved through discharge of condition 7 on the outline consent in 2014. Design codes are intended to bridge the gap between outline consents and reserved matters applications for complex and large scale developments that will be delivered over many years. The Code aims to achieve a balance between a clear level of prescription to ensure high standards of design, and an appropriate degree of flexibility to accommodate changing needs, market conditions or government / local guidance over the duration of the project, and allow schemes to come forward that improve upon the Code.

92. The Design Code sets a vision for the creation of a distinctive new urban extension to the city, achieving the highest quality of design and embodying the principles of sustainability. It includes site-wide coding for elements that cover the whole site and do not differ across the character areas, including movement network, landscape, waste and drainage strategies. The Code also includes character area coding, which set out the essential characteristics for each area. The BDW2 parcel falls within two character areas of the Southern / Pavilion Quarter 'medium' and 'low' density.

93. Condition 8 on the outline consent requires reserved matters applications to include a Design Code Statement to demonstrate how the proposal accords with the Design Code, and accordingly the applicant has submitted a Design and Compliance Statement. It is important to note that some elements of the Design Code are 'mandatory' meaning there is 'minimum flexibility' and any departure must not conflict with the overall aim of the Design Code. All other guidance is important and must be taken into account of when developing reserved matters. Compliance with the Design Code is discussed in the relevant sections of this report.

Cambridgeshire Quality Panel

94. The Cambridgeshire Quality Panel reviewed the scheme at pre-application stage on 23 May 2019. Since then, the scheme has developed and taken account of the responded to the Panel's feedback. The Panel were 'excited' by the promise for this parcel, noting the opportunities for Pavilion Green and the allotments, and supported the introduction of the linear park. The Panel commented that the

layout was efficient and that a little more flexibility could deliver a more distinctive character. The Panel's report is provided in Appendix A. In summary, the following conclusions and recommendations were made:

- Hierarchy of routes through the site should be guided by desire lines and amenities.
- Work through the treatment of the large units and the ditch to ensure it delivers value and is not an eye-sore.
- Relax the logical, efficient rhythms and re-interpret marker buildings.
- Create more places of surprise, fun and delight.
- Future-proof for good environmental performance.

95. These have been discussed in the relevant sections of this report and it is considered that the feedback has been adequately addressed as the scheme has developed.

Layout, Form, Scale and Density

96. The overall layout is arranged on a grid structure around the primary street which runs through the site following the approved Access PP and the approved infrastructure reserved matters. During the course of pre-application discussions, opportunities were identified with the urban design team to evolve the block structure and street movement hierarchy to realign the secondary and tertiary routes shown within the Design Code to create a central space and mews areas, which create a more people-friendly structure and strengthen the sense of place.

97. The key variation of the site layout and movement from the Design Code is the realignment of the secondary route through the site to create a central public open space referred to as the 'T Park'. Rearrangements to the tertiary streets have allowed motor vehicle access to the rear of the dwellings and to small courtyard car parks serving the apartments, which allows the space to be pedestrian-friendly. This provides a high-quality space which will particularly benefit the affordable homes that front the space. It also provides space for movement of pedestrians and cyclists across a key desire line from the southern corner of BDW2 (from Huntingdon Road) through to the local centre, primary school and beyond.

98. Another key variation from the Design Code has been the creation of the mews streets in the western part of the site. There are two motor vehicle accesses into the mews streets. Through-traffic for motor vehicles is prevented by a pocket park within the mews. This is a positive change compared to the gridded layout within the Design Code. It creates a better sense of place, which again will particularly benefit the affordable homes within the mews. It also provides shared space for pedestrians and cyclists across a key desire line from the southern corner of BDW2 (from Huntingdon Road) through to the local centre and primary school. The Highways Authority supports these mews areas.

99. Third party representations have raised concerns about the deviation of the south eastern secondary street which has moved closer to the site boundary with Woodlark Road compared to the images shown in the Design Code and the

illustrative masterplan that accompanied the outline consent. The illustrative masterplan was not an approved plan and the Design Code recognises that the masterplan can be amended as the reserved matters applications are brought forward. The relevant matters to consider are the impact that the changes could have on material planning considerations, including character and residential amenity which are assessed in this report.

100. Third party representations highlight the impact that this change has in reducing the length of the gardens to the proposed plots along the boundary with the rear of Woodlark Road properties. The perimeter areas are within the lower density areas set out in the Design Code, which interfaces with existing residential development and proposed rear gardens should be longer where possible. The Design Code does not specify the length of the gardens. The applicant has submitted information to demonstrate that the density of the perimeter area would be 29.3 dwellings per hectare, which is significantly below the guidance within the Design Code for up to 40 dwellings per hectare. Therefore, the length of the gardens and the alignment of the south eastern secondary street is acceptable from a character perspective and does not have a material conflict with the Design Code.
101. The applicant's density calculations show that the medium density areas would be 49.8 dwellings per hectare, which would exceed the Design Code guidance for up to 45 dwellings per hectare. While the plan showing the character areas is a mandatory element of the code, the density figures are not mandatory. The higher density within the medium area is to some extent a result of the change to include a higher proportion of 2 bedroom flats and houses within the affordable provision. The impact of relatively higher density proposed within the medium density area on the residential amenity of the future occupants is assessed in other sections of this report. The urban design officer supports the density of the scheme which achieves the differentiation between the character areas required by the Design Code.
102. Third party representations have raised concerns about the arrangement of the eastern corner of the site in terms of the road layout and landscaping at the site boundary adjacent to the future parcels to the north, and how this relates to the cycle and pedestrian link from Windsor Road. The proposal is for a tertiary street which provides access to plots 070 – 072. This is a deviation from the illustrative masterplan, however this change has come about through detailed design development of the reserved matters scheme. The Access PP does not show tertiary roads and so there is no conflict with the outline consent. This is a tertiary street which would not have high traffic volumes. Nonetheless, concerns about the potential for conflict with the future connection Windsor Road would be a matter for the next parcel to consider, and the current proposal does not prejudice this.
103. Overall, in terms of layout, access and movement, the proposal provides high quality routes for pedestrians and cyclists, including areas free from motor-vehicles or shared space areas. The site is highly permeable to pedestrians and cyclists, whilst deprioritising motor-vehicle usage and discouraging 'rat-running'. Whilst there is a variation in the proposed block layout and street hierarchy to that

shown in the Design Code, the layout of the scheme has developed collaboratively with officers through detailed site master-planning in response to key place-making opportunities, and accords with the overall principles set out in the Design Code.

104. The scheme is a mix of 2-3 storeys. Taller forms are located at key intersections, along the primary and secondary routes, and on the northern side of Pavilion Green and the 'T' park to reinforce the legibility of the scheme, addresses public open spaces and terminate key views. The apartments along the northern edge of the parcel positively address and integrate well with the existing hedgerow. Smaller two storey forms are used on secondary, tertiary and mews streets to provide a more intimate street character. The non-material amendment to increase the storeys height for four plots is acceptable from an urban design perspective. The range of building forms proposed including hipped apartment blocks and gabled house types create a massing and roofscape that is sufficiently varied. The three storey apartment blocks have a domestic and suburban appearance due to the hipped roofs and chimneys. The scale and massing responds well to the Design Code character requirements.

Detail and Materials

105. The scheme encompasses a large range of house types, which provides variety to the street scene, responds to the character areas set out in the Design Code, and takes opportunities for placemaking. The overall approach to the elevations is supported by the urban design team. Facades of buildings are well-ordered and proportioned which will provide a degree of rhythm and vertical emphasis to the street. The proposed apartments reference the appearance of the BDW1 apartment buildings, yet are successful in having a strong identity of their own.

106. The material palette would be a mix of yellow, buff, red, white and grey multi-tonal bricks, which have been used to provide continuity where appropriate with the BDW1 parcel, or to identify key marker buildings and give identity to the character areas. Brick patterning, glazed tiles, coloured entrances and metal feature pergolas inject interest, colour and the potential for greater individualism amongst similar house type, as shown in the Design Intent Report submitted by the applicant. The materials palette is supported and a condition is recommended to secure samples and a sample panel.

Landscaping

107. Overall, the proposed hard and soft landscaping is supported by the landscape officer. The proposal would deliver high quality public realm that promotes low-traffic or pedestrian-friendly spaces, which have been designed to encourage interaction with nature including through integration with sustainable drainage features (urban rills, swales and rain gardens). The key public spaces including Pavilion Green, the 'T Park' and pocket parks have high quality landscaping schemes, as do the hierarchy of streets.

108. The approved Landscape PP shows the existing hedgerow on the parcel's boundaries with Howes Place, Huntingdon Road and Woodlark Road should be retained, and the existing hedgerow between the parcel and the adjacent BDW1 parcel should be retained with gaps allowed for access. The applicant has submitted soft landscaping plans and a landscape maintenance plan. The proposal would retain existing boundary hedges in accordance with the Landscape PP.
109. The proposed approach to the boundary between BDW2 and the Woodlark Road properties is set out in the Landscape Design Approach Statement. The applicant states that initial site assessment work in 2014 indicated this ditch area was partly overgrown, but was delineated by a rural-style hedge boundary. New hedgerow planting is proposed where the applicant has assessed it to be possible. However, several areas have been identified where the applicant has assessed new planting opportunities are limited due to the constraints of the ditch, space for establishing new planting and the impact of boundary treatments by adjacent landowners.
110. This includes the area directly to the rear of Grosvenor Court on Woodlark Road. The applicant states that it is not possible to plant within this gap due to the position of a retaining wall and fence that has been constructed by the owner of this property. The applicant claims that this extends into the ditch, however the third party representations dispute this. This is a boundary issue between the applicant and the third party landowner.
111. The Landscape PP specifies the retention of the hedge in this location, but the hedge has already been removed. It is understood that the hedge was removed since at least 2018. The existing situation with the retaining wall and boundary fence make it difficult to replant a hedge and it is not reasonable to require the BDW2 proposals to move to allow space to realign the hedge as this would start to compromise the quality of other parts of the scheme. The applicant proposes to plant a replacement hedge in the rear gardens of plots 131 – 134. This is acceptable.
112. The landscape officer has recommended partial discharge of condition 14 for the hard and soft landscaping details. It is considered that the hard landscaping scheme can be discharged, however some further information is required in order to discharge the soft landscaping scheme, in accordance with the points of detail relating to the tree species and planting with areas to be adopted by the City Council. Therefore the condition insofar as it relates to the soft landscaping scheme and its maintenance are not recommended to be discharged at this stage. A condition to secure the replacement of any trees lost within the first five years of planting is recommended.
113. Finally, the landscape officer has commented that there is some ambiguity around the treatment of boundaries along the retained hedges around the site perimeter. A post and rail or picket style fence is recommended along the boundaries to allow access to the hedges along the rear of Huntingdon Road and Howes Place properties for maintenance, This is to be secured through the condition recommended by the landscape officer, which specifies that the

boundaries adjacent to perimeter hedges and the ditch should be low and permeable.

Inclusive Access

114. The Disability Consultative Panel reviewed the scheme at the pre-application stage and made recommendations, which are supported by the Access Officer. The scheme has addressed this with a good distribution of visitor car parking spaces available for carers and others, and the Highways Authority supports the scheme from a highway safety perspective for vulnerable users. Accessible car parking spaces have been provided within the parking courts for the apartment blocks. The allotments have been designed to include an accessible parking space and accessible raised beds, although the detail will be secured through a condition. Overall, the scheme would provide inclusive access.

Designing Out Crime

115. The Cambridgeshire Constabulary has reviewed the scheme and has no objection from a safety and security perspective. Third party representations have raised concerns about security to the rear of the Woodlark Road properties due to the proposed maintenance track for the ditch. This would have gates which could be secured as part of the maintenance plan. The Cambridgeshire Constabulary raised no concerns about this. The scheme has good safe and secure cycle parking provision and surveillance of parking areas.

Fire Access

116. The applicant has submitted a fire engine vehicle tracking analysis. The Cambridgeshire Fire and Rescue Service has raised no objection to the size of the vehicle tracked. The service has advised that fire access is a matter for Building Regulations. The scheme appears to be compliant in terms of the proximity the fire engine can get to buildings, however this will have to be assessed in detail through the Building Regulations process. For the purposes of planning, this is acceptable.

117. Condition 71 on the outline consent require details of the location of fire hydrants to be submitted and this condition will need to be discharged prior to commencement of development.

Context of site, design, and external spaces – conclusion

118. In conclusion, the proposed site layout and design responds positively to the Design Code and accords with the outline parameter plans. The scheme has developed through a collaborative process with the urban design and landscape teams, and would provide high quality public realm and buildings. The proposal accords with CLP 2018 policies 55 and 56, and the guidance on good design within the NPPF.

Housing Delivery

Affordable homes

119. The Section 106 Agreement accompanying the outline consent requires the reserved matters application to be submitted with an Affordable Housing Scheme to address the priority housing needs identified by the Council. This shall have regard to the Indicative Housing Mix set out within the Section 106 Agreement, the Council’s adopted Affordable Housing SPD or any replacement document, the City Council’s most recent Strategic Housing Market Assessment, or any replacement mix approved by the Council.

120. Condition 25 of the outline consent requires reserved matters to include a plan showing the distribution of market and affordable homes, including a schedule of dwelling sizes by number of bedrooms, which has been submitted by the applicant. During the course of the application, the affordable housing proposals were discussed with the Council’s affordable housing officer and the applicant submitted an Affordable Housing Statement to support the proposals.

- Affordable housing provision

121. The Indicative Housing Mix within the Section 106 requires 40% of dwellings to be affordable. The application provides 133 affordable dwellings which is 40.5% of the total housing provided. This meets the requirement, and the information within the table below shows that – taken together with the earlier approved phases – the proposal would continue to deliver 40% affordable housing across Darwin Green. This is supported.

SPD and S106 requirement	Total affordable %
BDW1 (approved)	39.90
Local Centre (approved)	40.35
BDW2 (proposed)	40.5
Overall	40.25

- Tenure split

122. The Indicative Housing Mix requires an affordable housing tenure split of 75% affordable rent and 25% intermediate. The proposed tenure mix comprises 95 affordable rent and 38 shared ownership homes, which is 71% and 29% of the total affordable homes respectively. While this deviates from the Section 106 mix, the over-provision of affordable rent redresses an under-provision in the previous approved phases. As shown in the table below, overall the proposal would move closer to meeting the S106 requirement. This is acceptable.

SPD and S106 requirement	Affordable rent 75%	Intermediate 25%
BDW1	81.15	18.85

Local Centre	73.9	26.08
Approved combined	77.52	22.48
BDW2 proposal	71.43	28.57
Approved + BDW2	74.50	25.5

- Housing mix and typology

123. The Indicative Housing Mix within the Section 106 sets out the preferred housing mix across Darwin Green, and is shown in the table below (see column 'S106%'). This was intended to ensure a balanced, mixed community with a range of sizes to meet housing needs within the overall Darwin Green site. The proposed housing mix for BDW2 is shown in the table below (see column 'BDW2'). BDW2 would deliver a mix of 2 bedroom flats and houses, and some larger 3 and 4 bedroom houses. There are no 1 bedroom flats proposed.

	Approved				Proposed BDW2		S106 Indicative Housing Mix %		Local Centre + BDW1 + BDW2 'Actual' %		Difference between S106% and Actual %	
	Local Centre		BDW1									
	AR	SO	AR	SO	AR	SO	AR	SO	AR	SO	AR	SO
1 bf	12	0	11	0	0	0	10%	0%	9%	0%	-1	0
2 bf	22	12	35	0	28	22	10%	5%	34%	14%	+24	+9
2 bh	0	0	5	10	27	5	15%	10%	13%	6%	-2	-4
3 bh	0	0	5	3	22	11	30%	10%	11%	6%	-19	-4
4 bh	0	0	0	0	18	0	10%	0%	7%	0%	-3	0
Tot -al	34	12	56	13	95	38	75%	25%	75%	25%	0	0

AR = affordable rent, SO = shared ownership
bf = bedroom flat, bh = bedroom house

124. While BDW2 does not itself accord with the Section 106, it should be assessed in the context of the mix approved on earlier phases (BDW1 and the Local Centre). This approach allows the mix to respond to the different character areas across the development. The table above shows how these phases together compare. Overall, there would remain a relative over-delivery of 2 bedroom homes and a slight under provision of 3 bedroom homes compared to the Section 106. However, the affordable housing officer has confirmed that this mix responds to the current housing need, which has changed since the Section 106 was agreed. This is acceptable.

- Clustering

125. Condition 25 on the outline consent requires that the clustering of affordable homes should be consistent with the City Council's affordable housing SPD. The adopted Affordable Housing SPD (2008) states that the layout of developments should integrate affordable and supported housing with the open market housing in ways that minimise social exclusion. Clustering affordable homes is supported

normally in groups of between 6 and 25 dwellings depending upon the size and design of the development and the nature of the affordable housing. In flatted schemes no more than 12 affordable dwellings should normally have access from a common stairwell or lift.

126. The proposal includes clusters of 18, 33, 40 and 42 affordable homes which exceeds the guidance in the SPD. These clusters are located within the south west mews area, the apartment blocks and mews areas to the north of the 'T Park' at the centre of the site, the north east mews areas and apartment blocks, some of which front the school playing fields and central park, and a smaller cluster on the opposite side of the primary street, which is closely related to the other cluster. The clusters include a mix of affordable rent and shared ownership and a mix of dwelling types.
127. The applicant's Affordable Housing Statement outlines the reasons to support the larger clusters. The applicant points to the overall high percentage of affordable homes delivered in this parcel meaning that inevitably some clustering will occur. It explains that the design-led approach to the scheme development to respond to the character areas within the Design Code has led to clustering of house types suitable for affordable housing. The applicant highlights the high quality of the public realm, building design and materials, and the clusters would be tenure blind. The clusters would predominantly be around low-traffic and pedestrian-friendly environments, including fronting the 'T Park' and mews areas. The social housing provider has submitted a management plan detailing the approach to managing the larger clusters.
128. The affordable housing officer has reviewed the Affordable Housing Statement and the management information. While the clusters exceed the SPD guidance, the affordable housing officer accepts the reasons put forward by the applicant and supports the management information provided. Overall, the location of the clusters within the central areas of the development, with good outlook to public open spaces, and within high quality public realm, is considered acceptable. The mix of tenures and house types within the clusters, and the tenure blind design of the scheme, would minimise social exclusion. This is an acceptable approach for this parcel.
- Affordable housing provider

129. The S106 Agreement requires that the City Council has approved the appointment of an approved affordable housing provider. The developer has appointed L and Q as the affordable housing provider for Darwin Green, as per earlier phases of the development.

Accessible homes

130. Condition 26 of the outline consent requires a minimum of 15% of all market housing and 15% of all affordable housing to be designed with external design, layout and access suitable for occupation by people with disabilities and capable of adaptation to meet long term housing needs. The applicant has submitted a Lifetime Homes drawing which shows provision of 20 affordable homes (mixture

of 3-bed and 4-bed) and 30 market homes (mix of 2-bed and 4-bed homes) which meets this requirement. This is supported.

Housing Delivery – conclusion

131. In summary, the proposal delivers the requirements of the S106 Agreement with regards to affordable housing and the current housing needs identified by the affordable housing officer. While the clustering would exceed the SPD, the reasons for this have been explained by the applicant. Overall the delivery of affordable and accessible homes is supported and the proposal is acceptable.

Residential amenity for future occupants

Internal floor space

132. As the outline consent was granted under the previous Cambridge Local Plan 2006 before space standards were adopted, there is no condition specifying the homes must meet any internal space standards, nor is there a requirement within the approved Design Code. Since the national Technical Housing Standards (2013) were published and the adoption of the CLP 2018 policy 50, the local planning authority has taken legal advice on whether internal space standards can lawfully be applied to this reserved matters application.

133. The Counsel advice is that space standards cannot be lawfully applied because case law has established that the internal arrangement of buildings – including the floor space – does not fall under the definition of any of the ‘reserved matters’, namely ‘scale’, ‘appearance’, layout’. Therefore, there is no lawful basis on which the local planning authority can require the proposed scheme to strictly comply with any internal space standards.

134. Notwithstanding this, the local planning authority must assess the quality of the proposed accommodation and the residential amenity of future occupants as a material consideration. For this purpose, the standards do provide a useful guide and reference point as to the minimum floor spaces that are generally considered to provide an acceptable living environment. However, other factors such as private external amenity space should also be taken into consideration, so that the quality of the accommodation is assessed as a whole.

135. The floor spaces of the 75 proposed house types are provided in Appendix B of this report. The table below provides a summary of the percentage of the total dwellings that meet the space standards. This shows that 59.1% would meet the standards. Some of those homes would significantly exceed the standards, including one example of a 2 bedroom house type used for affordable rent and shared ownership which exceeds the standards by 27.5 square metres.

Comparison to space standards	Number of dwellings	Percentage of Total dwellings %
Compliant	194	59.1%

Exceed by 0 – 1 sqm	74	22.6%
Exceed by 1 – 10 sqm	54	16.5%
Exceed by over 10 sqm	66	20.1%
Non-compliant	134	40.9%
Non-compliant by 0 – 1 sqm	31	9.5%
Non-compliant by 1 – 10 sqm	79	24.1%
Non-compliant by over 10 sqm	24	7.3%

136. However, the table also shows that 40.9% of the dwellings would be below the standards. Some of those homes would be within 1 square metre of meeting the standards, but 7.3% of the total dwellings would be over 10 square metres below the standards. These comprise three house types used solely for market dwellings, named the Amber, Opal and Lockton types.

137. The Amber and Opal types are referred to by the applicant as ‘Aspiration’ homes, designed to provide a house with private amenity space for buyers who would otherwise only be able to afford a 1 or 2 bedroom apartment. The Amber is a 2 bedroom house with a floor space is 51.5 square metres, which is 18.48 square metres below the standards. This would also be smaller than the standards for a 2 bedroom flat, and some of the space is taken up with stairs. The Opal is also a 2 bedroom home with a floor space of 65.1 square metres, which is 13.94 square metres below the standards. Both house types have private amenity space with a small courtyard or roof terrace.

138. In total, there are 17 of the ‘Aspiration’ homes used within the proposed development, which represents 0.5% of the total 328 homes. The applicant has provided no information to demonstrate the affordability of these homes compared to larger market dwellings due to commercial sensitivity, and no information about how these have worked on other developments. However, these house types do provide some variety in the homes that would be available for purchase within Darwin Green and are likely to be a more affordable option for buyers. The benefits of having private amenity space for smaller dwellings is also acknowledged.

139. For the affordable homes, the table below shows that approximately 33.8% of the affordable homes would be below the standards, including both affordable rent and shared ownership tenures. These comprise three house types named the ‘Stambourne’, ‘SH39 and ‘NS4’ types. The Stambourne is within 1 square metre of meeting the standards. The SH39 is a 3 bedroom house with a floor space of 84.64 square metres, which is 8.36 square metres below the standards. The NS4 is a 4 bedroom house with a floor space of 115.26 square metres, which is 5.74 square metres below the standards.

Tenure	Number of dwellings below the standards	Total dwellings per tenure	% of Total
Affordable rent	35	95	36.8
Shared ownership	10	38	26.3
Total	45	133	33.8

140. The applicant has provided justification to support the internal floor spaces during the course of the application. This includes that the SH39 and NS4 types are relatively large dwellings that will still have sufficient internal space to enable a family of 5 or 7 to have a high standard of amenity, and that the floor plans show attractive, well-proportioned family houses with upstairs bathrooms, downstairs WC and built-in storage expected within this size of dwelling. These dwellings would have external private amenity space in the form of a garden or courtyard.

141. The 'SH39 and 'NS4' types fall between 5-9% short of the space standards. This could have a significant impact on the residential amenity of the occupants, which for dwellings of this size and tenure are likely to have high occupancy levels and typically families. The high-quality internal layout and the private amenity space is acknowledged. The internal floor space of these house types should also be considered in the context of the scheme as a whole and the majority of the affordable homes that would provide good living accommodation.

External amenity space

142. By the same logic relating to the old outline consent, the external space standards within the CLP 2018 policy 50 cannot be lawfully applied, and therefore the assessment is about the quality of the external amenity space and whether this provides a high quality living environment. The approved Design Code states that amenity space should be of a size, shape, aspect and level that allows it to be positively used whilst affording an appropriate level of privacy to users, and should be of a size appropriate to the size of the dwelling in order to accommodate outdoor furniture so that the space is productive.

143. All the proposed houses and apartments would have private external amenity space, with the exception of the flats-over-garages, of which there are a total of 4 proposed within the development. All of the houses have a rear garden, courtyard or roof terrace which provides space for a table and chairs, as well as bin and bike storage, however some of the gardens for the larger homes are relatively small, including for some of the affordable homes. The apartments have balconies that are large enough to provide a table and chairs and are inset to provide privacy and shelter.

144. The affordable homes plots 287 – 298 and plots 021 – 028 were initially identified by the urban design team as having relatively small gardens. These are the NS4 house types which fall short of the internal space standards and are for affordable rent thereby likely to have high occupancy and families. During the course of the application, amendments were made to the layout of the mews areas to the rear and in some instances to relocate the stores to the front of the property to maximise the amount of useable amenity space. This resolved the concerns of the urban design officer. The smallest gardens are now to the mid-terrace plots 022 – 023 and 026 - 027 which would be 4.5m wide by 5m deep for a 4 bedroom property.

145. The development is generally arranged to maximise sunlight to gardens with streets orientated on south-west to north-east axis, or the perpendicular. However, there is likely to be some overshadowing of the rear gardens of the larger 3 storey terraced house types. This includes those affordable homes mentioned above, in particular the mid-terrace plots with small gardens which have 2 storey flats-over-garages to the rear (plots 022 – 023 and 026 - 027). A large proportion of these gardens is likely to be in shade throughout the day, which together with a sense of enclosure could have a significant impact on residential amenity. This should be balanced with the placemaking opportunities that this particular arrangement of townhouses and flats-over-garages delivers.

Inter-relationships between units

146. The houses and apartment blocks are generally arranged around perimeter blocks which define the public and private space. This is supported in the Design Code both for the low and medium density character areas. The Design Code does not specify back-to-back distances, but states that the block lengths are likely to be likely to be approximately 37 / 38m. There are no back-to-back to back distances within the adopted CLP 2018 and therefore this is another matter of planning judgement in terms over overlooking, sense of enclosure and daylight/sunlight.

147. The houses are generally arranged with gardens backing onto gardens. In these cases, the separation distance between rear elevations is between 12-17m. Where there are shorter separation distances – such as in the mews area – the position of the dwellings has been offset to minimise direct inter-looking between first floor windows, however there would be some mutual indivisibility from bedroom windows towards gardens. Larger separation distances are used between three storey dwellings, such as on the southern side of the primary street, to minimise overlooking and sense of enclosure. On corners, there are some examples where views from first floor windows rear elevations would be towards the gardens with a rear to side relationship.

148. The scheme has used house types with blank elevations such as the Amber type and flats-over-garages to provide an active street frontage while resolving problems with potential overlooking of the gardens to the rear. In these cases, the separation distance between the rear elevation of the dwellings with windows and the blank frontage of the property to the rear would be 8.5m in most instances, but only 5m at the rear of plots 021-028. The dwellings with a blank frontage would be two storeys to reduce the sense of enclosure on these gardens.

149. There are also examples of attached house types used in the northern corner of the site, which provide frontages both to the school playing field and the mews area. There is a relatively close arrangement between the two storey plots 031-322 and the three storey plots 012-013 which have a back to back relationship. Plots 031-032 have relatively short gardens approximately 3.75m deep. Plots 021-013 have gardens approximately 5.5m deep. There would be some overlooking from the first and second floor windows into the gardens and some degree of enclosure which could impact on the quality of the private amenity

space for these plots 031-032. Again, this should be balanced against the placemaking opportunities of this arrangement.

Residential amenity for future occupants – conclusion

150. Overall, the majority of dwellings would provide good quality accommodation and would be large enough to meet or exceed the internal floor space standards. However some of the homes – including a significant proportion of the affordable homes - would be significantly below the standards. Private amenity space and the high quality public realm and open spaces would go some way to enhancing residential amenity. The potential benefits of the ‘Aspiration’ homes in terms of providing mixed house types for buyers is acknowledged. Considering the development as a whole, it is considered that the proposal accords with CLP 2018 policies 55 and 56.

Community Infrastructure

Open Space

151. The open space provision is secured through the Section 106 Agreement for the outline consent. The BDW2 site would deliver 0.17 hectares of informal open space at Pavilion Green which would contribute to the delivery on Darwin Green. The parcel also includes smaller pocket parks, including the ‘T Park’ which would contribute towards open space provision on the site.

Children’s Play Spaces

152. A site-wide Strategy for Youth Facilities and Children’s Play Provision for Darwin Green was approved via condition 9 on the outline consent. The play provision requirements for the BDW2 parcel are to provide one local equipped area of play (LEAP) and two local area of plan (LAP). The strategy also sets out design requirements including locally distinctive areas within green corridors that are safe, easily accessible and inclusive.

153. Condition 10 on the outline consent requires reserved matters applications to include a Play Statement demonstrating compliance with the approved strategy. The applicant has submitted a compliance statement dated October 2020. The proposal provides a LEAP within Pavilion Green, which aligns with the approved strategy. The majority of the BDW2 parcel to be within walking distance to the LEAP, and therefore this is highly accessible.

154. One of the proposed LAPs is situated within the ‘T’ park, which is centrally-located in the parcel and within a motor-vehicle free landscaped area. The second LAP is situated within the pocket park within the mews area. While the location of the two LAPs is a slight adjustment from the approved strategy, this is an improvement in terms of providing a safe, accessible and inclusive space which is integrated into the landscaping scheme.

155. Overall, the proposed play spaces are supported, however the landscape officer in consultation with the Council's Streets and Open Spaces Team – who will adopt the play spaces – has recommended further discussions about the equipment selection to ensure this is acceptable for adoption. Condition 10 is not recommended to be discharged at this stage and a further submission will be required.

Allotments

156. The Section 106 Agreement on the outline consent secured three allotment sites across the Darwin Green which should total 1.59ha across the development. The BDW2 proposal includes one of these, and the remainder will come forward in parcels to the north. The Section 106 requires the first allotment site to be delivered prior to 400 dwellings. Condition 22 on the outline consent approved an illustrative plan showing the location and extent of the allotment area. It also requires the submission of an Allotments Strategy with the submission of reserved matters covering the allotment areas.

157. The applicant has submitted details of the proposed allotments within the Landscape Design Approach report. The proposed allotment site would be 0.42 hectares arranged around a central communal area featuring car and cycle parking, accessible raised beds, a tool store, meeting shed, and seating. While the overall concept and layout is supported, further details are required to be agreed prior to adoption of the allotments by the Council. Condition 22 is not recommended to be discharged at this stage and a further submission will be required.

Provision for Waste and Recycling

158. Condition 62 on the outline consent requires full details of the on-site storage facilities for waste including waste for recycling. This should comply with the Design Code which states that the proposal should be guided by the Cambridgeshire and Peterborough Waste Partnership (RECAP) Waste Management Design Guide SPD. The applicant has submitted a Refuse Storage and Collection Plan showing the arrangement of bin stores and collection areas, detailed plans and elevations for the bin stores serving the houses and apartments, and a Refuse Vehicle Tracking Plan.

159. Each house would have a bin store providing space for three bins. Apartment blocks would have communal bin stores within the ground floor footprint of the building or a separate store within the parking courtyard. The capacity of the communal stores is acceptable. For most of the apartment blocks, the bin stores are approximately within 30m carry distance as required by the guidance, with the exception of the two blocks in the northern corner. This affects approximately 13 homes, half of which would be over twice the recommended distance.

160. In all cases, the distance between storage and collection is within the 25m distance required by the guidance. The two apartment blocks within the 'T Park' would have a management company to move the bins to a collection point that is

accessible to the refuse vehicle. This does require the refuse vehicle to reverse more than the maximum 12m required by the guidance, however consultation with the Greater Cambridge Shared Waste Team during the course of the application came to a point of agreement to this as an acceptable exceptional circumstance.

Public Art

161. The outline consent approved a site wide Public Art Strategy dated July 2013, which sets out the themes and process for delivering public art across the Darwin Green as a whole. It also breaks down separate commissions with budgets allocated for each commission. Condition 69 on the outline consent requires the submission of a Public Art Delivery Plan with any reserved matters application, which the applicant submitted during the course of the application.

162. The site-wide strategy identifies the allotments for a public art commission. The delivery plan sets out the concept for an evolution of the Darwin sweet pea and cabbage research developed in earlier phases and links the allotments commission with and the Local Centre commission. The proposal is for an etching of a detailed cabbage in the paving within the allotments and a series of etched pavers installed along footpaths around the Darwin Green site featuring the names of cabbage varieties studied by Charles Darwin.

163. This is supported by the public art office, however a plan showing the location of the installations is required before condition 69 can be discharged. The delivery plan outlines the health and safety and maintenance considerations associated with the proposed etchings, which will need to be reviewed in terms of the location and materials within adopted areas, whether within the public highway or the adoptable area of the allotments. This will require further discussion.

Community Infrastructure - conclusion

164. The proposal would deliver key public spaces including the allotments and Pavilion Green, which would support the wider community within Darwin Green, making an important contribution towards the site wide community infrastructure. The scheme is compliant with the social and community objectives of CLP 2018 policies and sustainability objectives within the NPPF.

Access and Transport

Transport Impact

165. The transport impact was assessed at the outline stage and is subject to conditions and mitigation measures secured through that consent. The applicant has submitted a Transport Statement to support the reserved matters application. The residential trip rate agreed at the outline stage has been applied to the proposed development, and the residential trip generation is shown in the table below. The statement concludes that as the quantum of development anticipated in this phase has not changed the volume of trips that would be expected to occur has not changed.

Mode	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Car Driver	17	92	79	40
Car Passenger	3	10	7	3
Cycle	10	63	53	26
Walk	7	30	26	13
Train	0	3	3	3
Bus	0	30	23	0
Motorcycle	0	3	3	0
Taxi	0	0	0	0
Other	0	0	0	0

166. The Transport Statement provides a summary of the mitigation measures secured through the outline consent via conditions and/or the Section 106 Agreement which promote non-car transport modes. Some measures are already in place, such as the works to Huntingdon Road junction. The access from Histon Road has not been completed for the reasons set out in the phasing section of this report, but this is acceptable for the reasons given. Other measures have been incorporated or will be implemented in this scheme, including the provision of car club spaces, the provision of cycle storage and the implementation of the Travel Plans.

167. A Residential and Area Wide Travel Plan has been approved for the site under the requirements of the Section 106. The aims of the residential travel plan (RTP) are to reduce car travel and maximise the use of the most sustainable modes, cycling and walking, for all journey types. Incentives to encourage car users to try alternative modes of travel and sustain this new travel of behaviour forms part of the RTP. A Travel Plan Coordinator will be appointed for the Darwin Green site as part of the implementation of the travel plan.

Car parking

168. The outline consent controls the number of car parking spaces via condition 48 which states that car parking for residential properties shall be provided in accordance with the standards set out in the Local Plan. The condition also restricts the total number of residential parking spaces for the Darwin Green development, however this cap has not been reached.

169. Car parking standards within the adopted CLP 2018 are set out in policy 82 and Appendix L. The standards for new developments outside the controlled parking zone are set out in the table below. The proposed 509 residential car parking spaces accords with the adopted standards. The use of tandem on-plot parking and small courts of between 6-12 spaces is supported by the Design Code.

Accommodation	Standard	Provision
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Up to 2 bedrooms	No more than a mean of 1.5 spaces per dwelling	Houses: 1 space per dwelling Apartments: 1 space per dwelling
3 or more bedrooms	No less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling	Houses: 2 spaces per dwelling

170. Regarding visitor parking, outline condition 48 states that the development could also provide for visitor spaces as appropriate, and that these spaces shall be on street and not allocated to any residential property. The proposal includes 29 on-street spaces mainly on the primary and secondary streets and around Pavilion Green. These are evenly spread throughout the development and there is good provision near to key public spaces.

171. Condition 70 of the outline consent requires the applicant to provide details of interim parking management arrangements prior to any formal adoption of the roads and ahead of the introduction of a formal traffic regulation order whereby parking controls will be enforced by the local authority. The applicant is required to submit details prior to occupation of any dwelling on this phase.

Cycle parking

172. Condition 49 on the outline consent requires that any reserved matters application for a residential units, non-residential building or public open spaces shall include details of facilities for the covered, secure parking of bicycles in accordance with the approach to cycle parking approved within the Design Code set out in the table below.

Accommodation	Standard	Provision
Up to 3 bedroom dwellings	1 space per bedroom	Houses: 1 space per bedroom Apartments: 1 space per bedroom
4 or more bedroom dwellings	4 spaces per 4 or 5 bedroom dwelling	Houses: 3 spaces per 4 and 5 bedroom dwellings

173. The proposal accords with the Design Code requirement with the exception of larger 4 and 5 bedroom dwellings, which provide 3 spaces rather than the required 4 spaces. It should be noted that the Design Code requirement exceeds the adopted CLP 2018 standards which require 3 spaces for 4 bedroom dwellings. There are 145 dwellings which fail to meet the Design Code requirement. Of those, only 8 would fail the adopted CLP 2018 standards.

174. On balance, the proposal the cycle parking facilities for the larger 4 and 5 bedroom dwellings is considered to be acceptable given the high quality facilities proposed. These dwellings would have secure stores and some would have other storage areas not designated for cycle or bin facilities, which could be used flexibly to provide more cycle parking if needed. All the affordable homes meet the standards.
175. The communal stores for the apartments are located within the ground floor footprint of the buildings or separate stores within the parking courts. The accessibility, convenience and security of these stores is acceptable.
176. Visitor cycle parking spaces have been provided in multiple locations within Pavilion Green, within the 'T Park', within the mews pocket park, in various locations serving the apartment blocks, and in two locations within the allotments. This is supported and meets a need to provide facilities at key public spaces, as required by the Design Code.

Cycling Infrastructure

177. The outline consent secured the delivery of part of the Orbital Cycle Route, which runs along the northern boundary of Darwin Green and has been implemented. This provides a high-quality cycle route and an important piece of cycle infrastructure for the city. The Access PP includes a connection from the Orbital Cycle Route into Windsor Road, which will be delivered in later phases. Relevant to the BDW2 parcel, the Access PP secures a pedestrian and cycle connection through to Huntingdon Road in the southern corner of the site.
178. This connection has been approved through the infrastructure reserved matters consent (14/0086/REM) and details are shown on the BDW2 landscape drawings. This shows a segregated cycle and footway which enters into the southern corner of the site. At this point, the permeability of the site allows cyclists to continue through the site along key desire lines to the Local Centre, primary school or central open space, for instance. This includes a shared cycle and pedestrian route through Pavilion Green or on-road routes through the site and through low-traffic shared surface areas, including the 'T Park'.
179. Earlier this year, the Department for Transport's 'Gear Change: A Bold Vision for Cycling and Walking' was published, following the government's announcement in May 2020 that £2 billion of new investment would be provided towards cycle improvements. From a transport planning perspective, the key headlines with respect to facilitating new developments is the publication of new cycling design guidance Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design. LTN/1/20 is now expected to be used by local authorities and developers when designing cycle schemes and standards for their roads.
180. The wider cycling infrastructure for the site has already been approved as part of the reserved matters infrastructure application. However, having reviewed LTN 1/20, officers are satisfied that the principles of the outline permission, Section 106 and Design Code ensure that appropriate provision for cyclists has been

made, and that similar aspirations for the site are shared with LTN/10 - namely that cycle networks and routes should be coherent, direct, safe, comfortable and attractive.

Highway safety

181. During the course of the application, amendments to the site layout and vehicle tracking analysis has overcome initial concerns from the County Highways Engineer, who now supports the proposal, subject to conditions for visibility splays and driveway details. The size of the refuse vehicle was agreed with the Greater Cambridge Shared Waste Team during the course of the application, and no objections were raised by the Cambridgeshire Fire and Rescue Service.

Other Issues – Section 38 Applications

182. The adoption by the Highway Authority will be a matter for a Section 38 Agreement under the Highways Act 1980 and falls outside the planning process. Accordingly the adoption plan is not recommended as an approved document.

Access and transport – conclusion

183. The development promotes sustainable transport as much as possible through the site layout, movement hierarchy, and cycle parking provision, and is consistent with the outline consent, Design Code and Section 106 Agreement, and in accordance with CLP 2018 policies 80 and 81.

Impact on residential amenity of existing properties

184. The site has boundaries with existing residential properties on three sides, and with the BDW1 site nearing completion. These existing residential properties are: Huntingdon Road to the south-west; Woodlark Road and Hoadly Road the south-east; and Howes Place to the north-west. The properties within the BDW1 site are along Beagle Close, Falmouth Avenue and Falmouth Close. The impact on these properties in terms of overlooking, overbearing, overshadowing and daylight/sunlight is considered in turn below.

Huntingdon Road

185. These are large detached and semi-detached properties fronting Huntingdon Road with long rear gardens backing onto the site. The properties are predominantly two storeys and have been variously extended and altered, including some rear extensions and roof extensions. The gardens include some outbuildings and mature tree planting and there is an existing boundary treatment at the rear.

186. The proposed plots 171-186 backing onto the Huntingdon Road gardens would be two storeys (or 2.5 storeys for plot 172 subject to the non-material amendment) with first floor windows on the rear elevation facing towards the gardens. The separation distance between the proposed rear elevations and the neighbouring garden boundaries would be over 10m which is acceptable.

Notwithstanding this, any views from the first floor windows would be towards the rearmost part of the garden, which is generally considered to be less intensively and sensitively used.

187. The proposed corner plot 187 at the western end of the street has a side elevation facing the gardens of Nos. 194 and 196 Huntingdon Road. During the course of the application, an amendment was submitted to remove the secondary bedroom window on the first floor side elevation in order to prevent overlooking, due to the proximity of the side elevation to the boundary.
188. The proposed corner plot 173 would be two storeys and would have a shallow garden approximately 5.5m deep. The house type used here would have no windows on the first floor rear elevation so there would be no overlooking towards the rear garden of No. 162 Huntingdon Road. This property has a long rear garden so there would not be an unacceptable overbearing or enclosing impact.
189. The orientation of these properties to the north-east of the long rear gardens of the Huntingdon Road properties means that there would not be an unacceptable overshadowing or loss of daylight/sunlight impact.
190. Nos. 164 and 162 are positioned either side of the pedestrian/cycle connection to Huntingdon Road. This connection was established through the infrastructure reserved matters consent. Therefore, any impact in terms of noise and disturbance from comings and goings on the existing residents is acceptable.

Woodlark Road

191. The properties on the north-western side of Woodlark Road are predominantly semi-detached, however there are some detached properties on the south western end of the street and are primarily two storeys, with relatively long rear gardens. One exception to this is Grosvenor Court which is a 2.5 storey building of flats currently undergoing extension and conversion. Grosvenor Court is discussed in more detail below.
192. Third parties have made representations about the accuracy of the drawings, which do not show recent extensions or approvals relating to the properties along Woodlark Road. The applicant is not required to provide this information and this would require a site survey with access to neighbouring properties. The assessment below is based on site visits and a search of the planning history.
193. The proposed BDW2 dwellings would generally have a back to back arrangement with the Woodlark Road properties. Within the development site, to the rear of the gardens of plots 078 – 170 would be a 1.2m wide path and the existing ditch, so that in most instances, the rear boundary of the BDW2 gardens would be approximately 4m from the site boundary and from the rear boundary of the Woodlark Road properties.
194. The boundary between the BDW2 site and the Woodlark Road properties generally has a hedge and fences, although there are some gaps along the

length, so the hedge is not complete. In particular, there is a gap in the hedge directly to the rear of Grosvenor Court and there is a retaining wall and fence in this location, which is discussed in more detail below. In general, the landscaping proposal is to maintain this hedge and re-plant where possible.

195. The proposed BDW2 homes backing onto the Woodlark Road gardens would be two storeys. There would be windows on the first floor rear elevations. During the course of the application, amendments were made to the house types and buildings lines so that all the proposed dwellings would be approximately 10m or more from the site boundary (including the maintenance path and ditch), with the exception of plots 136 – 137 which would be at least 9.5m from the boundary. This is acceptable.

196. The proposed plot 170 on the south-western end of the street would have a side elevation within approximately 4.5m of the boundary of the garden of No. 1 Woodlark Road. During the course of the application, amendments were submitted to remove the window from the side elevation to prevent overlooking into this garden.

197. The existing ground level on the BDW2 site gradually rises away from the Woodlark Road boundary. The site sections show that the proposed ground levels would not rise significantly from the boundary, so that there would not be substantial difference in the height of the proposed dwellings compared to the existing Woodlark Road gardens. This would minimise the visual impact, which would also be broken up by the gaps between the detached buildings.

198. The orientation of these properties to the north-west of the relatively long rear gardens of the Woodlark Road properties means that there would not be an unacceptable overshadowing or loss of daylight/sunlight impact.

Grosvenor Court

199. This property is set back from the predominant building line along Woodlark Road so that the building is closer to the BDW2 site boundary. The property has been granted planning permission for conversion and extension to provide 8 flats (application reference 19/1250/S73). There is a live application for a material amendment, which is currently pending consideration (application reference 20/04303/S73). Any update on the status of this application will be made on the amendment sheet.

200. The approved scheme under construction includes first floor balconies, two storey extensions to the rear and side, and roof extensions including dormer windows at the rear. The ground floor units have some private amenity space and there is an area of shared amenity space at the rear of the building. The live application for a material amendment proposes to introduce roof terraces to the second floor.

201. Third party representations have been made regarding the accuracy of the drawings submitted by the applicant, which do not show the most up to date extensions and other structures approved and under construction at Grosvenor

Court. The assessment below is based on a site visit and dimensions taken from the plans submitted with the applications relating to this property.

202. The proposed BDW2 plots 131-134 are located directly to the rear of Grosvenor Court. During the course of the application and through the JDCF process, the applicant submitted amendments to maximise the distance between the rear elevation and the boundary for three of those plots (131 – 133), via a change to a shallower house type with longer gardens and a reduction of one home. The distance between the rear elevation of the proposed plots 131-133 to the site boundary is approximately 14m (including the maintenance path and ditch). Plot 134 has not been amended and the rear elevation is approximately 12m from boundary.
203. Plots 131-134 would be two storey dwellings with first floor windows on the rear elevation. The boundary of the garden would be a low rise fence and the applicant has proposed to plant a hedge within the garden of these plots to provide some screening. There is an existing 1.8m high close-boarded fence along the Grosvenor Court boundary which was erected as part of the approved development. The proposed section shows the BDW2 plots would be a similar height to Grosvenor Court.
204. The rear elevation of Grosvenor Court includes extensions that are approximately 4m from the site boundary and 18m from the rear elevation of plots 131-133. There are small secondary living space windows on the ground floor rear elevation of the extensions. However, these are secondary windows and the proposed sections indicate that views from the first floor windows of plots 131-133 towards these windows would be fully or partially obscured by the 1.8m boundary fence.
205. The extensions include two inset roof terraces at first floor level which provide private amenity space. These are enclosed with brick balustrades and some small areas of railings. The same as for the ground floor below, the distance between the edge of the roof terraces and the rear elevation of plots 131-133 would be approximately 18m. Over this distance, views towards the balconies would be acceptable, particularly given the relatively enclosed balustrade treatment. These roof terraces are served by French doors, and views into these windows are acceptable for the same reasons.
206. The material amendment application proposes to introduce second floor roof terraces. These would not extend as far as the first floor terraces, so would be set back further from the boundary. These would have a railing balustrade which would be more transparent. However, any views from the from the first floor rear elevation of plots 131-133 would be looking upwards and would not result in a significant loss of privacy.
207. The 'main body' of the Grosvenor Court building is approximately 8.75m from the boundary and approximately 22m from the rear elevation of plots 131-133. There are first floor and second floor windows on the rear elevation which serve living spaces. Views from the first floor windows on plots 131-133 towards these windows would not result in a significant loss of privacy.

208. Plots 134 is closer to the boundary. Due to the offset positioning of this plot with Grosvenor Court, the easternmost first floor window would have relatively oblique view towards the first floor roof terrace on the extension of Grosvenor Court. This would be over approximately 17.5m and, given the relatively enclosed balustrade treatment, would not result in a significant loss of privacy. The westernmost window on plot 133 would look towards the parking area and plant and bike store for Grosvenor Court. These areas are not sensitive to overlooking, and therefore any views towards this area are acceptable.
209. The sections indicate that views from the first floor windows of plots 131-134 towards the communal amenity space at the rear of Grosvenor Court and the private amenity areas would be fully or partially obscured by the existing 1.8m boundary fence. There could be some views from the gardens of plots 131-134 looking upwards towards the windows and roof terraces of Grosvenor Court which would be closer than those from the first floor windows. However, given the 4m width of the maintenance track and ditch, combined with the setback more than 4m of the closest parts of Grosvenor Court from the site boundary, these would not result in a significant loss of privacy.
210. The orientation of the BDW2 dwellings would be to the north-west of Grosvenor Court. During the course of the JDCF process, the applicant produced shadow diagrams based on the original proposal for plots 131-134 closer to the boundary. This showed the proposal would not have a significant overshadowing impact. The applicant also undertook a daylight and sunlight assessment against BRE guidance, which showed the proposal would meet the guidance. The amendments made to plots 131-133 would have even lesser impact than shown in those studies.
211. The distance of plots 131-134 from the site boundary and the gaps between the dwellings would not have a significant overbearing or enclosing impact on Grosvenor Court. There would be some additional noise from comings and goings and use of the gardens, however this would be residential in nature and would not have a significant harmful impact on residential amenity.
212. In conclusion, amendments to plots 131-134 have been carefully considered to respond to the unusual proximity of Grosvenor Court to the boundary and the sensitivity of this relationship is recognised. A condition is recommended to remove permitted development rights for the erection of rear extensions and roof extensions to plots 131-134 that would bring the development closer to the boundary and could have a different impact which would need to be assessed through a planning application.

No. 1 Hoadly Road

213. This property fronts Hoadly Road so that the side elevation runs parallel to the BDW2 site. It is a semi-detached two storey property which has been extended at the rear with the two storey element. This assessment is based on the available plans for the approved extension and a site visit.

214. The side elevation includes three first floor windows: one is the sole window serving a bedroom currently used as a study; one is an ensuite; the third is a large secondary bedroom window with the largest window on the rear elevation. There are windows on the ground floor which are screened by a large hedge and boundary treatment. The property has a long rear garden with several mature trees.
215. The proposed BDW2 plots 071-073 follow the same pattern as those backing onto Woodlark Road, with the rear elevation facing towards the site boundary. Due to the orientation of No. 1 Hoadly Road, these plots face towards the side elevation of this property and the garden. The alignment of the road brings the building line closer to the site boundary in this corner of the BDW2 site.
216. During the course of the application, amendments were submitted to reduce the overlooking impact and loss of privacy. Plots 071 – 072 were changed to a house type with a blank first floor elevation, to prevent overlooking of the garden. A condition is recommended to remove permitted development rights for the insertion of first floor windows, roof lights, rear extensions and roof extensions to this property, in order to prevent alterations in the future which could introduce windows to these plots.
217. Amendments to plot 073 have been made to position the building on the western side of its plot to avoid direct views from first floor windows towards the bedroom/study window. There would be some oblique intervisibility, however this would be over 8m and not have an unacceptable impact on privacy. The gardens, parking and stores for plots 071-073 have been arranged so that the parts of the garden most frequently used for sitting out would be away from the windows of the neighbouring property, to minimise intervisibility.
218. Plots 071-072 would be approximately 6m from the site boundary at the far end of the garden, increasing to approximately 9m at the part of the garden closest to the house. There would be gap between the two new dwellings approximately 3m wide. While plots 071-072 would have an impact on the outlook from the garden compared to the existing view towards the open field, and would have some degree of enclosure along this boundary, the proposal would not have a significant harmful overbearing impact on residential amenity.
219. The orientation of these plots would be to the north-west of No. 1 Hoadly Road. While there would be some loss of evening sunlight to the windows on the side elevation and the garden, this would not have a significant harmful impact on residential amenity. There would be some additional noise and disturbance from comings and goings and use of the gardens which could impact on most of the garden of No. 1 Hoadly Road, however this would be residential in nature and would not have a significant impact on residential amenity.

Howes Place

220. Howes Place adjoins the northern boundary of the site and as a linear development located between the Darwin Green site and the former NIAB site to the north. The dwellings were built as a cohesive development and some have

been extended, including rear extensions and roof extensions. The properties have long gardens approximately 30-58m deep and include mature planting.

221. The proposed BDW2 plots 188-199 backing onto the Howes Place properties would be two storeys and a mix of detached and attached. There would be first floor windows on the rear elevations which would have some direct views into the rearmost part of the Howes Place gardens. The proposed plots would have shallow rear gardens, however the shortest distance between the rear elevation and the rear garden boundary would be 7.6m deep (plot 199) and would back onto the longest Howes Place garden (No. 12) of approximately 58m.
222. There would be some overlooking from the first floor windows into the rearmost part of these gardens as a result of the relatively close proximity. However, this part of the garden is usually less intensively and sensitively used, so this would not significantly harm the privacy of the occupants or their residential amenity. This is acceptable for all the proposed plots due to the length of the Howes Place gardens.
223. The orientation of the proposed BDW2 plots to the south-east of the gardens could have some overshadowing impact on these gardens, however again, due to the length of the gardens, this would not have a significant impact. Similarly, any noise and disturbance from the proposed plots would not have a significant impact. The proposal would not have an overbearing impact.

BDW1

224. The properties on the southern side of Beagle Road in the BDW1 scheme would outlook onto the proposed allotments at the rear, which is acceptable. The proposed BDW2 plot 199 would be three storeys and would have small bathroom windows on the first and second floor side elevation. This plot would be approximately 7m from plot 160 on the BDW1 parcel, which has one first floor bathroom window.
225. The proposed BDW2 plot 001 would be three storeys and would have a first floor bathroom window on the side elevation. This plot would be approximately 7.5m from plot 173 on the BDW1 scheme, which has first and second floor bathroom windows. The relationship between the BDW1 scheme and the proposed BDW2 scheme is acceptable.

Residential amenity of existing properties – conclusion

226. In summary, amendments have been made during the course of the application and through the JDCF process to address sensitive relationships with existing neighbours along the boundary with the Woodlark Road properties, Grosvenor Court and 1 Hoadly Road. Third party objections have been given careful consideration, however the detailed assessment in this report has concluded that the proposal would not have a significant harmful impact on the residential amenity of neighbouring properties. The proposal is acceptable in accordance with CLP 2018 policies 55 and 56.

Environmental Issues

Water Management, Drainage and Flood Risk

227. A strategic surface water drainage strategy for Darwin Green has been approved under condition 34 of the outline consent. For the detailed proposals, conditions 35 and 38 require the submission of a surface water drainage scheme and pollution control of the water environment for each reserved matters. The Design Code sets three key drainage objectives to capture and treat surface water to minimise pollution, harvest rainwater and surface water runoff for reuse and reduce peak flows from the site.
228. The overall drainage strategy for Darwin Green incorporates ponds and swales appropriately located within open green areas and alongside roadways to collect controlled run-offs from the various development site parcels, which include BDW2. The strategy for BDW2 therefore focuses mainly on source control measures and infrastructure from the contributing roof areas, internal roads and paved areas such as footways and car parks, integrated into the landscape features and the site's layout to contribute to the site's character.
229. The proposal includes water butts for harvesting rainwater for garden use; swales/urban rills along the internal road edges and the edges of the pavilion courtyard to store and convey surface water run-off; permeable paving in car parks, footways, shared surfaces and shared drives; and geo-cellular/modular systems to provide below ground attenuation prior to discharge into the wider pond and swale network. The applicant has submitted maintenance details.
230. The sustainable drainage engineer and LLFA have reviewed the latest drainage report and micro drainage calculations which demonstrates that the site is designed to drain in accordance with the approved strategic surface water drainage strategy. The system is designed to contain all required storm events below ground for up to 1 in 100 year event plus 40% climate change allowance and a management and maintenance plan has been set out for all proposed sustainable drainage or existing drainage features. Condition 35 and 38 are recommended for discharge, subject to a condition for detailed construction details.
231. Third party representations have raised concerns about the impact of surface water flooding to the properties along Woodlark Road due to a potential increase in surface water runoff into the ditch to the rear of these properties as a result of the BDW2 development and poor maintenance of this ditch which is the responsibility of the developer who owns the ditch. The profile of the ditch varies along its length and outfalls to an Anglian Water drain which runs between Nos. 27 and 29 Woodlark Road.
232. During the course of the application, the applicant has submitted information to demonstrate that the ditch does not form part of the strategic surface water drainage strategy for Darwin Green and that BDW2 would remove water flows into the ditch by diverting water into the strategic surface water drainage network. A drainage ditch catchments assessment based on site levels submitted by the

applicant demonstrates that the existing site currently discharges overland flow into the ditch. As a result of the development, rain falling on the site would be diverted into the strategic drainage network, so that the BDW2 site would be removed from the catchment area of the ditch. Following development of the BDW2 site, the only discharge to the ditch will be overland surface water flow from the existing gardens and roofs of the existing Woodlark Road properties.

233. The proposal includes reinstating the ditch. The base and slope of the drain would be cleared, local low points would be removed and the hydraulic profile would be improved. A new access chamber and the existing pipe inlet is to form a new ditch course headwall. The applicant has submitted drawings showing sections across the width and length of the ditch. This shows the slopes of the sides and the base, and identifies the areas to be remodelled. A condition is recommended for the ditch to be reinstated in accordance with these details.
234. Regarding maintenance of the ditch, the proposal includes a 1.2m wide path to the rear of the proposed dwellings. This would be gated on either end to secure the access and a car parking space has allocated for a maintenance vehicle at either end. The applicant has submitted maintenance information within the Landscape Management and Maintenance report. This includes inspection, repair and clean out to ensure that all debris, detritus and litter are removed on a quarterly basis, and inspection of overflows to ensure they are free from blockages and cut back vegetation as required. This will be carried out by a management company funded via a service charge to the residents of the BDW2 development and will be an ongoing arrangement. Compliance with these details is secured through a condition.
235. The landscape officer has recommended a condition for green roofs, however these are no flat roofs proposed within the development, therefore this condition is not applicable.

Sustainable Construction and Design

236. The applicant has submitted a Sustainability Statement which outlines the approach towards climate change, low carbon development, renewable energy systems, and the sustainable use of environmental resources. For example, the site is designed to avoid overheating through specification of deciduous trees to provide shade in summer but allow useful solar gain and improved daylighting in winter. Buildings are relatively shallow to reduce the need for artificial lighting and mechanical ventilation, therefore reducing energy demands. Homes have been designed with external load-bearing walls to allow maximum flexibility for internal alterations to meet changing needs.
237. Condition 27 of the outline consent requires each reserved matters application to demonstrate that a 10% reduction in carbon emissions can be achieved through the use of on-site renewable energy. Condition 28 of the outline consent effectively supersedes condition 27 upon adoption of any new policy related to carbon reduction, which has now come into effect following the adoption of the Cambridge Local Plan 2018. Policy 28 requires all new residential development to achieve an on-site reduction in carbon emissions by 44% relative to a Part L

2006 compliant scheme. This equates to a 19% reduction compared to Part L 2013.

238. Information regarding carbon reduction has been included within the Energy Report submitted by the applicant. This sets out the hierarchical approach to reducing carbon emissions using a combination of improved building fabric and photovoltaic panels on each plot, with each home being supplied with at least 1 kW. The report shows an improvement of between 25.96% and 40.09% compared to a Part L 2013 compliant scheme, depending on the house type. The photovoltaic panels for each plot have been shown on the house type drawings and the site roof plan. This is supported by the Sustainability Officer and condition 28 is recommended to be discharged.
239. Condition 29 of the outline consent requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes. As the outline permission was granted prior to 27 March 2015, the Sustainability Officer has advised that the legacy arrangements for the Code for Sustainable Homes apply to this site. The applicant has submitted a Code for Sustainable Homes pre-assessment which shows predicted scores of 69.56% for houses and 70.16% for apartments, both of which represent Code Level 4. Interim certificates will be issued once detailed working drawings and Code assessments have been completed and post construction certificates will be issued in batches throughout the build. These will need to be submitted at the relevant stages in order to discharge condition 29.
240. The Cambridgeshire Quality Panel recommended that the scheme considers future-proofing for good environmental performance and consider air source heat pumps, water management and expanded electric car charging provision, and queried whether the housing layout/roof-scape maximises solar gain and PV usage or is determined by visual design of house types. The applicant has assessed options within the Sustainability Statement based on feasibility and cost-benefit, which has informed their proposals.
241. The proposal includes a water strategy within the Sustainability Statement, which targets minimising potable water use to 105 litres per person per day through the implementation of water efficient fittings and appliances, rainwater system irrigation, the planting strategy, water metering and a householder guide on water use. Water efficiency credits are targeted in the Code for Sustainable Homes pre-assessment. This is supported and meets the water efficiency targets within the Design Code and CLP 2018 policy 28.
242. Condition 63 of the outline application requires the submission of a Detailed Waste Management Plan (DWMP), setting out the approach to reducing construction waste. A Site Waste Management Plan has been submitted. This document contains much of the information required by Condition 63 which is supported, however some information is missing. Accordingly, the DWMP is not recommended for approval at this stage and a revised plan which includes the missing information will need submitted via a new application to discharge condition 63 prior to commencement of development.

Air Quality

243. The outline consent was approved under the Cambridge Local Plan 2006 which contained no requirements for electric vehicle (EV) charging points. As a result, there is no condition on the outline consent and no requirement within the approved Design Code for the applicant to provide EV charging points within the development. The provision of EV charging points does not fall within the legal definition of any of the reserved matters to which the assessment is limited to for the current application. This legacy situation means that it is not lawful to apply adopted CLP 2018 policy 38 as has been recommended by the Environmental Quality and Growth Team.
244. Notwithstanding this, the applicant has provided a commitment to fit 3-pin plugs to all dwellings with garages/external stores/tandem parking spaces (where practicable) and to provide one 'Pod Point' charging unit to each of the parking courts (each point can charge two cars simultaneously). However, as there are no lawful planning grounds on which to require EV charging points, it is not reasonable to recommend a condition to secure this through a reserved matters consent, as it would fail to meet the tests for the use of conditions. However, the applicant's commitment to providing these is welcomed and an informative is recommended to promote the installation.
245. In a similar legacy situation, there is no requirement for the applicant to provide low Nitrogen Oxide (NOx) boilers, as this is not required in the outline conditions or within the Design Code, and it does not fall under the legal definition of reserved matters. Therefore, there are no lawful planning grounds to support the condition recommended by the Environmental Quality and Growth Team. The applicant has provided a commitment to use low NOx boilers that emit a maximum of 56mg/kWh. An informative is recommended to encourage the use of 'ultra low' boilers recommended by the Environmental Quality and Growth Team which emit less than 40mg/kWh.
246. Overall, the measures incorporated into the scheme to promote the use of sustainable transport as described in the transport section of this report, and the measures to meet carbon reduction and renewable energy targets as covered in the sustainability section of this report, are considered to contribute towards the reduction in emissions and improved air quality for this development.

Odour and Dust

247. Condition 52 of outline permission 07/0003/OUT requires a construction method statement (CMS) be submitted to demonstrate how the construction of the reserved matters approval accords with the details of construction criteria of the construction environmental management plan approved under outline condition 51.
248. The dust management plan within the CMS provides limited data on dust management. The CMS is not recommended for approval, and this information will need to be provided within a further submission to discharge condition 52 prior to commencement of development.

249. There are no concerns about odour following the removal of the pavilion from the proposals. In accordance with CLP 2018 policy 36.

Noise and Vibration

250. The noise assessment submitted within the CMS has not been carried out to assess existing noise levels and what impact the demolition/construction noise will have on the locality. Acoustic predictions are required on the impact at local residential and noise sensitive receivers. Further details are also required of locations/specifications of plant to be used and what mitigating measures will be put in place to protect local residents. The CMS is not recommended for approval, and this information will need to be provided within a further submission to discharge condition 52 prior to commencement of development. In accordance with CLP 2018 policy 35.

Contaminated Land

251. Contaminated land is covered by condition 50 on the outline consent and various site investigation reports have demonstrated that the Darwin Green development site is largely free from contamination and that no remedial measures are required. As such this condition has been partially discharged and no further investigation works are required. The condition requires a watching brief to be maintained and an assessment and remediation works should be carried out if unexpected contamination is found. Therefore, parts of condition 50 remain applicable to this reserved matters. In accordance with CLP 2018 policy 33.

Lighting

252. Condition 66 on the outline consent requires reserved matters applications to include details of the height, type, position, and angle of glare of any final site lighting / floodlights including light contours. The applicants have submitted details of street lighting and private installations. However, insufficient information has been provided to allow an assessment of the environmental health impact. Accordingly, the recommendation is to not discharge condition 66 and a further submission is required.

253. The applicant has not provided information on lighting during construction within the CMS as required by condition 52. Full details are required on lighting placement and hours of operation. If lights are to be utilised outside of working hours for security, an impact assessment is required to ensure surrounding receptors are not adversely impacted. The CMS is not recommended for approval, and this information will need to be provided within a further submission to discharge condition 52 prior to commencement of development.

254. Third party representations have raised concerns about the installation of lighting on the rear elevations of properties backing onto Woodlark Road and have requested a condition is used to restrict this. This is not considered to be reasonable or necessary, as any lighting would likely be appropriate to a

residential setting. The installation of any inappropriate lighting which had a harmful impact on residential amenity would be an issue for environmental health. Any lighting along the maintenance path is covered under condition 66. In accordance with CLP 2018 policy 34.

Broadband

255. Condition 15 on the outline consent requires a site-wide strategy for the provision or facilitation of broadband. This condition has been fully discharged and the development shall be carried out in accordance with the approved details. In accordance with CLP 2018 policy 42.

Ecology and Biodiversity

256. A site-wide Ecological Conservation Management Plan was approved via condition 39 on the outline consent. Condition 40 requires the submission of an Ecological Conservation Management Plan Statement (ECMPS) with any reserved matters, which demonstrates how the proposal accords with the site-wide plan. The applicant has submitted an ECMPS based on a walkover survey undertaken on in July 2019 to verify and update the ecological baseline.

257. In line with the outline consent, the ECMPS includes an Ecological Clerk of Works, retaining and delivering green corridor and soft landscaping, installing bat boxes and swift bricks, and a buried log habitat for invertebrates within the allotments. This is supported by the Ecology Officer and condition 40 is recommended to be discharged. In accordance with CLP 2018 policies 69 and 70.

258. The landscape officer has recommended that hedgehog holes in fences are secured through a condition. This does not form part of the ECMPS and therefore it is not considered that there are reasonable planning grounds on which to apply this condition, however an informative is recommended to encourage the developer to include hedgehog holes in all fences.

Trees and Hedges

259. Conditions 17 and 18 require the submission of a land survey, tree and hedge survey, and arboricultural implications assessment; and an arboricultural method statement, tree constraints plan and tree protection plan respectively for each reserved matters proposal.

260. The Tree Officer has reviewed the submission and supports the proposal, however the submitted details appear to show incomplete information about the protection of the existing hedge on the north eastern side boundary, Therefore these conditions are not recommended for discharge at this stage, and a further submission will be required prior to commencement of development. In accordance with CLP 2018 policy 71.

Archaeology and Heritage

261. A programme of archaeological investigation works was secured via condition 67 on the outline consent. A written scheme of investigation was agreed with the County archaeology team, which included part of the BDW2 parcel within an area of investigation. To date, the applicant has not submitted a completion report to the local planning authority to confirm the investigation works have been carried out. Condition 67 requires this to be completed prior to commencement of development within the investigation area. This remains outstanding and the applicant will need to submit this report in order to fully discharge this condition prior to commencement of development.

Airport Safeguarding

262. The site is within the statutory bird strike safeguarding zone surrounding the Cambridge Aerodrome. Within this zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large and, or, flocking birds. The MOD has highlighted the proposed open dry swale within the Pavilion Green, noting that this is relatively small and should be mainly dry so as not to attract hazardous birds. The applicant has confirmed that this is the case and the MOD has been informed of this response.

263. The site is within the airport safeguarding zone consultative areas for any structure greater than 45m above the ground level. Cambridge International Airport has raised no objection to the proposal from an airport safeguarding perspective in the most recent consultation comments. There is no conflict with CLP 2018 policy 37.

Third Party Representations

264. The third party representations relating to the change of use of the pavilion are no longer relevant to this proposal following the removal of the pavilion from the proposal. The representations relating to the impact on Woodlark Road, surface water drainage, the impact on Hoadly Road and the impact on Windsor Road pedestrian and cycle connection have been addressed in detail in the relevant sections of this report. This assessment has also addressed the points in the JDCF petition and subsequent comments from the lead petitioners.

265. The general and other points are addressed as follows:

Comment	Response
The proposal has diverged from the outline planning approval and assurances given by the developers and planners at public meetings. This is unlawful.	The assessment in this report has concluded that the scheme is compliant with the approved outline plans, subject to the approval of the non-material amendment to the Number of Storeys PP. The changes from the illustrative masterplan and the

	weight to be given to this have been addressed in this report.
Changes have been made by the developer to maximise profit and having no regard to the disbenefits for residents.	This is not a relevant planning matter.
The density is higher than the outline planning approval and unacceptable, and it out of character with the surrounding area and impacts on residential amenity of neighbouring properties.	This has been addressed in the context and amenity sections of this report.
Accessing the application documents has been difficult due to the volume of information and technical problems with the website.	A large number of application documents have been submitted and several instances of outages with the website have occurred during the course of the application. Where this has impacted on consultation periods, consultation responses have been received beyond the consultation dates. The case officer is not aware of any residents who have been unable to provide representations.
There does not appear to be a plan of the BDW2 house 129 4B.6.4.	This variant house type is shown on drawing 19051-07-446.
Work has commenced on site in breach of planning control.	The Council has received and investigated reports of construction work commencing on site, and has been informed by the applicant that the works reported relate to construction compounds and storage areas associated with the other phases of development. The Council has taken no further action at present and this would be a separate matter from the current application.
More details regarding the cycle parking and cycle routes and kerb heights required.	Details are shown on the hard landscaping drawings. The Highways Authority has not raised concerns about kerb heights.
Impact of construction work on Darwin Green site on the residential amenity of neighbouring properties, including noise and dust, loss of boundary planting adjacent to No. 162 Huntingdon Road.	The impact of construction works on residential amenity is controlled through conditions 51 and 52 on the outline consent. Compliance with this for earlier phases of development is a

	separate matter for planning enforcement and breaches should be reported and investigated.
Increase in peak traffic levels.	See transport impact section. The proposal is in accordance with the transport impact assessed at the outline stage and mitigation measures have been secured.
Ecological surveys were completed in 2011 and 2012 which are out of date. Survey should be extended to cover the surrounding neighbouring areas.	The Ecological Conservation Management Plan submitted with this application was based on a walkover survey undertaken on in July 2019 to verify and update the ecological baseline. The Ecology Officer has raised no concerns about the survey information including the area covered.
Consider the responsibilities of the Council under the Human Rights Act, in particular Protocol 1, Article 1 relating to peaceful enjoyment of possessions, and Article 8 relating to respect for private and family life.	The assessment in this report has considered the impact of the proposals on residential amenity in the relevant sections.

Planning balance and conclusion

266. The proposed BDW2 scheme forms an important next phase of delivery on Darwin Green, which, as a whole, will deliver 1,593 new homes, local centre and social infrastructure in a sustainable location on the edge of Cambridge. Continued delivery of new homes on this strategic site makes a significant contribution to meeting the Greater Cambridge housing delivery targets and demonstrating a deliverable 5-year housing land supply.
267. This parcel will deliver 328 homes, including 133 new affordable homes. This parcel delivers two key areas of public open space for Darwin Green, including the allotments and Pavilion Green. It also provides a high quality public realm. The development would be highly sustainable with a movement and access hierarchy which promotes non-car modes, as well as achieving carbon reduction targets and water efficiencies.
268. The proposal accords with the outline parameter plans and the non-material amendment to the building heights parameter plan is supported. While there are some small variations in the proposed block layout and street hierarchy to that shown in the Design Code, the scheme has developed collaboratively with officers through detailed site master planning in response to placemaking

opportunities, and delivers the overall principles set out in the Design Code. The design and appearance of the buildings would be high quality.

269. Overall, the scheme would provide an acceptable quality of residential amenity for the future occupants. Internal space standards cannot be lawfully applied to this reserved matters application, and therefore it is important to assess residential amenity as a whole, taking into account the private amenity space for almost all dwellings. While some homes including affordable homes would have relatively small internal floor spaces, the majority of homes would provide good quality accommodation and a mix of dwelling types.

270. The affordable homes have been clustered into relatively large areas, however the applicant has provided reasons for this, namely to provide the required housing mix within the constraints of the site layout, itself a response to the placemaking opportunities on the parcel. The mix of tenures within the clusters, together with a management plan and the location of some of the affordable homes fronting public open space, helps to mitigate the impact of the large clusters, in terms of creating mixed and cohesive communities.

271. The applicant has made amendments during the course of the application which have improved the relationship with neighbouring properties, including through the JDCF process. While the strength of ongoing objections from third parties is acknowledged, following a detailed assessment and thorough consideration of the representations, the proposed development is considered to be acceptable and not to cause significant harm to the residential amenity of existing properties.

272. The sustainable drainage strategy has been assessed by technical consultees who have advised that the scheme is acceptable, and accords with the strategic drainage network already approved for Darwin Green. Third parties are concerned about the risk of flooding the ditch to the rear of Woodlark Road, however the applicant has demonstrated that this does not form part of the strategic drainage network, and the existing situation should be improved through an ongoing maintenance plan secured through this consent.

273. In conclusion, the NPPF guides on a presumption in favour of sustainable development. For the reasons set out in this report, the proposal is considered to be sustainable development and weight should be given to the delivery of new homes and to contribute towards meeting local housing needs. The recommendation is for approval of the reserved matters application subject to the conditions below, and for approval of the non-material amendment to the outline consent.

Recommendation

274. **Approve** planning permission of reserved matters application reference 19/1056/REM, subject to the conditions and informatives listed below in this report, with authority delegated to officers to undertake appropriate minor amendments of those conditions and informatives prior to issue of the planning permission.

275. **Approve** the non-material amendment application reference 07/0003/NMA1.

276. **Approve / refuse according to the recommendations for each condition set out in the table below** the partial discharge of the following outline planning conditions (planning application reference 07/0003/OUT) insofar as they relate to the BDW2 application proposals:

Conditions submitted	Recommendation	Outstanding information
Condition 8 Design Code Compliance	Discharge	n/a
Condition 10 Youth Facility and Children's Play Provision	Not discharged	Acceptable details of play equipment.
Condition 14 Soft and Hard Landscaping	Partial discharge of hard landscaping parts h – k.	Soft landscaping items a – g.
Condition 17 Tree and Hedges Protection	Not discharged	Further submission required
Condition 18 Tree Protection	Not discharged	Further submission required
Condition 22 Allotment Strategy	Not discharged	Further design detail is required.
Condition 25 Affordable Housing	Discharge	n/a
Condition 26 Accessible Dwellings	Discharge	n/a
Condition 27 Renewable Energy	Discharge	n/a
Condition 28 Renewable Energy	Compliance	n/a
Condition 29 Code for Sustainable Homes	Part-discharge	Interim and post-completion certificates required
Condition 35 Detailed Surface Water Strategy	Discharge	n/a
Condition 40 Ecological Conservation Management Plan Statement	Discharge	n/a
Condition 49 Secure Parking of Bicycles	Discharge	n/a
Condition 52 Construction Management Plan	Not discharge	Resubmission required
Condition 58 Noise Assessment for future residents	Not discharge	Resubmission required

Condition 62 Domestic and Trade Waste	Discharge	n/a
Condition 63 Construction Waste Management	Not discharge	Resubmission required. Missing information on parts e, f and g. Resubmission required.
Condition 66 Lighting	Not discharge	Resubmission required
Condition 69 Public Art	Not discharge	Resubmission required. Plan showing location of installations.

Conditions

1. Plans Compliance

The development hereby permitted shall be carried out in accordance with the approved plans and documents as listed on this decision notice.

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.

2. Materials

Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of all the materials to be used in the construction of the external surfaces of buildings, which includes external features such as entrance doors, entrance screens, porch and canopies, metal pergolas, horizontal sliding gates, windows, roof cladding, soffits, external metal work, balustrades, rain water goods, and coping details, shall be submitted to and approved in writing by the local planning authority. This may consist of a materials schedule, large-scale drawings and/or samples.

Sample panels of the facing materials to be used shall be erected to establish the detailing of bonding, coursing, colour and type of jointing and any special brick patterning/articulation detailing (e.g. soldier coursing, staked tile/brickwork) shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panels, which shall not be demolished prior to completion of development, shall be maintained throughout the development

Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate and that the quality and colour of the detailing of the facing materials maintained throughout the development. (Cambridge Local Plan 2018 policies 55 and 57)

3. Brickwork panels

No brickwork above ground level shall be laid until sample panels at least 1m x 1m has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning (soldier coursing, staked tile/brickwork) mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

4. Perimeter Boundary Fencing

Prior to the construction of plot and site perimeter boundaries, details of boundary fencing treatments against the retained hedges on the perimeter boundary and details of the perimeter boundary adjacent to ditch on the south eastern side of the site have been submitted and approved in writing by the local planning authority. The details shall include low and permeable fencing against the retained hedges. Development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2018 policies 55, 57 and 59)

5. Replacement planting

Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as it is reasonably practicable with another of the same species, size and number as originally approved.

Reason: In the interests of visual amenity and to ensure that hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 56 and 71).

6. Construction drainage drawings

Prior to the commencement of development (excluding groundworks), detailed construction drawings and cross sections for all sustainable drainage features in accordance with the approved Drainage Strategy Report and accompanying drawings shall be submitted to and approved in writing by the local planning authority. This shall include catch pit chambers, pipe connections, attenuation crate structures, permeable paving, rain gardens/biorientation features, and other features as appropriate. Development shall be carried out in accordance with the approved details.

Reason: To ensure there is no risk of infiltration as a result of known high groundwater levels and that the risk of pollution to the wider catchment is reduced.

7. Ditch

Prior to first occupation of the dwellings hereby approved, the ditch along the Woodlark Road boundary shall be cleared of debris and vegetation and repaired in accordance with the details specified in drawing 'B18290-SK285 P0 Ditch Detailed Sections', so as to remove any obstacles preventing free flow of water along the ditch. The ditch shall thereafter be maintained in accordance with details as specified in the approved Landscape Maintenance and Management Report for BDW2. The maintenance path and two points of access shall be provided in accordance with the approved plans and shall be retained safely and securely thereafter to prevent unauthorised access.

Reason: In the interests of good maintenance and to prevent overflow from the ditch causing flooding, and in the interests of safety and security.

8. Pedestrian visibility splays

Two pedestrian visibility splays of 2m x 2m shall be provided each side of each motor vehicular access where they enter onto the proposed adopted public highway. The splays shall be measured from and along the proposed boundary of the adopted public highway. Such splays shall be within the curtilage of each individual property and shall for the life time of the building be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

Any access serving more than one dwelling shall be provided with appropriate inter vehicle visibility splays of 2.4m x 25m (for a design speed of 20mph) free from obstruction exceeding 0.6m above the level of the adopted public highway and that these splays shall form part of the future adopted public highway to ensure that they are not transferred to individual property owners.

Reason: In the interests of highway safety.

9. Driveway levels

That all the proposed drive ways, parking spaces, pedestrian and cycle accesses and other hard paved exterior elements shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the future adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future year's water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided. That the proposed drive ways, parking spaces, pedestrian and cycle accesses and other paved exterior elements be constructed using a bound material to prevent debris spreading onto the future adopted public highway.

Reason: For the safe and effective operation of the highway.

10. Removal of permitted development rights

Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B and C of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration, and addition and alteration to the roof of the dwellinghouse(s) shall not be allowed for plots 071, 072, 073, 131, 132, 133 and 134 as shown on the approved site plan, without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

Informatives

1. Informative: Outline conditions.

The developer's attention is drawn to the conditions attached to outline application 07/0003/OUT that require the submission and approval of details before development can commence. It is the applicant's responsibility to ensure all pre-commencement conditions have been discharged.

2. Informative: Low NOx Boilers

The developer should ensure that the installation of, technical details and information demonstrating the use of low Nitrogen Oxide (NOx) combustion boilers where gas fired combustion appliances are required. Individual gas fired boilers should meet a dry NOx emission rating of $\leq 40\text{mg/kWh}$ to minimise emissions from the development that may impact on air quality.

3. Informative: Electric Vehicle Charge Points

The developer should install one active electric vehicle charge point with a minimum power rating output of 7kW for each residential unit with allocated on site parking. In addition, 50% provision of active electric vehicle charge points to communal/courtyard and on street parking spaces will be designed and installed on site with a minimum power rating output of 7kW. Passive electric vehicle charge provision of the remaining 50% of parking to communal/courtyard and on street parking spaces should be provided. The necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points should be provided. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or as superseded. This is in the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality.

4. Informative: Anglian Water Assets

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

5. Informative: Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note Cambridgeshire County Council does not regulate ordinary watercourses in Internal Drainage Board areas.

6. Informative: Section 38 Applications

The applicant is advised that this decision notice does not give permission for the detailed road layout (such as drains, lighting and supporting structures), nor does it imply that the Cambridgeshire County Council as Highway Authority will adopt the new roads that are proposed as part of this development. A separate application will need to be made to the County Council under Section 38 of the Highways Act 1980 (as amended).

7. Informative: Hedgehog Holes

The developer should install hedgehog holes in all fences throughout the development in the interests of habitats and wildlife corridors.

Appendices

Appendix A: Cambridgeshire Quality Panel Report

Appendix B: Schedule of proposed internal floor spaces

Report Author:

Name: Charlotte Burton, Principal Planning Officer (Strategic Sites Team)

Telephone: 07704 018482

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CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Darwin Green – Parcel BDW2

Date: Thursday 23rd May 2019

Venue: South Cambridgeshire District Council Offices

Time: 2:15pm – 4pm

Quality Panel Members

- Lynne Sullivan (Chair)
- Meredith Bowles
- David Pritchard
- Lindsey Wilkinson
- Oliver Smith
- David Birkbeck

Panel secretariat and support

- Stuart Clarke – Principal Planner, Cambridgeshire County Council

Local Authority Attendees

- Saeed Mahmood – Senior Planning Officer, Greater Cambridge Shared Planning
- Jane Green - Built and Natural Environment Manager at Greater Cambridge Shared Planning

Applicant and Representatives

- Asa Chittock - BDW
- Justice Nyakatawa – BDW
- Harriet Wooler – Bidwells

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- Rebecca Ford – Bidwells (Work Experience)
- Tristan Rodgers- Allies and Morrison
- Matthew Petford - Allies and Morrison
- Matt Jarvis - Rural Solutions
- Kwaku Tano-Yeboah - Patrick Parsons:
- Robert Masson - Patrick Parsons:
- Mike Priaulx - Code Environment:

1. Scheme description and presentation

Architect/Designer: Allies and Morrison

Applicant: BDW/Barratt Homes

Planning status: Pre-application proposal for reserved matters application.

2. Overview

Darwin Green is part of the north-west Cambridge growth area, which could see circa. 5,500 new dwellings being built on the Eddington (Cambridge University) and Darwin Green sites. Darwin Green 1 (DG1) is located on agricultural land primarily at the National Institute of Agricultural Botany (NIAB) between Huntingdon Road and Histon Road, Cambridge. It gained outline planning permission ([07/0003/OUT](#)) in 2013 for 1,593 dwellings (of which 40% will be affordable provision). A smaller 'frontage site' for 187 dwellings, predominantly apartments, has already been built and occupied and whilst it does not form part of the DG1 development it does form part of the gateway into the development from Huntingdon Road.

This pre-application proposal is before the Panel to inform a reserved matters planning application (BDW2) addressing appearance, landscape, layout and scale for 320 dwellings. BDW2 will form the second housing parcel of DG1.

The first reserved matters application was approved in June 2014. It provides for infrastructure including access roads, green corridors', pedestrian and cycle paths, public open space and the first allotment. Further reserved matters applications for Darwin Green Square, a primary school, the local centre (including a library) and the first housing phase (BDW1) which bounds the site, have all been approved.

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BDW2 is a residential parcel and its design has been guided by the parameter plans and approved design code for the DG1 development.



The Panel has previously reviewed the masterplan, design code, primary school and first phase schemes for Darwin Green but not this particular parcel. The local planning authority highlighted that although some pre-application meetings have been held with the applicant, further sessions will be necessary especially in relation to transport and highway matters with the County Council.

The Panel were asked in their pre-session briefing to focus on matters related to the linear park; character of the mews streets; provisions related to the ditch; uses and configuration for the pavilion; and details of the housing typologies and elevations.

No declarations of interest were made.

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 and closed sessions of the meeting.

The applicant presented the proposal to the Panel and advised that new architects have recently joined the development team. Whilst the over-all development will be built out over the next 7 to 8 years, the parcel before the Panel for consideration is the second to come forward and is likely to be built out over 2 phases. The parcel is characterised by its tree edge setting, existing sports pavilion (to be retained) and adjacent existing 'grid iron' terraced housing. As well as the housing, it will include allotments, a linear park and a green, as well as being close to the new primary school, local centre and Central Park. The parcel has a walk time of around 5 minutes end to end.

The applicant explained the street hierarchy, vernacular style, potential palette consisting of 17 different housing types, approach to bins, bikes and cars and the situation regarding the ditch – which is discussed further below. Local Equipped Areas of Play (LEAP) and

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Local Area of Play (LAP) will be included in the green spaces in accordance with the design code. Housing will be predominately 2 or 3 storeys and include paired, terraced mews and detached housing as well as apartments. The applicant showed several designs being considered as they relate to paired housing, gable ends, mono-roof and chimney designs. Contemporary styles are also being considered.

The Panel thanked the applicant for their detailed presentation and prompt time keeping and sought clarifications on the linear park, courtyard housing, allotments and the ditch.

The applicant responded that the linear park will not provide for vehicular movement, only for pedestrian and cycles and this will be achieved through the narrowing of the space. The linear park will be defined by a changed surface and seek to be a place to dwell or pause *en route* to other destinations, such as the primary school, local centre or Central Park. It is not necessarily intended to be a destination itself. It was confirmed that the courtyard housing will have blind backs. The allotments area is of a fixed size, as required by the approved design code, however, they will include facilities such as water, a drop off point, a toilet block and meeting room to encourage community use. The ditch was highlighted by the applicant as unnecessary and they felt they had demonstrated that it did not serve any purpose. However, existing residents outside of the development had concerns that its removal could cause flooding issues and the local planning authority required that it be maintained. In order to achieve this, a gated maintenance strip is to be provided alongside the ditch and a management company established to maintain both. Open space elsewhere on the development is to be adopted by the local authority.

Community

The Panel welcomed the proposed facilities at the allotments which they consider will encourage greater community use. They asked how the currently disused Pavilion will be re-used. The applicant advised that they have commissioned consultants to examine viable uses and that they would like to see a high-end restaurant use this retained building. The Panel asked if a crèche is a potential user and whether there will be one on the development or parcel. The applicant responded that they would welcome a crèche on site and would see it as a valuable facility for residents but most of the community facilities are focused on the local centre in line with the thinking on how Darwin Green will provide for its residents.



The Panel expanded this point by asking about flexible housing types, such as the ability to integrate a crèche in a ground floor area under apartments, but also for down-sizers or special-end projects (e.g. extended families). The applicant responded that they do have 17 housing types, however, their current product range does not specifically provide for these types, although some of their housing could be adapted.

Although outside of the parcel being considered, the Panel asked whether the supermarket – as a key destination - will still be provided at the local centre as it did not appear to be shown on the plans. The applicant advised that this matter was under review with the landowners and could not advise further.

The Panel queried where people, especially teenagers will 'hang out' as there appeared little opportunity to do so because the parcel is highly regimented in layout. The applicant responded that Central Park is close by and will act as the main place for leisure and recreation but within the parcel, Pavilion Green and the linear park are places to dwell and pause.

Connectivity

There will be a pedestrian and cycle access from the south east corner of the parcel (and development) direct to Huntingdon Road, which will provide a main link towards Cambridge city centre. There is no link to Woodlark Road – as requested by the local residents - but there will be a pedestrian and cycle link to Windsor Road.

There are no dedicated cycle routes through the parcel, cyclists will navigate their own route on street. The applicant explained how these movements fit into the cycle strategy for the site and the strategic cycle link that will connect from Huntingdon Road to Histon Road as part of an orbital cycle route to connect the University sites (Eddington and West sites) to the science parks and North Cambridge Station.

The Panel queried whether the route connecting to Huntingdon Road will get congested and therefore whether it is wide enough. Furthermore, they queried the alignment across the Pavilion green and why a route behind the pavilion was not provided as it seemed a

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logical desire line. The applicant responded that they had considered this option, but there are issues associated with an existing sub-station, service yard for the pavilion, security and housing layout to contend with.



The Panel suggested that road naming and other measures to ensure easy navigation for delivery vehicles should be thought about as more and more residents have home deliveries and this should be tested for wayfinding.

The Panel noted the choice of routes to the local primary school, but felt that more could be made of a clear child-friendly route through the proposed linear park.

The Panel felt that the hierarchy of streets should be more responsive to desire lines. The layout as shown seemed homogenous and needs some 'flex' to include more interest. The applicant responded that they are looking at features in the linear park such as an urban rill, but the Panel felt they should go further by designing it as a central landscaped space, moving beyond the current character of a 'greened' road.

Character

The Panel recognised that with recent appointment of new architects it may be premature to discuss certain elements of character, such as materials, but wanted to understand more about what defines the character of the place. The Panel liked the density of townscape but reiterated that more flex was needed and suggested that the layout was characterised by an almost ruthless efficiency - they questioned whether it delivers a Cambridge experience. The Panel acknowledged that adjacent, existing roads, such as Woodlark Road and Windsor Road have similar grid characteristics, but still questioned whether the layout of this parcel could do more to respond to the uniqueness of its setting.

The Panel were interested in the housing typologies shown and how this impacts on street scene and would encourage the applicant to develop this further to enhance the sense of place. More distinctive landscapes would help define these places and hierarchy of streets and assist with navigation both around and within the parcel – recognising that the linear park, allotments and Pavilion Green are key elements in achieving this.

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The Panel did highlight that the ditch backs onto the grandest houses in the parcel and provides only small garden spaces. The applicant responded that boundary treatments will enable visual enjoyment of the ditch, however, the treatment of the ditch itself is dictated by the requirements imposed on it. It was also recognised that some of the grandest houses on the southern fringe are constrained by Hobson's Brook.

The Panel were concerned about the parking courts and apartment buildings next to the linear park. Whilst the Panel welcomed the linear park, they questioned whether this could better enhance the apartments and the whole development if it could be organised as a central T-shaped feature; There was concern that the design of this space could be improved, as it was suggested that the parking courts could become just a football kick around area, and the applicant acknowledged that more defensible space would improve the design

A discussion on marker buildings emphasised that these can be defined differently. It does not have to be an end building it could be a mid-street building or higher building for example. The Panel also challenged the ubiquitous use of Cambridge buff as a building material, but the applicant responded that the design code is clear on this as a primary brick material.

The Panel would strongly encourage the applicant to explore more pockets of contrast and elements of surprise.

The Panel asked which housing standards are being adhered to as they are aware the local planning authority has adopted the latest standards – which is best practice. The applicant stated that they are building in accordance with their outline planning permission and the associated standards at that time. Post session it was understood by the Panel that the standards to be applied is subject to legal opinion, the outcome of which could materially affect the masterplan.

Pavilion Green includes railings and hedging which the Panel suggested is very formal, and might be more relaxed to enhance it as a key amenity space. Alconbury Weald was cited as a good example of how this can be space could be better treated.



Climate

The Panel noted that with the proposed build out period of several years, emerging standards will need to be taken account of to ensure that the development meets and provides for the best environmental performance and where possible seeks to go beyond policy compliance.

The applicant acknowledged that its response will be addressed on a phase-by-phase basis and its strategy is to provide a fabric first approach and future proof where-ever possible, stating that there are limits on the amount of PV you can install. Code 4 level will be achieved for several aspects of the parcel, such as ecology and water efficiency.

The Panel highlighted the government's stated aim to halve all energy use within ten years, and the Cambridgeshire Combined Authority's intention to establish a pathway towards 2050 and zero carbon provisions. In the near future there will be greater requirements for renewables and policy is likely to rule out gas boilers for example.

The Panel suggested the applicant consider air source heat pumps, water management and expanded electric car charging provision, and queried whether the housing layout/roof-scape maximises solar gain and PV usage or is determined by visual design of house types.

In the closed session, the Panel also reflected on provision for an electric future with measures such as battery banks and the ability of the local network to cope with increases in demand. They also questioned about water connections into new sites and impact on water resources in a drier region of the UK.

4. Conclusion

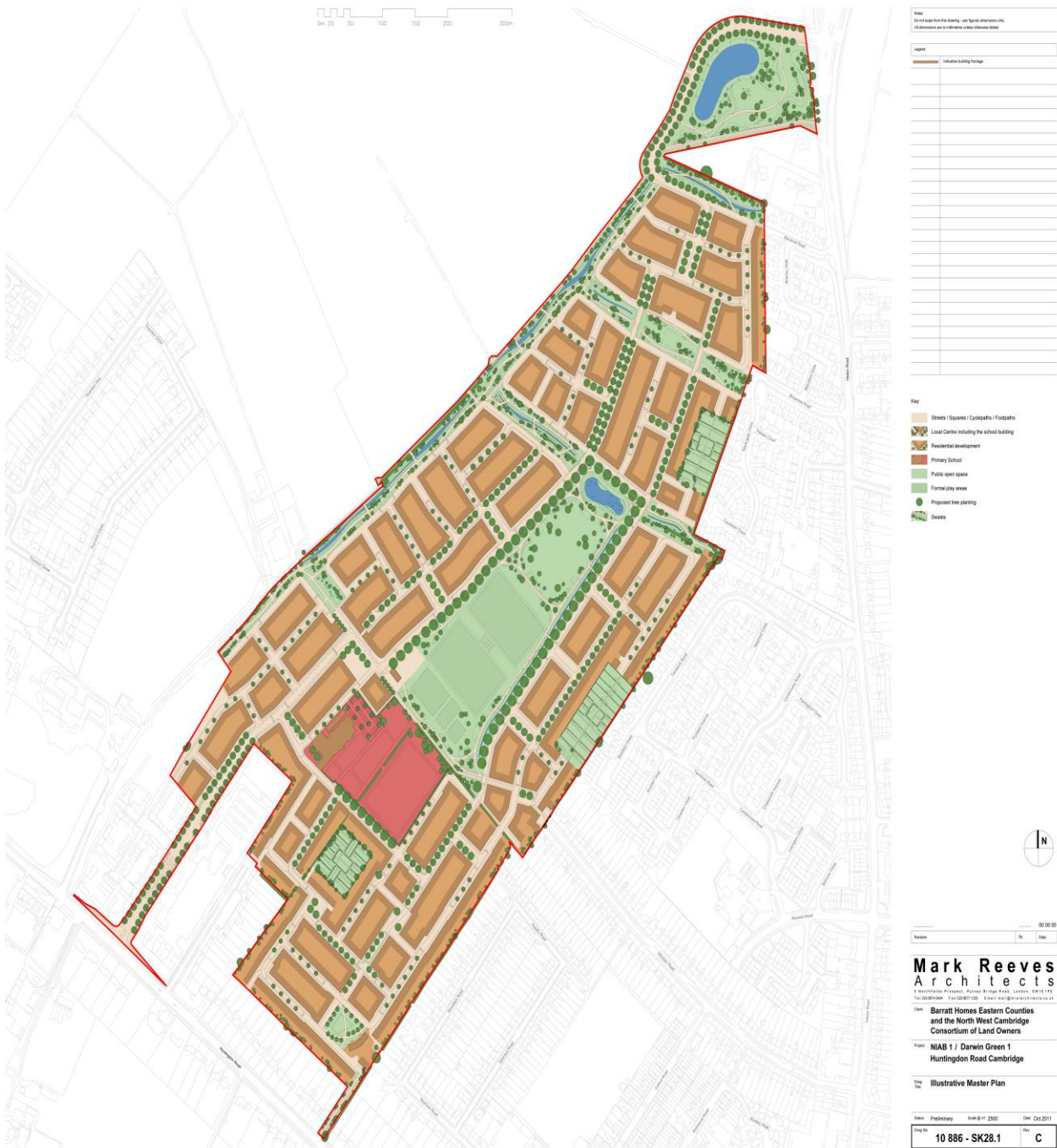


The Panel were generally excited by the promise for this parcel, which includes opportunities at Pavilion Green, the allotments and newly introduced central green route to create a place of distinction. However, the Panel emphasised that whilst the current layout is efficient, a little more flexibility could deliver a more distinctive character, and made the following recommendations, on which further details can be found above:

- Hierarchy of routes through the site should be guided by desire lines and amenities
- Work through the treatment of the large units and the ditch to ensure it delivers value and is not an eye-sore
- Relax the logical, efficient rhythms and re-interpret marker buildings
- Create more places of surprise, fun and delight
- Future proof for good environmental performance



5. Drawings – Darwin Green & BDW2 Parcel



19/1056/REM Appendix B Proposed Internal Floor Space

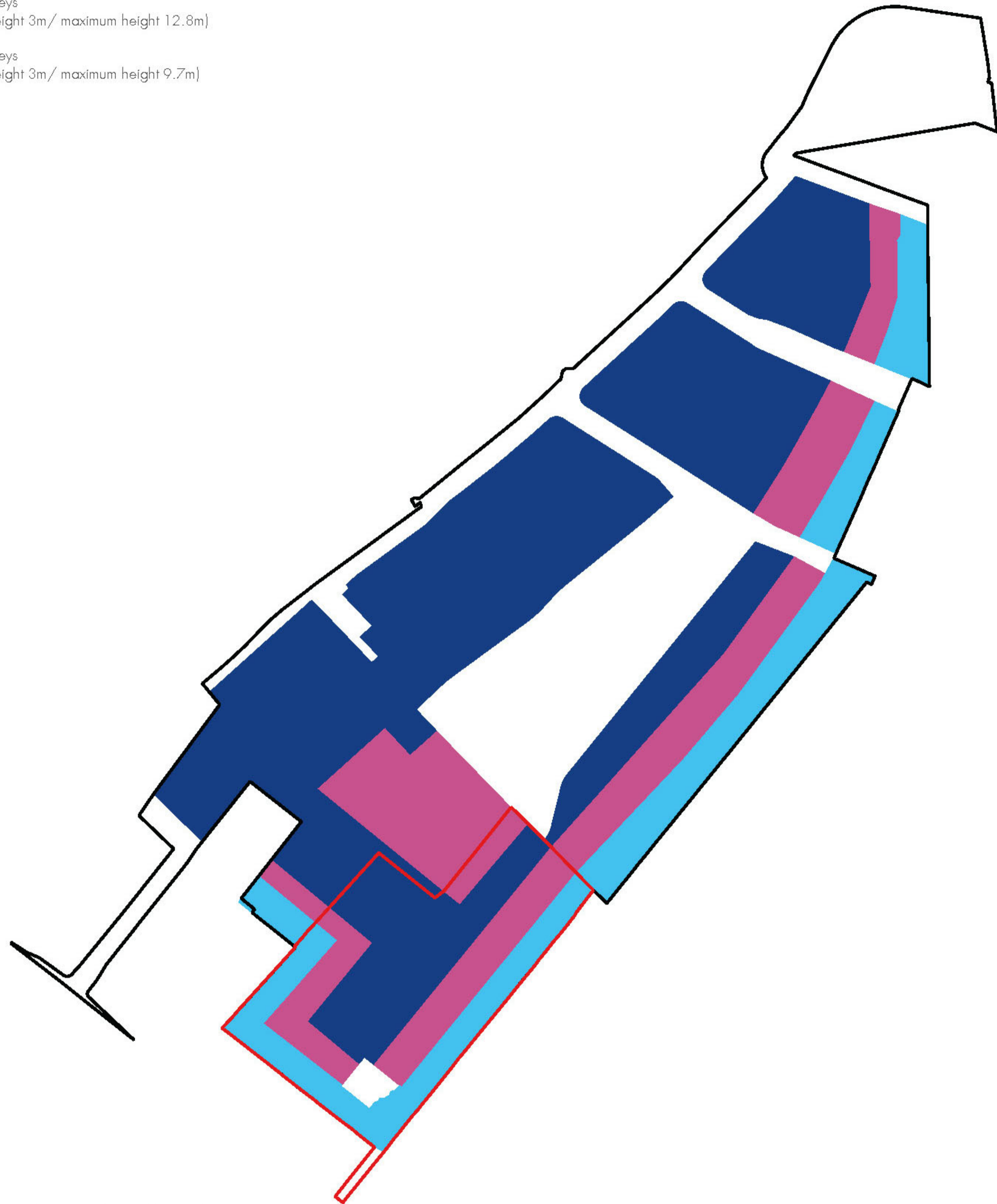
House Type	No. Bedrooms	No. Persons	Tenure	Quantity	Gross Internal Area sqm	Storeys	Space Standards sqm	Difference sqm
SH39 3B.5.1	3B	5	Affordable rent	5	84.64	2	93	-8.36
SH39 3B.5.2	3B	5	Affordable rent	1	84.64	2	93	-8.36
SH39 3B.5.3	3B	5	Affordable rent	1	84.64	2	93	-8.36
SH39 3B.5.4	3B	5	Affordable rent	9	84.64	2	93	-8.36
NS4 4B.11.1	4B	7	Affordable rent	6	115.26	3	121	-5.74
NS4 4B.11.2	4B	7	Affordable rent	6	115.26	3	121	-5.74
NS4 4B.11.4	4B	7	Affordable rent	3	115.26	3	121	-5.74
NS4 4B.11.5	4B	7	Affordable rent	3	115.26	3	121	-5.74
STAM 3B.3.1	3B	6	Affordable rent	1	107.19	3	108	-0.81
Ambersham 2B.5.1	2B	3	Affordable rent	6	61.07	1	61	0.07
AMB 2B.1.4	2B	3	Affordable rent	18	70.22	2	70	0.22
AMB 2B.1.6	2B	3	Affordable rent	3	70.22	2	70	0.22
AMB 2B.1.7	2B	3	Affordable rent	1	70.22	2	70	0.22
AMB 2B.1.8	2B	3	Affordable rent	3	70.22	2	70	0.22
AMB 2B.1.9	2B	3	Affordable rent	2	70.22	2	70	0.22
Maldon 2B.5.1	2B	4	Affordable rent	6	70.8	1	70	0.8
FALK 2B.6.1	2B	4	Affordable rent	8	70.86	1	70	0.86
SH35 3B.4.1	3B	5	Affordable rent	3	99.18	2	93	6.18
FALK 2B.6.1	2B	3	Affordable rent	4	68.11	1	61	7.11

NS4 3B.6.1	3B	6	Affordable rent	2	115.26	3	108	7.26
ALVE 2B.3.1	2B	4	Affordable rent	2	78.72	1	70	8.72
MADL 2B.4.1	2B	4	Affordable rent	2	97.5	1	70	27.5
AMB 2B.1.1	2B	3	Market	2	51.52	2	70	-18.48
AMB 2B.1.2	2B	3	Market	4	51.52	2	70	-18.48
AMB 2B.1.3	2B	3	Market	2	51.52	2	70	-18.48
OPAL 2B.2.1	2B	4	Market	9	65.06	2	79	-13.94
LOCK 3B.2.1	3B	6	Market	4	88.79	2	102	-13.21
LOCK 3B.2.2	3B	6	Market	3	88.79	2	102	-13.21
INGL 4B.6.1	4B	6	Market	11	99.14	2	106	-6.86
INGL 4B.6.2	4B	6	Market	5	99.14	2	106	-6.86
INGL 4B.6.3	4B	6	Market	1	99.14	2	106	-6.86
INGL 4B.6.4	4B	6	Market	4	99.14	2	106	-6.86
8SV2 4B.8.1	4B	7	Market	7	118.31	3	121	-2.69
FALK 2B.6.2	2B	3	Market	2	58.68	1	61	-2.32
FALK 2B.6.3	2B	3	Market	2	58.68	1	61	-2.32
FALK 2B.6.4	2B	3	Market	2	58.68	1	61	-2.32
HADL 3B.1.1	3B	5	Market	4	91.45	2	93	-1.55
STAM 4B.9.1	4B	8	Market	12	129.15	3	130	-0.85
STAM 4B.9.2	4B	8	Market	5	129.15	3	130	-0.85
STAM 3B.3.1	3B	6	Market	10	107.19	3	108	-0.81
FALK 2B.6.2	2B	3	Market	4	61.23	1	61	0.23
FALK 2B.6.3	2B	3	Market	4	61.23	1	61	0.23
FALK 2B.6.4	2B	3	Market	4	61.23	1	61	0.23

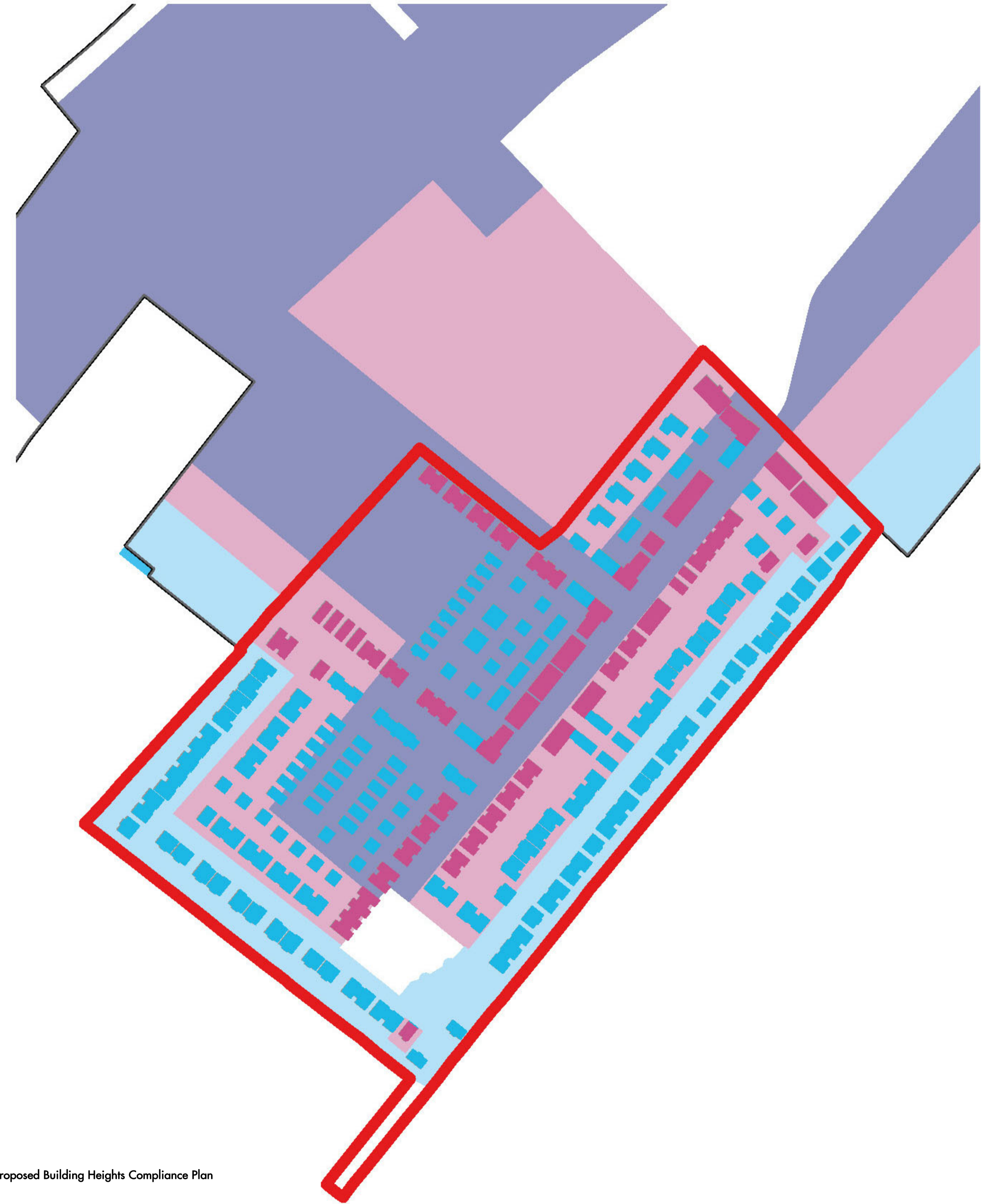
HAVE 3B.7.1	3B	6	Market	8	107.1	3	102	5.1
HERT 4B.1.1	4B	7	Market	4	126.72	3	121	5.72
SH35 3B.4.2	3B	5	Market	4	99.18	2	93	6.18
BRAD 4B.2.1	4B	8	Market	10	132.27	2	124	8.27
BRAD 4B.2.2	4B	8	Market	1	132.27	2	124	8.27
ELSW 4B.7.1	4B	8	Market	2	138.44	3	130	8.44
ELSW 4B.7.2	4B	8	Market	2	138.44	3	130	8.44
ELSW 4B.7.3	4B	8	Market	1	138.44	3	130	8.44
EXET 4B.4.1	4B	8	Market	12	138.02	2	124	14.02
HURS 4B.5.1	4B	7	Market	5	129.54	2	115	14.54
HURS 4B.5.1	4B	7	Market	5	129.54	2	115	14.54
HURS 4B.5.3	4B	7	Market	11	129.54	2	115	14.54
HURS 4B.5.4	4B	7	Market	4	129.54	2	115	14.54
HURS 4B.5.5	4B	7	Market	4	129.54	2	115	14.54
HAVE 5B.1.1	5B	9	Market	8	150.93	3	134	16.93
HOLD 4B.3.1	4B	8	Market	8	145.3	2	124	21.3
HOLD 4B.3.2	4B	8	Market	5	145.3	2	124	21.3
SH39 3B.5.1	3B	5	Shared ownership	1	84.64	2	93	-8.36
SH39 3B.5.4	3B	5	Shared ownership	2	84.64	2	93	-8.36
SH39 3B.5.5	3B	5	Shared ownership	4	84.64	2	93	-8.36
STAM 3B.3.1	3B	6	Shared ownership	3	107.19	3	108	-0.81
Ambersham 2B.5.2	2B	3	Shared ownership	6	61.07	1	61	0.07
AMB 2B.1.4	2B	3	Shared ownership	1	70.22	2	70	0.22
AMB 2B.1.5	2B	3	Shared ownership	1	70.22	2	70	0.22

AMB 2B.1.6	2B	3	Shared ownership	1	70.22	2	70	0.22
AMB 2B.1.8	2B	3	Shared ownership	2	70.22	2	70	0.22
FALK 2B.6.1	2B	4	Shared ownership	4	70.86	1	70	0.86
Maldon 2B.5.2	2B	4	Shared ownership	6	71.5	1	70	1.5
SH35 3B.4.1	3B	5	Shared ownership	1	99.18	2	93	6.18
FALK 2B.6.1	2B	3	Shared ownership	2	68.11	1	61	7.11
ALVE 2B.3.1	2B	4	Shared ownership	2	78.72	1	70	8.72
MADL 2B.4.2	2B	4	Shared ownership	2	97.5	1	70	27.5

- Up to 4-storeys
(minimum height 3m/ maximum height 15.5m)
- Up to 3-storeys
(minimum height 3m/ maximum height 12.8m)
- Up to 2-storeys
(minimum height 3m/ maximum height 9.7m)



Approved Parameter Plan - Building Heights



Proposed Building Heights Compliance Plan

Parameter Plan: Building Heights

The approved Building Heights Parameter Plan defines the maximum storey and maximum building height for the development site. Building heights range from between 2 to 3 storeys across the proposal and the height in meters comply with the parameter plan. There are a small number of homes that comply with the maximum height though do not comply with the maximum storey height as defined by the parameter plan. The Proposed Building Heights Compliance Plan has been altered for the purpose of amending the Approved Parameter Plan - Buildings Heights for plots 71, 173, 200 and 201 of BDW2 only.

In general:
 2-storey homes some of which include rooms in the roof address the existing edge conditions of the site.
 3-storey buildings plus roofs front and address Primary Streets and Principle spaces.

REV	DATE	DESCRIPTION	CKD
P1	19.08.20	ISSUED FOR PLANNING	TR

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DARWIN GREEN 1 - BDW 2

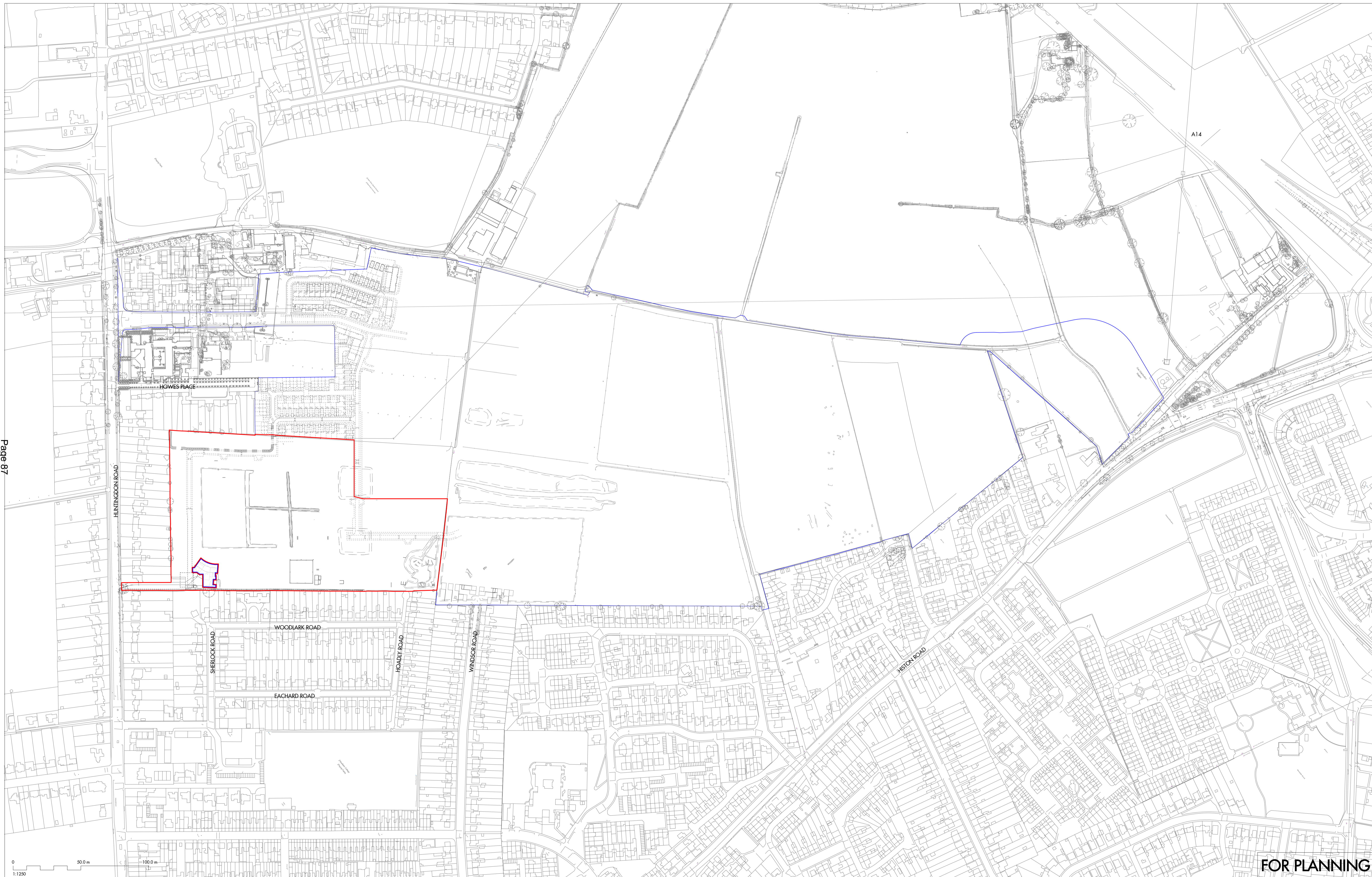
BUILDING HEIGHT PARAMETER PLAN
 STRATEGIC DIAGRAMS
 19051-07-050

SCALE @A1

P1

Revision

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REV	DATE	DESCRIPTION	CD
P1	19/07/19	RESERVED MATTERS APPLICATION	MP
P2	07/05/20	RESERVED MATTERS APPLICATION - AMENDMENTS	TR

NO	DESCRIPTION
1	Current revision summary
2	Amendments to application boundary and Ordinate Survey context information

Key
— 2013 Outline Planning Application Boundary/Ownership Boundary
— Proposed Reserved Matters Application Boundary - BDW 2

Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres unless noted otherwise. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. The Architect must be notified of any discrepancy. Boundaries are indicative only and are to be verified by others.

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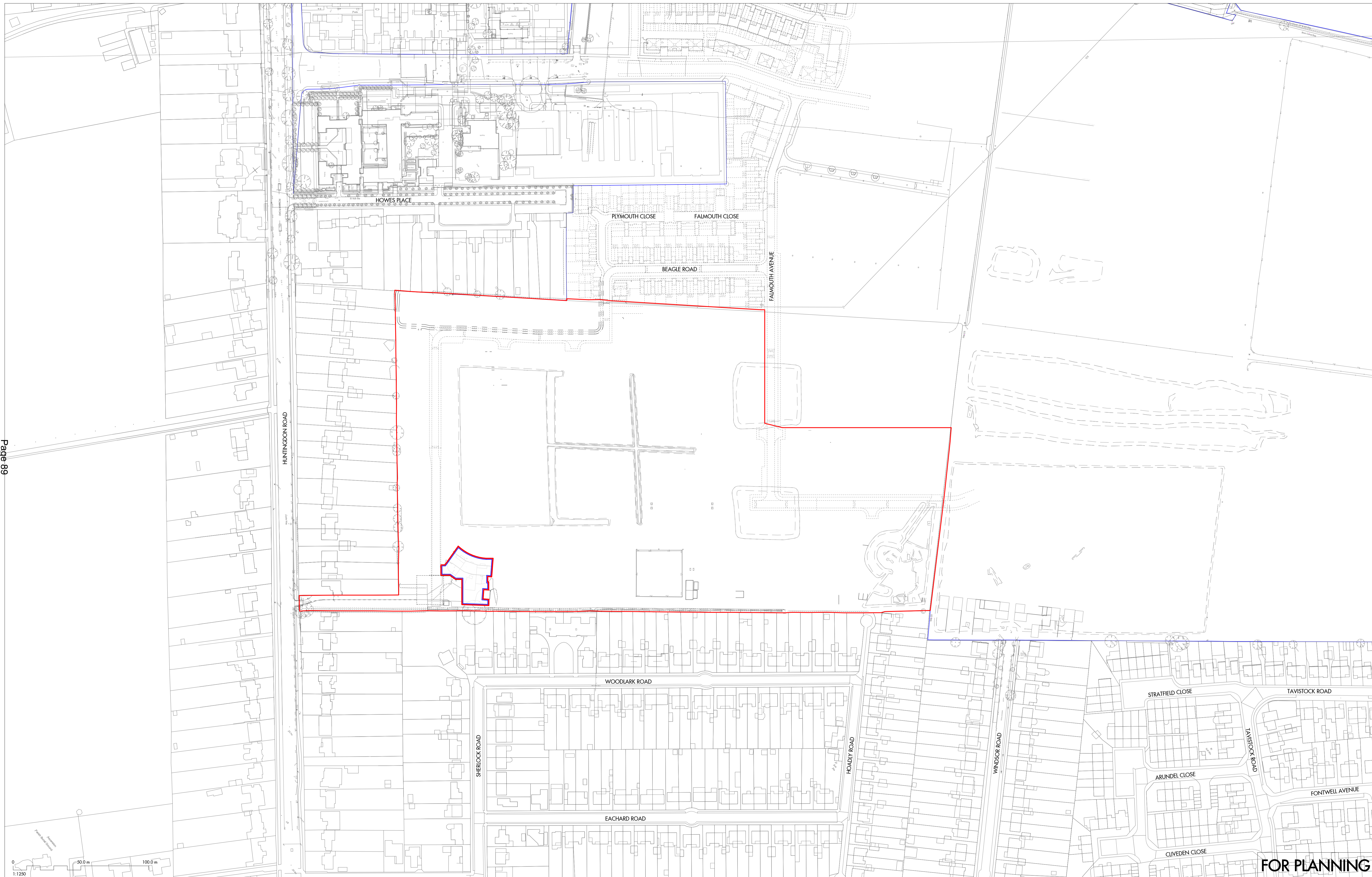
DARWIN GREEN 1 - BDW 2
SITE LOCATION PLAN
RESERVED MATTERS APPLICATION
 19051-07-001

P2
 Revision

A&M JOB No: 19051

SCALE 1 : 2500 @A1 1 : 5000 @A3

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FOR PLANNING

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REV	DATE	DESCRIPTION	CD
P1	19/07/19	RESERVED MATTERS APPLICATION	MP
P2	07/05/20	RESERVED MATTERS APPLICATION - AMENDMENTS	TR

NO	DESCRIPTION
1	Current revision summary
2	RM& issue - P2
3	Amendments to application boundary and Ordinate Survey context information

Key

- 2013 Outline Planning Application Boundary
- Proposed Reserved Matters Application Boundary - BDW 2

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DARWIN GREEN 1 - BDW 2
 APPLICATION BOUNDARIES
 RESERVED MATTERS APPLICATION
 19051-07-003
 SCALE 1 : 1250 @A1 1 : 2500 @A3

P2
 Revision

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- KEY**
- Trees
 - existing
 - proposed
 - proposed
 - Gardens - inside red line application boundary
 - proposed
 - proposed
 - proposed
 - proposed
 - Gardens - outside red line application boundary
 - existing
 - existing
 - existing
 - existing
 - Buildings
 - indicative building zone, subject to future application
 - existing building outside red line application boundary
 - Landscaping - inside red line application boundary
 - road / pavement
 - shared street / private parking / cycle route
 - raised table
 - hard landscaping / private parking
 - soft landscaping / greening
 - Existing hedge / planting

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0 1:500
25.0 m 50.0 m

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REV	DATE	DESCRIPTION	CKD
P1	19/07/19	RESERVED MATTERS APPLICATION	MP
P2	29/08/19	RESERVED MATTERS APPLICATION	MP
P3	22/10/19	RESERVED MATTERS APPLICATION	MP
P4	07/05/20	RESERVED MATTERS APPLICATION - AMENDMENTS	TR
P5	23/07/20	RESERVED MATTERS APPLICATION - AMENDMENTS	TR
P6	11/09/20	RESERVED MATTERS APPLICATION - AMENDMENTS	GB
P7	27/11/20	RESERVED MATTERS APPLICATION - AMENDMENTS	TR

Current revision summary
RMA Issue: 22
Amendments to site layout

Plot Code Key:
001 = Plot Code
OPAL = House Name
PXXX = Parking Number

Notes:
Landscaping shown indicative only for illustration purposes. Refer to Landscape Architect's drawings for layout and details.
Trees positions outside application boundary shown indicatively and not surveyed.

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DARWIN GREEN 1 - BDW 2
SITE GROUND FLOOR PLAN
GENERAL ARRANGEMENT
19051-07-100
SCALE 1 : 500 @A1 1 : 1000 @A3

P7
Revision

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