



Joint Development Control Committee

Date: Wednesday, 15 December 2021

Time: 10.30 am

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ

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

Agenda

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 18)

Applications

- 4 21/03619/REM - Land between Huntingdon Road and Histon Road, Cambridge (Darwin Green 1 BDW 5 & 6) (PAGES 19 - 94)
- 5 20/05040/FUL - Land to the West of Peterhouse Technology Park, Fulbourn Road, Cambridge (PAGES 95 - 156)

Miscellaneous

- 6 Deed of Variation to S106 agreement (country park provisions) attached to the outline permissions dated 9 October 2009 (080048/OUT and S/0054/08/0) for the Trumpington Meadows development, Hauxton Road
- 7 Meeting Dates 2022/23 (PAGES 157 - 158)

Joint Development Control Committee Members:

Cambridge City Council: Cllrs D. Baigent, Page-Croft, Porrer, Smart (Vice-Chair), S. Smith and Thornburrow, Alternates: Flaubert, Gawthrope Wood, Nethsingha and Scutt

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

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JOINT DEVELOPMENT CONTROL COMMITTEE

27 October 2021
10.00 am - 4.50 pm

Present: Councillors Bradnam (Chair), D. Baigent, Bygott, Chamberlain, Daunton, Hawkins, Hunt, Page-Croft, Scutt and Thornburrow

Councillor Scutt left after the vote on Technology Park, Fulbourn Road.

Councillor Baigent joined the meeting only for agenda items 5, 6 and 7 (ie from St Johns Innovation Park item).

Officers Present:

Assistant Director Delivery, Cambridge City and South Cambridgeshire District Councils: Sharon Brown

Interim Team Leader, Development Management: Fiona Bradley

Principal Planning Officer: Mike Huntington

Principal Planning Officer: Guy Wilson

Senior Planning Officer: Chenge Taruvinga

Legal Adviser: Keith Barber

Committee Manager: James Goddard

Other Officers Present:

Transport Assessment Manager: Jez Tuttle (Cambridgeshire County Council)

FOR THE INFORMATION OF THE COUNCIL**21/47/JDCC Apologies**

Apologies were received from Councillors Porrer, Smart and S.Smith, (Councillor Scutt attended as an alternate).

21/48/JDCC Declarations of Interest

Item	Councillor	Interest
21/50/JDCC	Bygott	Personal: Member of Cambridge Past Present and Future.
21/50/JDCC	Daunton	Personal and Prejudicial - Spoke as a Ward

		Councillor. Withdrew from discussion and did not vote.
21/51/JDCC	Baigent	Personal – Member of Cambridge Cycling Campaign.
21/51/JDCC	Bradnam	Personal – Parish, District and County Councillor for Milton.
21/51/JDCC	Chamberlain	Personal – Director of company and trustee of land located near the application.
21/51/JDCC	Daunton	Personal – Application was located adjacent to her ward but she had not discussed it or fettered her discretion.
21/52/JDCC	Daunton	Personal – Present at Parish Council discussion of application but had not fettered her discretion.
21/53/JDCC	Chamberlain	Personal – Application close to Lime Kiln Hill and he is the Chair of Lime Kiln Caravan Club.

21/49/JDCC Minutes

The minutes of the meetings held on Wednesday 18 August 2021 were approved as a correct record and signed by the Chair.

21/50/JDCC 21/00772/OUT - Fulbourn (Technology Park, Fulbourn Road Cambridge)

The Committee received an application for full planning permission.

The application sought approval for a hybrid planning application for a total of 56,473sqm of commercial floorspace for Use Classes E(g) i (offices), ii (research and development), ii (light industrial) and B8 (storage and

distribution - limited to data centres) uses. Comprising a) an Outline Application with all matters reserved (except for access) for the development of up to 44,671 sqm of floorspace, with associated access, structural landscaping, car and cycle parking and associated infrastructure works; b) a Full Application for the first Phase comprising the main access, one commercial building, a multi-decked car and cycle park and associated landscaping and infrastructure works; and c) a Full Application for the details of initial enabling works comprising site wide earth works and drainage.

The Interim Team Leader updated her report by referring to:

- i. There were a number of conditions in the e-report published on-line that were omitted from the printed report. Conditions 61, 64, 65, 67 and 68 were read to Committee to ensure Councillors were aware of the details.
- ii. 2 late representations, 1 in support and 1 in objection to the application.
- iii. Updated condition wording on the amendment sheet.

The Committee received a representation in objection to the application from a representative of Fulbourn Forum for Community Action:

- i. Spoke on his behalf and a resident of Coltsfoot Close.
- ii. The existing technology park was formed from 2 storey buildings dug into the landscape.
- iii. The new application was located on rising ground - 13.5m high with flues, so approximately 6-7 storeys in height.
- iv. Expressed concern about the impact of the application on the green belt.
- v. Referred to Design Enabling Panel comments, which suggested proposed buildings were too high.
- vi. There were inadequate landscape buffers. Suggested putting in trees to replace some of the proposed parking spaces.
- vii. Referred to Wildlife Trust comments regarding biodiversity.
- viii. Design out of scale with the area.
- ix. Residents stated the developer had not engaged with them. They were also concerned there would be no engagement during construction and occupation (if the application were approved) regarding issues such as noise, dust and prevention/enforcement to stop parking on residential roads.

Mr Tzortzoglou (Applicant) addressed the Committee in support of the application.

Councillor Daunton (Ward District Councillor) addressed the Committee about the application:

- i. The development would be located:
 - a. On a main road/rail route into the city.
 - b. Near Fulbourn where there would be 2 housing developments nearby.
- ii. The development was a large site and the area could not cope with this level of development.
- iii. Road junctions were at capacity already. The application would bring infrastructure to a halt. People would have to commute in but there was no funding mentioned for financial contributions to public transport. Bus services may be unable to service the site. Road traffic would increase as people would travel in by car not bike.
- iv. Expressed concern about car parking provision on site and potential impact on the local area.
- v. Light pollution would affect rural landscape and (residential) neighbours.
- vi. The development did not appear to take account of Fulbourn Design Guide policies.
- vii. Could not support the development in its current form.

Councillor Williams (Ward District Councillor) addressed the Committee about the application:

- i. Expressed concern about transport impact of site and s106 planning obligations would not mitigate this.
- ii. The application would not satisfy South Cambridgeshire District Council Local Plan policies TI/2, TI/8 and SC/2.
- iii. The site relied on bus services being available to transport people to it, but these could not be guaranteed. There was no mitigation in place to offset expected delays to bus services from road congestion.
- iv. The local road network could not absorb the extra traffic from this development. There would also be additional noise and air pollution.
- v. Expressed concern that commuters would park in neighbouring residential streets. Parking controls were needed so enforcement action could be taken.

Councillor D.Smith (Ward Parish Councillor) addressed the Committee about the application:

- i. Expressed concern about traffic and parking.
- ii. Queried who would undertake the parking surveys, suggested this should be an independent entity.

- iii. Appropriate crossings were required for bikes to crossroads, particularly near junctions such as Yarrow Road.

The Committee raised the following concerns in response to the report:

- i. Flooding.
- ii. Sewerage.
- iii. Traffic and transport (existing congestion and impact on this, public transport provision, cycle and car parking provision).
- iv. Parking and enforcement action to mitigate impact of commuters on neighbouring residential areas.
- v. Building overheating.
- vi. Scale and height of development.
- vii. Light pollution.
- viii. Substantial soil excavation would be required on-site, moved soil would have loose structure and may affect how it could be used ie potentially unsafe for platforms to rest on.
- ix. Lack of consultation with residents.

The Interim Team Leader said the following in response to Members' questions:

- i. The application had been referred to the Design Enabling Panel for comment who raised concerns. The design was changed as a consequence but the revised details did not return to the Design Enabling Panel due to time constraints before submission of the application.
- ii. Consultation had been undertaken on the application in lockdown via website and letter drop. Residents had been consulted on a document produced by the design team. Officers had also published details on the City Council website.
- iii. The Landscape Officer had reviewed trees proposed for the site and was satisfied the appropriate species had been recommended.

Mr Tzortzoglou added that residents had an opportunity to interact via several consultation sessions via Zoom.

- iv. A transport assessment had been submitted that looked at the cumulative impact of developments in the area. This had been reviewed by the County Council.
- v. Multi storey access/egress had not been modelled so its impact on queueing traffic was unknown.

The Transport Assessment Manager said the Car Parking Management Plan set out appropriate barriers would be used to minimise queueing.

- vi. There was a condition to ensure sufficient bike parking capacity and facilities were provided such as Sheffield stands.
- vii. Industry standards would be used to describe electric vehicle charging points/facilities in future (officer) reports.
- viii. Officers were checking the sewer capacity with Anglian Water. There should be since 2015, so officers would check if Anglian Water comments in the Officer's report were up to date. Anglian Water were legally obliged to accept sewerage.
- ix. Changes in the Drainage Strategy had resolved concerns about flooding downstream.
- x. The Lead Local Flood Authority was satisfied with the Surface Water Drainage Strategy since changes were made to the previous iteration.
- xi. There was an issue of chalk on the site, this would cause problems when exposed. Soil stabilisation would occur to ensure platforms would be stable. Details were set out in the Soil Management Plan.
- xii. Building overheating concerns should be addressed through sustainable construction techniques such as passive cooling.

The Transport Assessment Manager said the following in response to Members' questions:

- i. There was congestion in the area already. The Applicant was only obliged to fix problems caused by the development, not in the area as a whole.
- ii. The County Council were looking at mitigation measures they could recommend. Fulbourn Greenway was expected to be used by local commuters.
- iii. There were no quick fixes for issues with junctions.
- iv. People were expected to travel to the site by car, but it was hoped a modal shift would occur in future to bikes/public transport. It was hoped the impact of cars would be mitigated by other people walking or cycling.
- v. The transport cap would be reviewed after phase 1 to see if it was fit for purpose or if the developer had to make amendments for phase 2 such as providing a 'works bus' to encourage people to commute in.

Mr Tzortzoglou said measures in place at other sites could be implemented in Fulbourn such as a shuttlebus and car share club. The Fulbourn site had only been acquired 5 weeks ago so details had not

been included in the Officer's report, measures would be set out in future.

- vi. Car parking was provided on-site but the aim was to discourage car travel. Some funding contributions had been obtained to monitor the impact of the site on residential areas. The developer was required to provide a contact to enable residents to lodge complaints. Funding would then be used (e.g. Traffic Regulation Orders) to seek how to address issues through resident consultation.
- vii. Plans were in place to review how buses would service the site as it was recognised the Citi 3 (bus route) could not provide sufficient capacity.
- viii. Outline planning permission set out how the site could be used if the second car park was not built ie area could be used in another way.

Councillor Thornburrow proposed an amendment to the Officer's recommendation to include informatives covering:

- i. there should be no occupation on site until there was adequate sewerage capacity;
- ii. that Officers would write to Anglian Water setting out drainage concerns should be addressed prior to work starting above ground.

These amendments were **carried by 8 votes to 0**.

Councillor Scutt proposed an amendment to the Officer's recommendation to include an informative drawing the Applicant's attention that it was their responsibility to address concerns about damage to buildings caused through tree impact on the soil.

This amendment was **carried by 8 votes to 0**.

Councillor Bradnam proposed an amendment to the Officer's recommendation to include an informative requesting the Applicant set up a community liaison forum during construction and early occupation (if application approved) so issues could be raised by residents.

This amendment was **carried by 8 votes to 0**.

The Committee:

Resolved (by 6 votes to 0 with 2 abstentions) to reject the Officer recommendation to approve the application.

Resolved (by 8 votes to 0) to refuse the application contrary to the Officer recommendation for the following reasons:

- i. The proposed development will result in unacceptable traffic impacts which will exacerbate existing congestion in the local and wider areas. The proposals include inadequate mitigation measures in the submitted Travel Plan to reduce travel to the site by car resulting in a development that is overly reliant on travel by car. The proposal does not represent sustainable development as defined by the National Planning Policy Framework 2021 and conflicts with policies S/2, S/3 and TI/2 of the South Cambridgeshire Local Plan 2018 which require development to be designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.
- ii. The proposed development, due to its scale and massing, would result in unacceptable impacts on the surrounding Green Belt and landscape. The proposal does not represent sustainable development as defined by the National Planning Policy Framework 2021 and conflicts with policies E/3 and NH/8 of the South Cambridgeshire Local Plan 2018 which seek to mitigate the impact of development adjoining the Green Belt through landscaping, excavation and high quality design measures and policies HQ/1 and NH/2 of the Local Plan which seek to preserve or enhance the landscape character of the area and requires the scale of development to be compatible with its location in relation to the surrounding area.

21/51/JDCC 20/03523/ FUL and 20/03524/FUL - St Johns Innovation Park

The Committee received an application for full planning permission.

The application sought approval for erection of a 5 storey building and a 6 storey building for commercial / business purposes, erection of a transport hub, gymnasium, surface parking, landscaping and associated infrastructure including demolition of the existing building (St John's House) and associated structures.

The Principal Planner updated his report by referring to updated condition wording on the amendment sheet.

Mr Hanlon (Agent) addressed the Committee in support of the application.

The Committee raised the following concerns in response to the report:

- i. Impact of the application on traffic and parking in the area.
- ii. Overnight parking by heavy goods vehicles in Cowley Road due to a lack of facilities elsewhere. What alternative facilities would be provided if the County Council prohibited overnight parking here?
- iii. Impact of narrowing of Cowley Road. The Assistant Director said this was not a material consideration for this application. Councillor Bradnam asked Councillor Hawkins to consider the impact in her capacity as South Cambs Lead Cabinet Member for Planning Policy and Delivery.
- iv. Drainage.

The Transport Assessment Manager said the following in response to Members' questions:

- i. Road narrowing was occurring as part of the Waterbeach Greenway project to promote walking and cycling over car usage to give them part of the carriageway.
- ii. Expected restrictions to be put on the roads to prohibit overnight parking. Deliveries to the site should be made by small delivery vehicles not heavy goods vehicles.
- iii. Funding from the development could contribute to monitoring of parking and consultation with residents on issues requiring mitigation.
- iv. Restrictions were needed to move heavy goods vehicles from Cowley Road to promote it as a walking/cycling route. An alternative heavy goods vehicle parking site would be reviewed in future.
- v. The Travel Plan included a Parking Management Plan which would monitor parking in nearby areas. This could be adapted to become a Staff Parking Monitoring Plan.

The Assistant Director said enforcement could occur through an ongoing review process as part of the Travel Management Plan.

- vi. People were expected to travel to the site by car, but it was hoped a modal shift would occur in future to bikes/public transport.

The Principal Planner said the following in response to Members' questions:

- i. The travel hub had car parking and a gym. There was separate cycle parking elsewhere.
- ii. Car parking spaces were capped at 1,100 as per the Master Plan.
- iii. The development was mainly office use with a small amount of retail.

- iv. Ground water would be evacuated through controlled discharge from the sewer.
- v. It was hoped to screen tall buildings on-site with trees.

Councillor Bradnam proposed an amendment to the Officer's recommendation to include a condition to monitor displacement of parking before/during construction and after occupation.

This amendment was **carried by 9 votes to 0**.

Councillor Thornburrow proposed an amendment to the Officer's recommendation that flat roofs should be green unless needed for other purposes.

This amendment was **carried by 9 votes to 0**.

The Committee:

Resolved (by 9 votes to 0) to grant the application for planning permission in accordance with the Officer recommendation in respect of applications 20/03523/FUL and 20/03524/FUL each for the reasons set out in the Officer's report and the amendment sheet, subject to:

- i. the conditions and informatives referred to in paragraphs 248 and 249 of the Officer report (including delegated authority/discretion therein mentioned to Officers);
- ii. agreeing the precise wording with the Chair relating to an amendment to the text of condition 13 securing a travel plan covering an employee parking management plan including specified triggers;
- iii. condition 19 (Green Roofs to include an informative); and
- iv. the prior completion of the s106 Agreement in accordance with para 247 of the Officer report together with an additional obligation securing a financial contribution to monitor parking in the adjoining residential area.

21/52/JDCC 21/02450/REM - Land North of Newmarket Road, Cambridge (Marleigh Phase 2)

The application sought approval for reserved matters application detailing, appearance, landscaping, layout and scale for the construction of 421 new homes with associated infrastructure, internal roads, open space as part of Phase 2 pursuant to condition 5 (reserved matter) of outline planning permission S/2681/13/OL dated 30 November 2016.

Mr Cobley (Agent) addressed the Committee in support of the application.

The Committee raised the following concerns in response to the report:

- i. Sustainable Drainage Systems (SuDS) took over some green space area, if the SuDS did not drain, some of this would be lost as amenity space.
- ii. Gradients in SuDS may cause a safety hazard for wheelchair users on access paths, and if people/children got into the SuDS they might not get out.
- iii. There were a series of alleyways through the site to gardens that may be a focus for criminal activity.

The Senior Planning Officer said the following in response to Members' questions:

- i. The Titch area was to be built to 'normal' levels, the SuDS basin had a 1 in 3 gradient.
- ii. SuDS were originally located in The Titch as this was the only available open space. They were now located as per the submitted design as there was nowhere else to put them as part of Phase 2. Losing 1/3 of open space due to flooding was a worst-case scenario, but there was more than one area of open space.
- iii. 1 in 100 year flooding events were occurring more frequently so Officers asked the Applicant to model climate change impact on flooding in the area. Drainage Officers at both the County Council and City Council reviewed the results and had no objections to the SuDS scheme.
- iv. SuDS were controlled through a hydro brake system to gradually leak water stopping ponds forming. The Lead Local Flood Authority had no objections to this.
- v. Aquatic planting was controlled through the planting condition. The Applicant would undertake a health and safety audit to ensure plants were safe if anyone went into the SuDS.
- vi. Landscape planting and screening details for open spaces would be sought in future.
- vii. Bike parking provision met minimum standards, anymore would require a change in policy.
- viii. M4(2) accommodation standards were met. The City Council wanted M4(3) standard whereas South Cambs wanted M4(2). The application site was within South Cambs administrative area and thereby fell under its local plan requirements.

- ix. Alleys gave access to rear gardens. Would check if these could be made more secure in future eg gated access.
- x. There were secure gardens on top of garages as amenity space for apartment occupants.
- xi. There were no specific timelines on when grid capacity would be available for electric vehicle charging points. It was assumed this would be possible in a couple of years.
- xii. The Design Code required apartments in the locations stated to a set density that created a mix of affordable rent and shared ownership around the buildings. This was tenure blind and so the best fit to policy under the circumstances.
- xiii. Officers had expressed concern about the number of single aspect apartments so they asked for modelling to quantify the risk of overheating/cooling. Apartments that had been retained in the design had been shown to provide acceptable amenity space. The window type mitigated heat intake into buildings, so the issues had been addressed.
- xiv. Individual car parking spaces could not be allocated to apartments to control uses without changes to conditions in the Car Parking Management Plan.

Councillor Thornburrow proposed amendments to the Officer's recommendation to include:

- i. an informative encouraging the Applicant to consider M4(3) standard accommodation where possible;
- ii. include an informative about south facing single aspect units to address overheating concerns;
- iii. an additional condition to remove permitted development rights for garage.

These amendments were **carried by 8 votes to 0**.

In response to a point raised by Councillor Chamberlain, the Assistant Director proposed amending wording to Condition 10 Cycle and Alley Way Security to address potential crime focus concerns.

This amendment was **carried by 8 votes to 0**.

Councillor Bradnam proposed an amendment to the Officer's recommendation to amend the Car Park Management Plan.

This amendment was **carried by 8 votes to 0**.

The Committee:

A) **Resolved (by 8 votes to 0)** to grant approval of the reserved matters application in accordance with the Officer recommendation, for the reasons set out in the Officer's report subject to agreeing the precise wording with the Chair of amendments to:

- i. condition 10 (Cycle and Alley Way Security);
- ii. two additional conditions:
 - a. 24 Car Parking Management Plan;
 - b. 25 (removal of) Permitted Development Rights);
- iii. informatives:
 - a. 5. M4(3) Standard dwellings;
 - b. 6. south facing single aspect units.

B) to approve the partial discharge of the following outline planning conditions (planning application reference S/2682/13/OL) as they relate to the Phase 2 application proposals:

- Condition 12 (Hard and soft landscaping);
- Condition 13 (Tree retention/removal);
- Condition 14 (Local areas of play);
- Condition 16 (Allotment details);
- Condition 17 (Ecological mitigation);
- Condition 19 (Pedestrian and cycle routes);
- Condition 20 (Car parking);
- Condition 21 (Noise and insulation);
- Condition 23 (Details of refuse storage);
- Condition 24 (Distribution of market and affordable housing);
- Condition 25 (Mix of private dwellings);
- Condition 27 (Code for Sustainable Homes);
- Condition 28 (Compliance with site wide sustainability strategy);
- Condition 30 (Cycle Parking);
- Condition 40 (Bird hazard management);
- Condition 51 (Compliance with Code for Sustainable Homes level 4 for all dwellings)

in accordance with paragraph 255 of the Officer report.

**21/53/JDCC 20/05040/FUL - Land to the West of Peterhouse
Technology Park, Fulbourn Road, Cambridge**

The Committee received an application for full planning permission.

The application sought approval for the erection of a new building comprising E(g) floorspace with car and cycle parking, landscaping and associated infrastructure.

The Principal Planner updated his report by referring to updated wording on the amendment sheet.

Pre-Committee amendments to recommendation:

To amend the recommendation at paragraph 201 of the Officer report to read:

GRANT PLANNING PERMISSION subject to:

1. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 which includes the Heads of Terms (HoTs) as set out in section 192 in this report, and any other HoTs or detail including phasing and triggers, that are still under negotiation. The final wording of any significant amendments to the HoTs listed in the report to be agreed in consultation with the Chair and Vice Chair prior to the issuing of the planning permission;
2. The planning conditions specified in this report and detailed in Appendix 1 with authority delegated to officers to include any minor drafting changes thereto; and
3. The relevant informatives as specified in this report to be included at the discretion of officers.

Mr Child (Agent) addressed the Committee in support of the application.

The Committee raised the following concerns in response to the Officer report:

- i. Sufficient space and facilities for bike storage.
- ii. People would have to travel past the site then double back to access it by bus or cycle. Requested an additional access point in top left corner of site.
- iii. Amenity of neighbours.
- iv. Impact on neighbours:
 - a. Overlooking.
 - b. Overshadowing.
 - c. Loss of light.

- d. Loss of view.
- e. Traffic flow and parking.
- v. Site drainage and SuDS. Concern SuDS would not drain away water so open space would be lost.
- vi. South side of site should be a green buffer zone but was now a SWALE. Loss of greenbelt to facilitate another buffer zone.
- vii. Application was just below BREEAM Excellent rating but should achieve this rating as per City Council and South Cambs District Council standards.

The Principal Planner said the following in response to Members' questions:

- i. There were no further details available regarding light and shadow analysis.
- ii. No significant impact was expected from the balcony overlooking neighbours.

In response to Members' questions the Assistant Director said the application would need to be referred to the Secretary of State for a decision regarding the loss of green belt issue if it were approved by Committee today.

Councillor Bradnam proposed to the Officer's recommendation to include an informative requesting gas assisted two tier bike stands.

Councillor Thornburrow proposed an amendment to the Officer's recommendation to include an informative there should be no occupation on site until there was adequate sewerage capacity.

The amendments were not voted on as the item was deferred.

The Committee:

Resolved (by 8 votes to 0) to defer the application to seek further information to address queries raised at today's meeting such as light levels and possibility of limiting terrace access by employees to prevent overlooking of residential properties.

The meeting ended at 4.50 pm

CHAIR



15 December 2021

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

21/03619/REM – Castle (Land Between Huntingdon Road and Histon Road, Cambridge)

Proposal: Reserved matters application for fifth and sixth housing phases and Allotment 3 (collectively known as BDW5 and 6) including 411 dwellings and allotments with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters include access, appearance, landscaping, layout and scale related partial discharge of conditions 6, 8, 10, 14, 15, 17, 18, 22, 25, 26, 27, 28, 29, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT

Applicant: Mr Ray Houghton, Barratt David Wilson Homes (BDW) Eastern Counties

Key material considerations:

- Principle of development
- Context of site, design, and external spaces
- Impact on residential amenity
- Housing delivery
- Access and transport
- Community infrastructure
- Sustainability
- Environmental considerations
- Third party representations

Date of Member site visit: n/a

Is it a Departure Application?: No

Decision due by: 23 December 2021

Application brought to Committee because: This is a reserved matters application for the provision of more than 100 residential units within the JDCC administrative area.

Presenting officer: Yole Medeiros, Principal Planning Officer (Strategic Sites Team)

Executive Summary

1. The proposal for BDW5 and BDW6 is the next residential parcel with reserved matters submission within the Darwin Green One (DG1) development on land between Huntingdon Road and Histon Road. It follows on from the approval of the BDW1 and Local Centre parcels, which are currently under construction with occupation recently achieving the 200th dwelling. It also follows a decision by JDCC to refuse the proposals for parcel BDW2, on 22 December 2020.
2. The scheme would deliver 411 new homes including 164 affordable homes, public open space, play areas and the associated infrastructure, along with one of the three allotments serving the entirety of Darwin Green One (DG1) development, with high-quality building design and public realm. The reserved matters proposal generally accords with the outline consent (07/0003/OUT), the outline parameter plans (PPs) and the Design Code. The inconsistencies were considered to improve the scheme, whilst keeping align the principles of the Code.
3. The clustering of affordable homes generally complies with Annex 10 of the Greater Cambridge Housing Strategy requirements of up to 25 units in a cluster, and a maximum of 12 flats from a lift or common stairwell. Block F1 would have 13 flats in a core, and the adjoining blocks P1 and Q1 would jointly create a cluster of 26 shared ownership and social rent flats. All other flat buildings would be consistent with the number of maximum units in a core or a cluster. Officers have considered these to be minor deviations and that these blocks would be of mixed tenure, with the ground floor entrances, including for the wheelchair accessible and adaptable units, provided with individual entrances. Overall, the affordable homes will be dispersed appropriately across the scheme and would be well integrated with the general market housing. The proposals would therefore align with current policies and the Housing Strategy.
4. The information to discharge conditions relating to construction phasing are not recommended for discharge, given the inconsistency with the approved phasing plan for DG1, and will have to be re-submitted in the future. The delays in meeting infrastructure delivery triggers on the outline S106 Legal Agreement have been considered and the conclusion is that they should not be given weight to this application as they would not interfere with the delivery of parcels BDW5 and BDW6.
5. The proposals would provide additional planning benefits beyond those secured through the outline planning permission, such as future-proofing infrastructure to facilitate the upgrade to efficient electric heating systems and for future electric

vehicle (EV) charging point provision, along with a commitment for more than half of the dwellings to be built to the Future Homes Standard. The scheme would also provide wheelchair affordable homes ready for occupation, and a substantially larger proportion of open space than that required by the outline permission, with inclusive play equipment and sensory planting.

Recommendation

6. The proposed development is **recommended for approval** subject to conditions and informatives, with authority delegated to officers to undertake appropriate minor amendments of those conditions and informatives prior to issue of the planning permission.
7. The information submitted to demonstrate compliance or to discharge Condition 8 Design Code Compliance; Condition 10 Youth Facility and Children's Play Provision; Condition 14 Soft and Hard Landscaping; Condition 22 Allotment Strategy; Condition 25 Affordable Housing; Condition 26 Accessible Dwellings; Condition 27 Renewable Energy; Condition 35 Detailed Surface Water Strategy; and Condition 58 Noise Assessment for future residents have been accepted and the recommendation is for these **conditions to be discharged**. Part of the information provided to discharge Condition 29 Code for Sustainable Homes have been accepted and the recommendation is for this **condition to be part-discharged**.
8. The information submitted to discharge Condition 17 Tree and Hedge Survey and Arboricultural Implications Assessment (AIA); Condition 18 Arboricultural Method Statement (AMS); Condition 40 Ecological Conservation Management Plan Statement; Condition 49 Secure Parking of Bicycles; Condition 52 Construction Method Statement (CMS); Condition 62 Domestic and Trade Waste; Condition 63 Construction Waste Management; Condition 66 Lighting; and Condition 69 Public Art have not been accepted at this stage and the recommendation is for these **conditions not to be discharged**. Discharge does not apply to Condition 6 Environmental Statement and Condition 15 Broadband Infrastructure.

Relevant planning history

9. 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 in 20 Feb 2015
S/0001/07/F	Formation of Vehicular Pedestrian and Cycleway Access Road from Histon Road to serve the Urban Extension of the City between Huntingdon	Approved on 18 Dec 2013

	Road and Histon Road Cambridge together with Drainage and Landscaping Works.	
n/a	Submission of details required by Condition 5 – Phasing Plan	Full discharge on 10 November 2014
n/a	Submission of details required by Condition 7 – Design Code	Full discharge on 16 June 2014
n/a	Submission of details required by Condition 9 – Youth and Play Strategy	Full discharge on 16 June 2014
n/a	Submission of details required by Condition 15 – Broadband Strategy	Full discharge on 16 April 2014
n/a	Submission of details required by Condition 22 – Allotments	Part discharge
n/a	Submission of details required by Condition 34 – Surface Water Strategy	Full discharge on 18 June 2014
n/a	Submission of details required by Condition 39 – Ecological Conservation Management Plan (ECMP)	Full discharge (28 April 2014)
07/0003/COND47	Submission of details required by condition 47 - Warning Sign.	Full discharge on 24 Oct 2019
n/a	Submission of details required by Condition 50 – Contaminated Land Assessment and Remedial Strategy	Full discharge (30 December 2013)
07/0003/COND51	Submission of details required by Condition 51 - Construction Environmental Management Plan (CEMP)	Full discharge on 25 April 2014
n/a	Submission of details required by Condition 53 - Construction Programme	Full discharge on 24 November 2014
07/0003/COND67A	Submission of details required by Condition 67 - Archaeology.	Part discharge on 4 March 2021
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 on 19 Jun 2014
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 on 23 Dec 2014
15/1670/REM	Reserved matters for 114 residential units and local centre, including library, community rooms,	Approved on 23 May 2016

	health centre and retail units pursuant to outline consent 07/0003/OUT.	
C/5000/15/CC (County Council)	Erection of 2-Form Entry Primary School and Children's Centre.	Approved on 17 Feb 2016
S/0989/16/NM	Non-material amendment to planning application S/0001/07/F	Approved on 18 May 2016
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 on 27 May 2016
16/0672/NMA	Non-material amendment on application 14/0086/REM to relocate the Toucan Crossing on the apex of the bend to enable improved visibility and to give priority to pedestrians rather than cyclists using the Orbital cycleway.	Approved on 31 May 2016
S/1355/17/FL	Construction of a drainage pond (relocation of drainage pond permitted under reference S/0001/07/F) to support Darwin Green One site wide strategic drainage including revised access and landscaping details.	Awaiting decision
18/0355/FUL	Application for the temporary use of the ground floor of Block B, Plot 70, BDW1 (first residential phase) as a Community Room.	Awaiting decision
19/1056/REM	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.	Refused on 22 Dec 2020
07/0003/NMA2	Non-material amendment to permission 07/0003/OUT to amend the location of the attenuation pond in the Flood Risk Assessment approved in condition 34 to that proposed in application S/1355/17/FL.	Awaiting decision
21/04431/REM	Reserved Matters application for second housing phase (known as BDW2) including 323 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, 17, 18, 26, 28, 35, 40, 49, 52, 58, 63, 66 and 69 pursuant to outline approval 07/0003/OUT.	Awaiting decision

Planning policies

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)
- Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

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)
Cambridge City Council's Air Quality Action Plan (2018)
Greater Cambridge Housing Strategy 2019-2023

Publicity

Advertisement	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes

Consultation

8. Health and Safety Executive

No comments to make. Site does not cross any consultation zone.

9. Lead Local Flood Authority (LLFA)

No objection. Have previously objected the application for reason relating with flood risk and the surcharging of parts of the network; on-site management of flood extent; and management of Sustainable Drainage Systems (SuDS) features within private dwellings. Following submission of a revised Flood Risk Compliance Report and Maintenance Plan, have removed the objection as the document demonstrates that surface water from the proposed development can be managed using permeable paving across private access and parking areas.

Surface water will be discharged into the wider network of swales at a restricted rate or into the infrastructure network. Surface water will connect into the wider surface water network, which has a final maximum outfall of 78.2 litres per second for the whole site. Details have also been submitted demonstrating that the surface water system can be maintained for the lifetime of the development. Recommend informative relating with ordinary watercourse consent and pollution control.

10. Environment Agency (EA)

No objection. Application falls under FRSA (Flood Risk Standing Advice) and the LLFA should be consulted. In further correspondence, the EA stated that the CMS demonstrates an appropriate level of consideration for water quality management, which is acceptable in principle. Noted that given the scale of the development, abstraction and discharge authorisations are likely to be required, irrespective of any planning approval. Provided guidance reference for dewatering authorisations.

11. Historic Environment

No material conservation issues with the proposal.

12. Cambridgeshire Fire and Rescue Service

No objection. Requires adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition. Advises that the position of fire hydrants is generally agreed when the Water Authority submits plans to the Fire Authority. Provides further technical advice in relation to number and location of hydrants, access, and fire suppression.

13. Cambridgeshire Constabulary – Designing Out Crime Officer

No objection, following submission of amended drawings. In relation to crime, disorder and the fear of crime recommended discharge of outline conditions 22 and 66. Regarding condition 49, officers had previously raised concerns in relation to proposed louvre panels on the flat cycle storage. Confirmed that in relation to community safety and reducing vulnerability to crime they were supportive of the proposals.

14. Environmental Quality and Growth Team – Environmental Health Officer

No objection. The proposal is acceptable subject to the imposition of conditions relating with plant noise insulation, and EV charging points, and informative. In relation to environmental health related matters, recommended discharge of outline condition 52, partial discharge of outline condition 58, and that condition 66 is not discharged, due to insufficient information and consideration of the rural setting which is currently predominant in the site location.

15. Built Environment – Sustainability

No objection. The proposed scheme is supported in sustainable construction terms subject to a condition to secure future proofing for low temperature heating. The general approach being taken to reducing carbon emissions is supported. Considering the changing policy background, the following approach to carbon reduction differs for the provision of homes 1-79; 80-183; and 183-411, with improved carbon reduction and sustainability standards in the final units.

The proposed energy strategy includes measures to futureproof those units that would not immediately benefit from electric forms of heating, with a commitment for all units to benefit from low temperature radiators, which are more compatible with technologies such as air source heat pumps. Subject to a condition to secure this commitment, the outline conditions 27 and 28 can be discharged.

The approach in the Energy and Sustainability Report and Code for Sustainable Homes pre-assessments is supported, although recommending that some additional credits be identified to increase the buffer just above the minimum score. Given that the submitted pre-assessments show that achievement of Code Level 4 is possible, is content for works to commence on site with the submission of interim certificates on a phased basis as soon as reasonably practicable to enable part discharge of outline condition 29, with submission of final post construction certification prior to, or as soon as reasonably practicable after occupation.

Recommended amendments for the provision of additional horizontal shading to some of the units was suggested more as a means of further futureproofing the proposals for future climate change as opposed to being specifically needed to deal with immediate issues of overheating. Noted the applicant's comments in respect of the complexity and applicability of the CIBSE methodology and maintained the

recommendation for the use of the methodology albeit not to all dwellings, but for future reserved matters including single aspects apartment or where officers are concerned about the potential for overheating. Requires information about the location of the facilities required to maximise reuse and segregation of waste before outline Condition 63 be discharged.

16. Built Environment – Urban Design

No objection. Is supportive of the amended proposals subject to the conditions relating to materials, sample panels, cycle parking and roof top plant. Acknowledges that following amendments to the application most of the previous suggestions and detailed refinements put have been considered and the 12 action points positively addressed.

Previously had stated that the proposal was generally compliant with the PPs and the exceptions are welcomed, after consideration of the submitted plans and rationale within the Design and Access Statement (DAS). Overall, the scheme is considered compliant with the approved Design Code, as the variations from it are supported as take a design-led approach to evolve the key principles of the design code and creating the potential for significantly better placemaking solution. The proposed arrangement of buildings across the phase, creates a legible structure that provides well defined edges and frontages onto streets, intersections, and key spaces.

The proposed height and massing strategy for this phase is supported, as responds well to key contextual factors, as established within the Design Code, and good placemaking principles. The wide range of typologies and varied roofscapes (stepped, symmetrical pitched, gabled fronted, asymmetrical) creates interesting compositions and streetscapes and are used to reinforce the character of the three neighbourhoods.

Also supports the overall approach to the design of the streets, as helps to reduce vehicle speeds and reinforces the changing character throughout the parcel. The proposed range of car parking solutions relate well to the various typologies and have been developed to create car free spaces and vehicle free frontages onto key spaces. Cycle parking for homes is well integrated within the proposal and cycle parking for apartments is accommodated within the footprint of the building and is well located to be convenient to the shared residential cores.

All apartment typologies are dual aspect which is welcomed. Recommends consideration of additional horizontal shading on specific apartment blocks to help future proof against future climate scenarios. The predominant external material of the scheme is proposed to brick, which is a robust and durable material.

17. Housing Strategy Team – Joint Housing Development Officer (Growth)

No objection. The Housing Strategy Team support the scheme, as it will provide much needed social rented and shared ownership homes for the City. The affordable housing provision of 164 affordable units is policy compliant. The scheme is providing 75% social rented units and 25% shared ownership units and is therefore policy compliant.

Following amendments, state that all inconsistencies regarding the plans, unit layouts and the schedule have been addressed. The housing mix offered differs from the indicative mix in the outline S106, however, reflects the housing need for Cambridge City over the last few years, which is overwhelmingly for 1- and 2-bedroom homes. The developer and Housing Strategy Team have worked together to amend the mix to address some of that need.

The developer has confirmed that all affordable units will be built to Building Regulations requirement M4(2) and additionally 5% (8 units) will meet Building Regulations requirement M4(3)a Wheelchair accessible and adaptable. Of these 8 units the developer has agreed to upgrade 3 of the M4(3)a units to M4(3)b Wheelchair accessible and adapted units for identified applicants requiring fully adapted wheelchair units. All affordable units will achieve Level 4 of the Code for Sustainable Homes, as agreed at outline stage. The application shows that all affordable units meet or exceed the Nationally Described Space Standards (NDSS), and the scheme is therefore policy compliant. The scheme was granted outline permission prior to the policy requirement, but ultimately would not maximise the bed spaces for the affordable units.

The clusters of affordable housing are all below the maximum limit of 25 units. Two blocks of 13 units (P1 and Q1) are adjacent to each other creating a cluster of 26 units but this does not cause any concern for the Housing Team. Additionally, the ground floor units benefit from personal external doors. The Housing Team consider the scheme is policy compliant. The scheme adheres to the Draft Housing SPD, with regards to its requirements that the affordable housing is not distinguishable from market housing by its external appearance and is well integrated into the scheme. A Local Lettings Plan and Nomination Agreement for this scheme is to be agreed between the council and the Registered Provider.

18. Arboricultural officer

No objection. In correspondence stated to be satisfied that the Arboricultural Impact Assessment (AIA) contains sufficient information for to discharge outline conditions, however the Arboricultural Method Statement (AMS) will need to incorporate further information and be updated to include update measures regarding TG26, and warrant its long-term retention, enhancement and management.

Suggests that an updated survey of the hedge is carried out detailing species and numbers of existing specimen, separating out any superior specimens, and detailing species and numbers of replacement specimens. This information can be used to prepare a group TPO. The more detailed survey of the group will inform appropriate management and acceptable fencing, and this should be included as an update in the submitted AMS. Suggests a specific condition to secure this, and conditions relating with a site visit, tree remedial works and tree replacement.

In previous comments had also stated that he AMS included generic statements of protection, and that the statement needed to be a set of clear instructions of how to work near trees and how the site will be managed to minimise conflict with trees.

19. Nature Conservation officer

No objection. Is satisfied with survey effort to inform the submitted Ecological Impact Assessment (EcIA). Notes the EcIA identifies protected species on site and supports the proposal for their protection during construction and enhanced post construction. Requires clarity on how the proposed and existing application align with regard protected species. Suggests a Construction Ecological Management Plan (CEcMP) condition be applied to ensure that up-to-date surveys, appropriate Natural England License and any necessary protection and mitigation measures are in place prior to disturbance of habitats. As foraging bats are using the site, recommends this to include control of artificial lighting during the construction phase.

Supports all recommendation for species enhancements identified within the EcIA and would propose the specification, number and locations be secured with an Ecological Enhancement condition. Notes that the reports identify that suitable nesting habitat for skylarks will be lost during the proposed development and that without appropriate mitigation, this loss of habitat is likely to impact on skylarks nesting on site and recommends mitigation for this habitat loss to be achieved by the enhancement and appropriate management of nearby agricultural land within the outline boundary, combined with the phased working and restoration of the site. The phasing of the works will ensure that a proportion of suitable habitat is always available during the works. Suggests this be secured via S106 Legal Agreement.

Further notes that the application does not include a biodiversity net gain (BNG) assessment and, whilst recognising that the outline approval was secured prior to this requirement, suggests this is provided to demonstrate that the reserve matters proposals deliver a minimum net gain for biodiversity. Acknowledges some of the net gain may be delivered in the wider site landscaping and suggests this is requested prior to determination.

20. Natural Environment Team – Landscape

No objection. Overall supportive of the application, except for the discharge of Condition 66 (Lighting), as the plans still show some lighting columns outside the red line boundary. Recommend a condition to cover details relating to the cycle link to Brownlow Road including planting details to ensure the track is not detractive to the frontage of the houses which front onto it.

21. Streets and Open Spaces Team – Drainage, Open Spaces and Public Art officers

No objection. Further comments have not been received following the submission of the amended application. Previously had stated that part of the information was acceptable, and part required submission of further details to enable assessment and comments. Recommended conditions to secure details not presented with the reserved matters in respect of maintenance and management of the surface water drainage scheme; control structures and headwalls; boundary treatments; allotment details; local areas of play (LAPs) accessibility and delivery. Noted the lack of information regarding the on-site Community Art provision, and the fact that nothing specifically had been keyed on the drawings. Required some of the internal hedges be replaced with decorative screens and further clarification regarding the proposals, to ensure Community Art provision is properly integrated into the site design.

22. Waste Project officer

No objection. Following review of the waste storage capacity in the apartment buildings, suggested the number of bins in some of the bin stores are increased and advised the use 360 litre green bins should be replaced by 140 or 240 litres, based on a 15 litres per person ratio where there are no gardens. Provided a sheet with the capacity recalculation required for each apartment block. Noted collection points for some houses and advised that the resident should not walk more than 30 meters to put their bin out, and crews should not walk more than 25m to get the bins. Indicated the recent change in operation to a kerbside collection, and the preference for the residents to perform longer distances instead of the waste crew, if necessary.

23. Cambridge City Airport

No objection. The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria.

24. Cambridgeshire County Council - Local Highways Authority (LHA)

No objection. The proposed layout and design of the suggested adopted public highway is acceptable. Seeks that all information relating to the proposed adoption of the streets by the LHA is treated as indicative only, as the formal adoption will require a Section 38 [of the Highways Act 1980] agreement to be entered with the LHA. Requires conditions are imposed, in relation to pedestrian visibility splays; private water run-off across or onto the adopted public highway; and the prevention of debris spreading.

25. Cadent Gas

No objection. The application is near a Cadent's medium and low-pressure assets and, whilst stating no objection to this proposal from a planning perspective, require that an informative is added, to prevent damage to assets or interference with Cadent's rights. Provide further generic advice and the booklet 'Specification for Safe Working in the Vicinity of Cadent Assets'.

26. Natural England

No objection. Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. Provide further generic advice on other natural environment issues.

Representations from members of the public

27. A Statement of Community Involvement has been submitted in support of the application, relating details of the community engagement undertaken by the applicant. 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.

28. The Committee of the Windsor Road Residents Association (WIRE) submitted a letter neither objecting to nor supporting the proposal, with the following comments and queries:

- Pleased to see that public green spaces will be maximised; there are three LAPS; there will be no motorised access through the south eastern boundary; all houses will comply with NDSS standards; sustainability has been improved.

- Require clarification about the cycle and pedestrian access to Histon road via Blackhall and Brownlow roads, and restrictions signs, prevention of motorcycle access and monitoring and enforcement.
- Unsatisfied with the provision of community facilities, given the lack of facilities for children over the age of six and for young people in the whole of Darwin Green.
- Difficulty to respond to consultation because there is no indication which of the documents gives an overview of the application; the plans and drawings do not include keys to colours and symbols, and there is no list of abbreviations and acronyms; some of the documents, are not up to date and contain inaccuracies; which undermine confidence that documents are reliable; and some documents contain illustrations of such low resolution as to be illegible.
- Require confirmation of deadline for consultation responses given uploading of documents in different dates; and queries whether there is further documentation to be submitted and which documents have been removed since initial submission and why.

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

- 10, 12, 14, 16, 18, 20, 22 Brierley Walk
- 2, 9, 14, 19 Cavesson Court
- 1, 2, 3, 4, 6, 39, 41 Martingale Close
- 2 Pelham Court
- 12 Brownlow Road

30. The representations objecting to the application can be summarised as follows, in relation to planning matters:

- Removal of TG26 hedgerow and resulting negative impact to wildlife, surface water absorption and to the living conditions of the occupiers of neighbouring properties, with reference to noise and dust.
- Proximity, density, building heights and/or scale of buildings proposed along the eastern boundary and the resulting negative effect on the living conditions of the occupiers of neighbouring properties, with reference to risks of overlooking, overbearing, overshadowing and noise.
- Poor residential amenity of the proposals.
- Risk of flooding due to construction on the site and exacerbating the existing flooding in the development site and likely resulting in flooding of both existing and new dwellings.
- Potential car parking overspill and irregular access to/from development via the proposed pedestrian and cyclist links towards east, as they facilitate connection between existing residential areas and the proposed development.
- Inconsistency of the proposals with the outline permission and parameter plans, particularly in relation to retention of existing hedgerows; distances with existing properties; and building heights.
- Proposals generally not fitting into the context and existing character of the area.

- Proposals do not consider the outcome of community involvement activities and insufficient time was allowed for public consultation.
- General inconsistencies, inaccuracies and omissions found in documents and drawings.

Background

31. The application site known as parcels 'BDW5' and 'BDW6' are within the wider Darwin Green development, which is a 52.87 hectares 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.

32. To the north west is an 80 hectares 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

33. Outline planning permission was granted in December 2013 for DG1 to deliver a 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).

34. The outline consent approved the detail of access from Huntingdon Road within Cambridge City boundary, with a second access from Histon Road approved under a separate full planning permission S/0001/07/F, and wholly within SCDC boundary. 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.

35. 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.

36. 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. 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, and affordable housing delivery. Reserved matters must demonstrate compliance with these details.

37. Finally, the outline consent was also subject to a Section 106 Legal Agreement which sets out the requirements for the delivery of affordable housing and social infrastructure, including formal and informal open space, allotments, community facilities and the primary school, and transport improvements.

38. 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 of the NDSS, EV charging points, or energy and sustainability cannot lawfully be applied to this reserved matters application, as discussed in the relevant sections of this report.

Reserved Matters

39. Several reserved matters consents have been granted and outline conditions discharged, 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.

40. 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. Construction is underway on the Local Centre.

41. In correspondence with the Council, the applicants have advised that the occupation of these parcels has reached the 200th dwelling, triggering planning obligations not yet delivered. The construction has not followed the approved phasing plan. The specific obligations and phasing are discussed further in the Principle of Development section of this report. As discussed in the same section, the delays in delivering the agreed infrastructure at Darwin Green can be resolved and the Council is following up this issue with the developers.

42. Reserved matters have been refused to the BDW2 residential parcel (19/1056/REM) in December 2020 for the reasons summarized as follows:

- Unacceptable level of residential amenity because of small internal space of selected house types and inadequate external amenity spaces for these and other dwellings and inconvenient along with inaccessible provision of public open space;
- Failure to provide high quality and accessible public open space, play areas and adequate cycle parking;
- Unacceptable impact on the residential amenity of neighbouring properties, due to proximity of the proposed dwellings and unacceptable overbearing and overlooking impact on selected properties; and

- Failure to provide sustainable and cohesive communities due to the clustering of affordable homes in groups of between 18-42 dwellings.

Pre-application

43. The BDW5 and BDW6 proposals have been subject to pre-application discussions between February and July 2021. These focussed on meetings as well as technical sessions relating to urban design, landscape, housing, highways, public art, drainage, and sustainability.

44. During the meetings, the Council teams and the applicants aimed at agreeing 'updated' requirements for the development, particularly in terms of sustainability, affordable housing, and urban design, which were not applicable by the time the outline permission was granted. This led to positive changes on the original proposal, as discussed along this report.

45. The pre-application scheme was reviewed by the Cambridgeshire Design Quality Panel and Disability Consultative Panel, and their recommendations are summarized in the relevant sections of this report.

The site and its surroundings

The Site

46. The parcels known as 'BDW5' and 'BDW6' collectively with Allotment 3 form an area of approximately 9 hectares within the northern portion of the DG1 development site. The site is of a triangular shape divided in two areas in the east-west direction by the Transverse Green Corridor 2 and 'topped' by the Transverse Green Corridor 3 which adjoins the site's northern boundary. The southern boundary adjoins the Transverse Green Corridor 1 and the Central Park, and the western boundary adjoins the Orbital Cycle Route, all as approved with the outline permission and infrastructure reserved matters (14/0086/REM).

47. To the east are existing residential areas generally formed by two-storey semi-detached properties paired along Brierley Walk and two-storey detached properties along Martingale Close and Cavesson Court. The northern section of this eastern boundary adjoins the rear gardens of properties along Brierly Walk, with approximate garden depths varying between 10 and 15 metres. The rear gardens of the properties along Martingale Close in the southern portion of this boundary are smaller, varying between 7 and 12 metres in depth, approximately. Other parts of the eastern boundary adjoin side gardens of properties within 2 metres or less of the boundary. There is a hedge along this southern-most part of the eastern boundary.

48. The land is currently grass and scrub with some disturbance due to construction activities related to the wider site, including the provision of the primary street (constructed to base course level) which runs south-west to north-east through the site as approved with the infrastructure reserved matters. The wider DG1 site slopes from the highest point in the south-western corner to the lowest point in north-eastern section of the site.

49. 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. Whilst most of the site is at very low risk, the northern part of the site and an area running from north-centre to southeast of the site are at high risk of flooding from surface water.

Surrounding Area

50. Darwin Green is within a predominantly residential area on the edge of the built-up area of the city. The development together with Darwin Green 2/3 to the west and Eddington on the western side of Huntingdon Road, form part of the city's north west growth area and the Land Between Huntingdon Road and Histon Road Area of Major Change, identified in the Local Plan to deliver a high quality inclusive new neighbourhood on the edge of the city.

51. The site is approximately 2.5 kilometres from the city centre and 4.7 kilometres from the Cambridge train station. The cycle, pedestrian and public transport facilities secured through the DG1 outline consent connect to good existing infrastructure, including along Huntingdon Road and Histon Road. The Orbital Cycle Route approved through the infrastructure reserved matters (14/0086/REM) provides good connectivity with the same transport network, enabling travels much beyond the local area.

52. The adjoining residential areas along Blackhall Road, Brierley Walk, Martingale Close and Cavesson Court are described further in the residential amenity section of this report. In summary, these are characteristically two storey semi-detached and detached properties, which have enjoyed an outlook onto the open field on the application site.

The proposal

53. 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 411 homes and allotments with associated internal roads, car parking, landscaping, amenity and public open space.

54. The proposal would deliver 164 affordable and 247 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
	Social rent	Shared ownership		
1 bed flat	32	7	0	39 (10%)
2 bed flat	53	28	62	143 (35%)
2 bed house	28	0	8	36 (9%)
3 bed flat	0	0	1	1 (0%)

3 bed house	6	6	55	67 (15%)
4 bed house	4	0	106	110 (27%)
5 bed house	0	0	15	15 (4%)
Total	123 (30%)	41 (10%)	247 (60%)	411 (100%)

55. The affordable homes would be a mix of 123 social rent and 41 shared ownership units. 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 DG1 development.

56. The dwellings are a mix of attached and detached properties, ranging from 2 to 3 storeys, including some 2.5 storey dwellings, maisonettes-over-flats and flats-over-garages. The apartment blocks range from 3 to 4 storeys. The built form is a mix of gabled and hipped roofs with varying orientations parallel and perpendicular to the street.

57. Elements of sustainable construction design are embedded in the proposed buildings. All flats are of dual aspect and those facing west and/or where a potential risk of overheating was identified, elements are included in their architecture, such as external horizontal shading to bedroom windows or balconies above, creating an overhang horizontal shading. The majority (55%) of the dwellings will be built to the Future Homes Standard and will utilise electric heating from the outset. Furthermore, the dwellings will have provision for future proofing by facilitating the upgrade of heating systems to an efficient (such as heat pump) electric heating, and provision of EV ducting and infrastructure provided across site for future connection.

58. The primary route through the site runs in the north-south direction and which connects from The Histon Road access to the north and southwards towards future parcels and the Central Park, onto the Local Centre and BDW1. There is a secondary motor-vehicular route from BDW5 and BDW6 along the southern boundary of the site and the Transverse Green Corridor 3 towards future parcels onto the south eastern part of the wider DG1 site.

59. The primary street and the tertiary streets feed a grid structure which vary from a more block structured line of buildings, breaking down to the east and western areas of BDW5 and BDW6 and into smaller mews and shared surface areas. The primary route/street forms part of the public transport/ bus route defined with the outline permission. The application red line boundary also includes pedestrian and cycle links to Histon Road via Blackhall Road and Brownlow Road, in areas adjoining Transverse Green Corridors 1 and 2, at the north and centre of the site, respectively.

60. The proposal includes a total of 0.34-hectare area of public open spaces, including in three key spaces – 'Histon Square' along the primary street, and the 'Weavers Place' and the 'Woodhouse Green' within the quieter residential areas accessed by the tertiary streets. Each includes a LAP and is crossed by a cycle and pedestrian route. Further incidental informal open spaces linking courtyards and these key open spaces are proposed across the site, creating further motor-vehicle free spaces integrated throughout the site, providing a range of play experiences at a doorstep and local scale.

61. The proposal also includes the 0.5-hectare Allotment 3 site adjoining most of the eastern boundary, south of the central Transverse Green Corridor 2. This would have vehicle access from a tertiary street serving a reduced number of dwellings off the secondary street to the south of the site. The allotments site includes car and cycle parking, an area to receive deliveries and communal facilities.

62. Car parking is proposed via on-plot spaces for the houses and small parking courts primarily for the apartments. In total 536 residential car parking spaces are proposed plus 77 on-street visitor spaces and 4 spaces within the allotments. 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. Refuse and recycling facilities are similarly provided for each house or via a communal store for the apartments.

Application documents

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

- Planning Statement
- Design and Access Statement (DAS)
- Youth and Children's Play Design Compliance Statement
- Landscape Design Approach and Compliance Statement
- Detailed Open Space Landscape Management and Maintenance Plan (DOPLMMP)
- Landscape Masterplan
- Soft Landscape Proposals and Hard Landscape Proposals
- Allotment 03 Proposals
- Tree Pit Details
- Details of bicycle parking facilities
- Domestic and Trade Waste Strategy/Statement
- Broadband statement
- Tree and Hedge Survey
- Arboricultural Implications Assessment (AIA)
- Arboricultural Method Statement (AMS)
- Drainage Statement / Drainage Strategy
- Transport Update Note
- Ecological Conservation and Management Plan (ECMP) compliance statement
- Preliminary Ecological Appraisal (PEA)
- Energy and Sustainability Report
- Public Art Delivery Plan (PADP)
- Noise Assessment
- Construction Method Statement (CMS)/ Management Plan
- Detailed Waste Management Plan (DWMP)
- External Lighting details for public and private areas
- Vehicle tracking diagrams and highway adoption plans
- Statement of Community Involvement

Amended Plans and Additional Information

64. Following the statutory consultation period and initial officer assessment of the application, revised information was submitted for review. These revisions relate to the following formal submissions:

- Construction Method Statement (CMS)
- Detailed Waste Management Plan (DWMP)
- Flood Risk Assessment (FRA), Drainage Strategy, Catchment Plan and Flood Routing Plan
- Transport Statement, Tracking, Road Geometry and Highways Adoption Plan
- Affordable Housing Scheme and Plan
- Tree Survey and Constraints Plan
- Arboricultural Implications Assessment (AIA)
- Arboricultural Method Statement (AMS)
- Preliminary Ecological Appraisal (PEA)
- Ecological Impact Assessment (EclA)
- Badger, Bat and Water Voles surveys
- LAP1, LAP2, LAP3 and Youth and Children's Play Design Compliance Report
- Detailed Open Space and Landscape Maintenance and Management Plan (DOSLMMP)
- Hard and Soft Landscape
- Allotment 03
- Energy and Sustainability Report
- Design and Access Statement (DAS)
- Plans and elevations to apartment blocks
- Plans and elevations to houses

Discharge of conditions

65. In addition to this reserved matters application, the conditions listed below were applied to the outline approval. The information to discharge the conditions is included within the submitted drawings and suite of documents, for determination in parallel and in relation to parcels BDW5 and BDW6:

- Condition 6 Environmental Statement
- Condition 8 Design Code Compliance
- Condition 10 Youth Facility and Children's Play Provision
- Condition 14 Soft and Hard Landscaping
- Condition 15 Broadband Infrastructure
- Condition 17 Tree and Hedge Survey and Arboricultural Implications Assessment
- Condition 18 Arboricultural Method Statement
- Condition 22 Allotment Strategy
- Condition 25 Affordable Housing
- Condition 26 Accessible Dwellings
- Condition 27 Renewable Energy
- Condition 28 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

66. 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
- Energy and Sustainability
- Impact on residential amenity of existing properties
- Environmental considerations
- Third party representations

Principle of Development

67. 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 with Condition 4.

68. 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

69. 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 BDW5 and BDW6 reserved matters application with the

PPs, 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

70. The Land Use PP shows BDW5 and BDW6 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 proposals are for a wholly residential development, other than where it slightly intersects with the 'major formal and informal open space zones', to adjust the proposals to the required landscape corridors, as set out in the Landscape PP, and to align with the layout approved with the 14/0086/REM application. The applicant has provided an overlay of the site boundaries to demonstrate full compliance with the uses proposed by the Land Use PP and in observance of the landscape proposals of the Landscape PP. This is supported.

71. The Number of Storeys PP shows the current parcel includes zones varying between up to 2 storeys and up to 4 storeys, with the lower zones along the boundary adjacent to existing residential areas, and the taller zones towards west, along the Orbital Cycle Route and the Darwin Green 2/3 site beyond. The proposal is compliant with the maximum number of storeys except for the secondary markers which have been introduced aiming to terminate a view or frame a space. All secondary markers are within the maximum heights specified within the Number of Storeys PP, and the approach to their creation is supported by the Urban Design officer. This is acceptable.

72. The approved Urban Design Framework PP shows key building frontages along the primary route through the parcel; positive building frontages along greenspaces and a key building positioned in the north-western most corner of the site. Additional primary markers located around Histon Square where the primary street changes direction and at the northern end of the central park. These, along with the secondary markers and buildings along the frontages distinguish themselves through the proposed unit type and finishing materials. This is supported.

73. Where BDW5 and BDW6 share a boundary with existing properties along Brierley Walk, Martingale Close and Cavesson Court, the PP shows development would be up to 2 storeys, with a maximum height of 9.7 metres. The secondary markers included in this zone are of 2.5 storeys, and within the maximum height of 9.7 metres. The proposed markers have been assessed against the impact on the amenity to neighbouring properties, as discussed in the Layout, Form, Scale and Density section of this report, and were found not to be detrimental to the residential amenity of future and neighbouring occupiers. As such and given the support from the Urban Design officer, this partial non-conformity is acceptable.

74. The Landscape PP shows the existing hedgerow on the BDW5 and BDW6 boundaries with Brierley Walk, Martingale Close and Cavesson Court properties

should be retained. The revised Tree Survey and Tree Constraints Plan identifies this hedgerow as tree group 26 (TG26), running along the southern half of the eastern boundary, as a mixed hedgerow in fair condition. This is proposed to be retained with in-fill planting to establish an uninterrupted row at boundary. Smaller tree groups and isolated trees are identified in locations outside the northern half of the eastern boundary of the development site. The proposals are supported.

75. Where the proposals slightly overlap with the landscape corridors in the Landscape PP, this includes the detailing of the pedestrian and cycle routes coming from the Orbital Cycle Route towards east and the existing residential areas. Detailed proposals falling outside the application site, such as some lighting details, are not approved with this BDW5 and BDW6 application.

76. Other relevant parts of the Access PP for the current parcels are the Histon Road access from the north and the new signal-controlled junction, with potential future extension to bus route along the primary street. This section of the primary street meets the indicative alignment of the bus route with reduced or no traffic at the northern-most part of the site, where an indicative entrance to low-speed environment is expected to be located. This is supported.

77. Overall, the proposal is assessed to be compliant with the outline parameter plans for the reasons given above. Further details relating to the outline parameters are further discussed in other parts of this report.

Outline Environmental Statement

78. 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 (ES) submitted with the outline permission. The conclusion is that the proposal would not have significant environmental impacts as these would be mitigated through measures secured via conditions and planning obligations. The topics covered by the ES are the following:

- Landscape and Visual Assessment
- Ecology
- Cultural Heritage and Archaeology
- Agriculture and Soils
- Ground Conditions and Contamination
- Drainage and Flood Risk
- Traffic and Transportation
- Noise and Vibration
- Air Quality
- Recreation
- Socioeconomics
- Services
- Waste
- Energy and Carbon Strategy

79. The proposals would not vary from the outline consent and therefore they would not have significantly environmental effects beyond those already assessed with the outline application 07/0003/OUT. An Environmental Impact Assessment therefore is not required alongside the reserved matters application. It is noted that condition 6 of the outline permission does not require any further information to be submitted with the reserved matters, therefore the discharge of the condition is not required in this application.

80. Notwithstanding this, some of the measures to mitigate the environmental impacts in terms of Traffic and Transportation, Recreation and Socioeconomics have not met triggers on the approved Phasing Plan and/or Section 106 Agreement for the outline consent. These are the following measures:

- Creation of open space for public use
- Provision of play equipment for all ages
- Provision of flexible community facilities

81. The delay on the delivery of the above mitigations does not affect the delivery of the BDW5 and BDW6 parcels itself and therefore were not considered material to this application, for the reasons set out in the following sections of this report.

Compliance with other Section 106 Planning Obligations

82. The Section 106 Agreement for the outline consent establishes the triggers for the delivery of the agreed infrastructure to mitigate the wider DG1 development. At the time of preparing this report, the triggers not being met were the following:

- construction and fitting out of the Temporary Community Rooms;
- laying out and completion of 0.8ha of the Informal Space;
- construction, laying out and completion of 0.13ha of the Children and Youth Provision;
- identification of a Health Tenant;
- and the delivery of Public Art in accordance with the approved strategy.

83. At the time of preparing this report, the developers were in contact with Council's officers to address the delays identified above. The expected delivery of the referred open space and play will be for the provision of the occupied parcels south of the DG1 site, and therefore would not directly affect the future occupiers of parcels BDW5 and BDW6. The public art elements which should have been delivered relate to the Local Centre and Central Park outside BDW5 and BDW6 boundary.

84. Furthermore, the developers have indicated the handover of the permanent community facility by the end of this year, which would then supersede the requirement for a temporary facility. Discussions are now progressing positively with the National Health System (NHS) Cambridgeshire and Peterborough Clinical Commissioning Group (CCG), after delay on the identification of a health tenant, due to the situation experienced by the organization in the years 2020 and 2021.

85. The requirements for the provision of open space, play areas and allotments are directly related with the delivery of parcels BDW5 and BDW6, and are set out in

the Section 106 Agreement for the outline consent. The proposals for these parcels include the provision of secondary squares, areas of play, incidental informal open spaces and the Allotment 3. These align with the respective strategies approved as part of the outline permission, as discussed in the Open Space, Children's Play Spaces and Allotments sections of this report. Officers are therefore satisfied that the proposals are consistent with the relevant Section 106 planning obligations.

Phasing

86. A site-wide Phasing Plan dated July 2014 was approved through the discharge of Condition 5 on the outline consent. The plan envisaged Darwin Green being developed from both the Huntingdon Road and Histon Road ends of the site, with parcels BDW5 and BDW6 due to be developed in parallel with parcels currently finalised or under construction, namely BDW1 and the Local Centre. The BDW5 and BDW6 parcels are therefore coming forward out of sequence from the approved Phasing Plan, and an updated version of the Plan will need to be submitted to re-discharge Condition 5. This will need to reflect the reality of the construction and the relevant infrastructure delivery on site, as well as the intended delivery phases for the future.

87. The elements of the approved Phasing Plan directly related with the delivery of the BDW5 and BDW6 parcels are the infrastructure works along the Primary Street; the Histon Road junction/ access; the transverse green corridors adjacent to the parcels; Allotment 3; and the public open space within the parcels. Of these, the infrastructure works along the primary street and the Histon Road junction/ access are the elements of the approved phasing plan to be implemented in advance of the construction of parcels BDW5 and BDW6. The other elements will be implemented concurrently to the construction of parcels BDW5 and BDW6.

88. The developers had previously explained that it was not possible to progress with the Histon Road junction/ access due to the ongoing highway works by Cambridgeshire County Council to complete the cycleway improvements along Histon Road. The developers also noted that the delivery of the planning obligations relating with Histon Road will be triggered with the occupation of the 350th dwelling, and therefore feasible to be delivered prior to the occupation of parcels BDW5 and BDW6. This is acceptable in terms of the materiality of assessing the current application, on the basis that an updated phasing plan is required for approval by the local planning authority (LPA).

Principle of Development – Conclusion

89. The BDW5 and BDW6 scheme forms an important next phase of delivery on Darwin Green, which make a significant contribution to meeting the Greater Cambridge housing delivery targets. There are no unacceptable material conflicts with the Parameter Plans, Environmental Statement, Section 106 Agreement and Phasing Plan of 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

90. The Design Code for Darwin Green was approved through discharge of Condition 7 on the outline consent in 2014. 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 BDW5 and BDW6 parcel falls within two of the character areas of the Northern quarters, of 'medium' and 'lower' density, as well as within the Urban quarter 'high density' along the primary street.

91. 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. The applicants have submitted a Design and Access Statement, with contents fulfilling the requirements of the condition to demonstrate compliance with the Design Code. All character areas are within the density parameters set in the Design Code, in terms of the number of dwellings per hectare. This is supported and the compliance will be discussed in the relevant sections of this report. 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.

Cambridgeshire Quality Panel

92. The Cambridgeshire Quality Panel reviewed the scheme at pre-application stage on 25 March 2021. Since then, the scheme has developed and taken account of and responded to the Panel's feedback. In summary, the main conclusions and recommendations of the Panel were:

- The sites have fantastic potential to celebrate the landscape. For example, homes to overlook the green space.
- The landscape presents opportunities for biodiversity and capture of water.
- More consideration is needed to the design of Histon Square: approaches, road layout, cyclist and pedestrian routes; materials, amenities, and the massing of buildings.
- Legibility and wayfinding through the sites and the three neighbourhood parks are key.
- Consideration should be given to environmental standards to future proof the site.

93. 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. The Panel's report is available on the public register for inspection.

Disability Panel

94. The Cambridgeshire Quality Panel reviewed the scheme at pre-application stage on 25 March 2021. Since then, the scheme has developed and taken account of and responded to the Panel's feedback. In summary, the main conclusions and recommendations of the Panel were:

- The need to provide contrast on the building signage (as opposed to silver against silver) was highlighted by representatives from CamSight.
- The Panel questioned the safety and suitability of the shared space roadway. Shared space was defined as the ability for residents to easily access their homes and for vehicles, cyclists and pedestrians to co-exist harmoniously.
- Some of the streets are called tertiary spaces; these are lower speeds, and shared with vehicles, cyclists and pedestrians, with a recommendation for a safe route through them for wheelchair users.
- A query was made about access to upper floor flats and maisonettes, as well as the building type and the possible location for the installation of a potential through floor lift. Barratts offered to investigate how to resolve this concern, mentioning that a meeting with the Housing Officer was scheduled for 6 April.
- It was asked that there be connected parts of the community via public transport. Barratts responded that they will connect where they can; they would like to connect roads from other developments so people can walk through.

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. The Panel's report is available on the public register for inspection.

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 pre-application discussions, opportunities were identified with the urban design team to evolve the block layout and street hierarchy, taking a design led approach to evolve the key principles of the design code and enable significantly better placemaking solutions. Overall, the proposed arrangement of buildings across BDW5 and BDW6 creates a legible structure that provides well defined edges and frontages onto streets, intersections, and key spaces.

97. Key positive variations from the Design Code include a slight change on the block layout and the downgrading of the secondary street crossing the Transverse Green Corridor 2, reducing the number of motor-vehicular movement/ streets bisecting this key open space. Moreover, the design of a now tertiary street allows for a low speed more pedestrian and cyclist environment in this eastern portion of the site, a concept which has been explored throughout the proposed site layout. Car-free zones have been created across the BDW5 and BDW6 site, with permeability and interconnectivity for pedestrian and cyclists maintained throughout.

98. Another key variation from the Design Code has been the re-orientation of the Histon Square, as a key focal point within the northern part of the 'urban quarter –

high density area'. The new east-westerly orientation creates a clearer nodal point that responds to key views and allows for more sun exposure to the south facing public square. During the pre-application discussions, an opportunity to restrict motor-vehicular access was identified to the west onto Histon Square, which has been incorporated in the proposal, reinforcing the pedestrian and cyclists-friendly environment of BDW5 and BDW6.

99. The proposed typologies of parcels BDW5 and BDW6 include apartments, maisonettes, flats over garages (with roof terraces) and a range of house types (terraced, semi-detached and detached forms), all have been designed to respond to their specific context and orientation. The proposed strategy for height and massing responds to contextual factors and good placemaking principles of the Design Code. The proposals are entirely within the maximum heights set out by the Number of Storeys PP approved with the outline permission.

100. The scheme is a mix of 2 to 4 storeys. Taller 3 and 4 storeys frame the Primary Street and the key nodal Histon Square, with larger marker buildings at key corners and gateway locations to aid legibility of the site. The Urban Design officer is supportive of this approach, as the proposed hierarchy of forms relate to the character of the streets and areas they define, with massing carefully considered to respond to longer views, street vistas and street corners. Mews houses and terraces successfully handle the transition into the medium density character areas. Detached houses are proposed within the lower density character areas, creating a 'looser' urban grain along the eastern edge. The wide range of typologies and varied roofscapes create positive compositions and streetscapes and are used to reinforce the character of the three neighbourhoods, as set out in the Design Code.

101. Third party representations have raised concerns about the deviation of the number of storeys to dwellings along the eastern boundary. Plots 048, 197, 200, 202, 204, and 312-313 would depart from the Number of Storeys PP as proposed with 2.5 storeys height, instead of 2 storeys. The DAS explains that these dwellings would act as markers to identify east-west connections and provide focal points to improve way finding within the neighbourhood, an approach supported by the Urban Design officer. In consideration of this approach, officers note the proposed buildings would be within the maximum heights of 9.7 metres set out in the PP. The proposed buildings heights are acceptable.

102. Third party representations highlighted that the proposed plots along the eastern boundary are too close to the existing properties to the east of the site, which would be detrimental to the neighbouring residential amenity. The plans nevertheless show that this is not the case, as generally the back-to-back distances would be over 20 metres. Exceptions are plot 048 which does not back any other property, plot 202 which primarily backs onto the garage and the side garden of property at 2 Martingale Close. Plot 312 backs directly onto garages at the end of Cavesson Court and similarly to plot 202, the risk of the proposals being detrimental to neighbouring properties is very low, if at all existents. Furthermore, officers note the angled positioning between the existing and proposed dwellings, aids in avoiding any risk of direct overlooking and loss of privacy across dwellings by reason of the proximity between existing and proposed development.

103. In terms of the existing dwellings which are within less than 2 metres distant from the boundary to the east of BDW5 and BDW6, consideration was given to the location of Allotments 3, which, in this context, would act as a 'buffer', protecting side gardens of existing properties along Martingale Close and Cavesson Court from any risk of overlooking. Officers note the proposals are for the retention of the existing hedge along this part of the boundary, which also helps in avoiding this risk. The distance between plot 201 and the first dwelling to the east at Brownlow Road is effectively greater than the distance between this later and the next existing dwelling. It is noted that the Design Code or the PPs approved with the outline permission do not require a minimum distance from the boundaries or the neighbouring properties. Overall, the proposed dwellings are not considered to impose any risk of overlooking and loss of privacy due to their proximity.

104. The unit types proposed at plots 048, 202 and 312 are respectively Malvern type 3, Hesketh type 3 and Hesketh type 2, which do not have windows in habitable rooms facing the existing properties in the first and second/half floor, to aid in avoiding the risk of overlooking. Concerns nevertheless have been raised by third parties that this would be detrimental to the quality of design of those dwellings, and that these would seem overbearing when viewed from neighbouring properties and from the public realm at Brierley Walk and Martingale Close. Urban Design officers are of the view that the proposed architectural approach responds well to the design code and good placemaking principles. In discussions with officers, the articulation and massing of the houses along the eastern boundary have been revised to avoid any sense of overbearing when viewed from neighbouring properties along Brierley Walk. Overall, the proposed articulation and massing is supported for the development at BDW5 and BDW6, including to the homes along the eastern boundary. The conclusion is that the development would not seem overbearing when viewed from neighbouring properties.

105. In addition to the above, concerns were raised regarding the proposed 2.5 storeys to the above plots and the potential risk of overshadowing and loss of light to the amenity of neighbouring properties to the east. Considering the general east-west relation between existing and proposed dwellings, and the generous back-to-back distances being proposed, officers conclude the amenity of neighbouring properties will be protected regarding overshadowing and loss of light.

106. The proposal for the plots along the eastern boundary to have rear gardens backing onto rear gardens of existing properties along Brierley Walk does not conflict with the outline permission and is acceptable. Albeit not an approved drawing, the Illustrative masterplan submitted with the 07/0003/OUT outline shows that residential development was expected to be located along the eastern boundary, along with Allotment 3. There is not a minimum requirement for back-to-back distances or to the depth of the proposed gardens, nor a requirement for a green buffer in the approved outline PPs and Design Code. The outline Landscape PP requires the retention of existing hedgerows, which is part of the proposal for BDW5 and BDW6.

Detail and Materials

107. The Urban Design officer concluded that the proposed facades overall are well ordered and proportioned to provide a degree of vertical rhythm and emphasis to the

street. Positive aspects such as roof terraces and how they are integrated to exploit green space views and provide stepped streetscape compositions along mews streets and split-level mews typologies that include accommodation on both the ground floor and over the garage activate entrances into these streets. Other positive aspects are large corner windows and changes in fenestration arrangements, and the material and detailing end vistas. Careful consideration has been given to gable elevations which 'turn' street corners well throughout. Officers are particularly supportive of the inclusion of the gallery accessed maisonette typologies, which evolved through early pre-application discussions. This stacked approach which layers maisonette typologies above ground floor apartments with private front doors, allows for a greater range of home sizes to be integrated along the Primary Street and in key locations where taller forms are required to fulfil townscape and urban hierarchy requirements. This is supported.

108. The overall approach to elevations and materiality are particularly thoughtful and well considered, as noted by the Urban Design officer. A Material Strategy Plan has been submitted with the application, showing the distribution of brick type colours, cladding, and roof materials across the site, along with the Details Handbook, which demonstrates how the materials will be applied to the facades. The predominant external material of the scheme is proposed to be brick, with detailing used to accentuate key features and entrances on facades, with warmer coloured standing seam cladding, clay tile roofs, tile hanging and decorative brick patterning. The materials palette is supported, and conditions are recommended to secure details of the materials and sample panel, to ensure implementation will follow the proposed palette as intended.

Landscaping

109. Overall, 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 Histon Square, Woodhouse Green and Weaver's Place have a pleasant distribution of spaces for play, gathering and enjoyment of the out of doors, can be used flexibly, and are well overlooked by surrounding housing. The proposed landscaping is supported by the Landscape officer.

110. The deviations to the outline PPs are acknowledged by the Landscape officer as an improvement, particularly the location and orientation of Histon Square and the removal of a secondary street crossing of the Traverse Green Corridor 02, retaining only the Primary Street crossing as the only vehicular crossing of the space. The changes to Histon Square create a more useable and flexible space, as discussed previously, and the removal of the secondary street allows more use of the space in the Green Corridor for recreation and sustainable transport (cycle and pedestrian movement) .

111. The approved Landscape PP shows the existing hedgerow on the parcel's eastern boundaries should be retained. The application includes an Arboricultural Implication Assessment (AIA), identifying TG26 as a non-continuous (tree group) mixed hedgerow along the southern half of the eastern boundary. The documents

confirm TG26 will be retained with mitigation required to protect tree roots, along with in-fill planting to establish an uninterrupted row at boundary. This in accordance with the Landscape PP. The Trees and Hedges section of this report include further considerations to the management and enhancement of TG26.

112. Following amendments to the application, the Landscape officer has recommended discharge of conditions 10 (Youth and Play Provision), 14 (Hard and Soft Landscape), 17 (Tree and Hedge Protection) and 22 (Allotments). Of these, all are recommended to be discharged with this reserved matters application, with the exception of Condition 17 (Tree and Hedge Protection), as more detailed survey of the TG26 group is required to inform appropriate management and acceptable fencing. The details to discharge conditions 10 (Youth and Play Provision), 14 (Hard and Soft Landscape), and 22 (Allotments) are acceptable, in relation to parcels BDW5 and BDW6 and the recommendation is for these conditions to be discharged.

113. The Landscape officer pointed out that the lighting details on the plans show some columns outside the red line boundary of the application. For this and other aspects set out in the Artificial Lighting section of this report, Condition 66 is not recommended to be discharged and further details are expected to be submitted in the future.

114. A further condition has been suggested to secure details of the link to Brownlow Road to be approved by the LPA. This is supported and, noting that both pedestrian and cyclist's links with Brownlow Road and Blackhall Road are offered for adoption by the LHA, the recommendation is that the condition includes both links, with a trigger which would be more consistent with the adoption process.

Inclusive Access

115. The Disability Consultative Panel reviewed the scheme at the pre-application stage and made recommendations to the scheme. The scheme has addressed this with the provision of lifts to all apartment blocks and accessible M4(3) units at ground floor level, with accessible car parking spaces in close location to the units. The design of the streets is supported by the Urban Design officers, including that for tertiary streets to allow are lower speeds, and be shared with vehicles, cyclists and pedestrians. 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

116. The Designing Out Crime officer of the Cambridgeshire Constabulary has reviewed the scheme and has no objection from a safety and security perspective. In relation to Condition 49 of the outline permission, the Constabulary had previously raised concerns about the proposed finishing materials proposed to the cycle storages serving the blocks of flats. The applicants have clarified that the proposal was for the finishing to be in perforated panels (as opposed to louvre panels), and the drawings were amended to indicate the correct material. This is acceptable and sufficient to provide good safe and secure cycle parking provision and surveillance of parking areas. This is supported, however the recommendation is that Condition 49

is not discharged at this stage as further details are to be submitted, for the reasons set out in the Transport and Access section of this report.

117. The Designing Out Crime officer has also reviewed the scheme considering other aspects of crime, disorder, and the fear of crime, in relation to the details submitted to satisfy condition 22 (Allotments) and 66 (Lighting) of the outline permission. Albeit from the Constabulary perspective the submitted details to satisfy these conditions are satisfactory, as previously mentioned, Condition 66 is not recommended to be discharged and further details are expected to be submitted in the future.

Fire Access

118. The Cambridgeshire Fire and Rescue Service have not raised objection to the application and required that adequate provision be made for fire hydrants. 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. 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.

Context of site, design, and external spaces – conclusion

119. 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, applicable to this reserved matters.

Housing Delivery

Affordable homes

120. 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 Schedule 17 of the 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.

- Affordable housing provision

121. The Indicative Housing Mix within the Section 106 Agreement requires 40% of dwellings to be affordable. The application provides 164 affordable dwellings which is 39.90% of the total housing provided. The 0.10% difference is not considered significant and, as shown by the information within the table below, when taken together with the earlier approved phases, the development would continue to deliver

above 40% affordable housing across DG1. The affordable housing provision at BDW5 and BDW6 is therefore supported.

SPD and S106 requirement	Total affordable %
BDW1 (approved)	39.90
Local Centre (approved)	40.35
BDW5 and BDW6 (proposed)	39.90
Overall	40.05

- Tenure split

122. Furthermore, the Indicative Housing Mix requires an affordable housing tenure split of 75% social rent and 25% intermediate. The proposed tenure mix for parcels BDW5 and BDW6 comprises 123 social rent and 41 shared ownership homes, which aligns with this requirement. It is noted that in combination with the other parcels already approved in the wider DG1, there is an overprovision of social rent units, which aligns with the tenure's priority set out in the Section 106 Agreement and, more recently, in the Greater Cambridge Housing Strategy 2019-2023. This is welcomed.

SPD and S106 requirement	Social rent 75%	Intermediate 25%
BDW1	81.15	18.85
Local Centre	73.9	26.08
Approved combined	77.52	22.48
BDW5 and BDW6 proposal	75	25
Approved + BDW2	76.34	23.66

- Housing mix and typology

123. The Indicative Housing Mix within the Section 106 Agreement sets out the preferred size mix for the affordable element across DG1, having regards to the different social rent and intermediate tenures. This was intended to ensure a balanced, mixed community with a range of sizes to meet housing needs within the overall DG1 site.

124. The proposed size mix for each of the affordable tenures for BDW5 and BDW6 are shown in the table below, alongside the mix required by the S106 Agreement (columns 'BDW5 and 6' and 'S106%' respectively). As shown in the table, parcels BDW5 and BDW6 would deliver a majority of smaller 1- and 2-bedroom flats and houses within the affordable provision, and a smaller proportion of larger 3- and 4-bedroom houses, both in isolation and cumulatively with the parcels already approved.

Approved		Proposed BDW5&6	S106 Indicative Housing Mix %	Local Centre+ BDW1+ BDW5&6 'Actual' %	Difference between S106% and Actual %
Local Centre	BDW1				

	SR	SO	SR	SO	SR	SO	SR	SO	SR	SO	SR	SO
1 bf	12	0	11	0	32	7	10%	0%	20%	3%	+10%	+3%
2 bf	22	12	35	0	53	28	10%	5%	39%	14%	+29%	+9%
2 bh	0	0	5	10	28	0	15%	10%	12%	4%	-3%	-6%
3 bh	0	0	5	3	6	6	30%	10%	4%	3%	-26%	-7%
4 bh	0	0	0	0	4	0	10%	0%	1%	0%	-9%	0%
Total	34	12	56	13	123	41	75%	25%	76%	24%	n/a	n/a

SR = social rent, SO = shared ownership
bf = bedroom flat, bh = bedroom house

125. The mix of tenures and sizes have been extensively discussed at pre-application stage, from the point of view of achieving a balanced community which also reflects the housing need within Greater Cambridge. The proposal reflects the mix supported by the officers at that time, who have advised about the changes to the priority for more 1- and 2-bedroom units, in relation to the Indicative Housing Mix within the Section 106 Agreement. Schedule 8 of the Agreement sets out that the affordable offer should meet the Indicative Housing Mix, unless otherwise agreed with the City Council. The Housing officer has confirmed that this mix responds to the current housing need, and the proposals are therefore supported.

126. The current Greater Cambridgeshire Housing Strategy was published after the grant of the outline permission for DG1, requiring that the number of bedspaces to be maximised to ensure the Council can house as many people in the housing register as possible. Whilst it is acknowledged that the scheme theoretically could provide a further 39 bedspaces, this requirement was not applied to the outline permission, and therefore it would not be reasonable in planning terms to object the proposals in these grounds. Moreover, the scheme will provide 403 bedspaces and will overall meet requirements of affordable housing provision in terms of size and tenure mix. The proposals are therefore acceptable.

- Clustering

127. 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. Furthermore, condition 25 requires that the clustering of affordable homes 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 up to 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.

128. Of the above, the revised Affordable Housing Scheme and Plan sets out that the core of the F1 block would accommodate 13 flats, therefore slightly over the requirements of the outline permission and SPD. All other cores accommodate 12 flats or fewer. Moreover, there would be 26 affordable homes across blocks P1 and Q1, which are adjacent to each other, therefore also slightly above the requirements.

The applicants have noted that P1 is predominantly Shared Ownership and Q1 is predominantly Social Rent and ground floor flats have been provided with individual entrances. Officers note these include units who will be available for disabled residents. This is in line with Annex 10 of the Housing Strategy and supported by Housing officers. Overall, the affordable homes will be dispersed appropriately across the scheme, and consideration has been taken to the design quality of the affordable homes.

129. Overall, consideration was given to the mix of tenures and house types within the clusters, and the tenure blind design of the scheme, which would help minimise social exclusion. This is an acceptable approach for this parcel and the revised Affordable Housing Scheme and Affordable Housing Plan satisfy requirements of clauses 1.1.2 and 1.1.3 of Schedule 8 of the Section 106 Agreement and are therefore recommended for approval.

- Affordable housing provider

130. The S106 Agreement requires that the City Council has approved the appointment of an approved affordable housing provider. The developer has confirmed that L&Q will remain as the affordable housing provider for DG1, as per earlier phases of the development.

Accessible homes

131. 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.

132. The outline consent had been granted before the publication of the Building Regulations 2010 Approved Document M, establishing requirements for the access and use of buildings, considering three categories: M4(1) visitable; M4(2) accessible and adaptable; and M4(3) wheelchair user dwellings. Also posterior to the outline consent is the adoption of CLP 2018 and Policy 51, which currently requires all housing development to enable requirement M4(2) to be met, and 5% of development providing 20 or more dwellings to meet requirement M4(3) or be easily adapted for residents who are wheelchair users.

133. Whilst the above current requirements are not applicable to the development in question, the proposal for BDW5 and BDW6 include 15% of market homes and 95% of the affordable homes meeting requirement M4(2), along with 5% of the affordable homes meeting requirement M4(3) of the Building Regulations 2010. Among the latter, three dwellings will be social rent 2-bedroom flats at ground floor of blocks A1 and F1 which will be delivered to M4(3)(2)(b) wheelchair accessible standards, therefore suitable for immediate occupation by families in need of this requirement. The remaining M4(3) units will meet requirement M4(3)(2)(a) and will be constructed with the potential to be adapted for occupation by a wheelchair user. This is considered to exceed requirements of Condition 26 of the outline permission and will help address current needs of the housing register and is therefore strongly

supported. A condition is recommended to secure the provision of the M4(3)(2)(b) units.

134. So that the market and affordable dwellings meet requirement M4(2), the Approved Document M requires that provision be made so that dwellings meet the need of occupants with differing needs, including some older or disable people; whilst also allowing the adaptation of dwellings to meet the changing needs of occupants over time. This is in line with requirements of Condition 26 of the outline consent and is supported. A condition is recommended to secure the development is constructed to the current requirements, as proposed.

Housing Delivery – conclusion

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

Residential amenity for future occupants

Internal floor space

136. The outline consent was granted under the previous Cambridge Local Plan 2006 before space standards were adopted, and there is no condition to secure this requirement, nor is there is an internal floor space requirement within the approved Design Code. Since the Nationally Described Space Standards (NDSS, 2015) 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.

137. 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. 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 NDSS do provide a useful guide and reference point as to the minimum floor spaces that are generally considered to provide an acceptable living environment.

138. In this context, the applicants have proposed that all 411 dwellings to parcels BDW5 and BDW6 either meet or exceed NDSS for gross internal area, with almost a third of the units being above the minimum standard. The breakdown of compliance levels by tenure is set out in the table below:

Comparison to space standards	Private dwellings (no.)	Affordable dwellings (no.)	Total dwellings (no.)	Total dwellings (%)
Compliant by up to 5% of the required GIA	139	153	292	71%
Compliant by 5% to 10% of the required GIA	85	3	88	21%
Compliant by more than 10% of the required GIA	23	8	31	8%

External amenity space

139. By the same logic relating to the 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.

140. All the proposed houses and apartments would have private external amenity space. The gardens and balconies generally provide space for a table and chairs, as well as bin and bike storage, when this is not a block of flats, where communal storages are provided at ground floor. The smallest gardens are generally at least 4.5 metres wide and 8 metres deep and serve the mid-terrace 2-bedroom properties, providing sufficient external amenities space for these units.

141. The development is generally arranged to maximise sunlight to gardens with streets orientated on south-west to north-east axis, or the perpendicular. A small proportion of larger houses along the southern green corridor (plots 380 – 383; 394 – 398; and 407 – 411) have relatively smaller northern-aspect garden provided at ground floor, which are likely to be in shade throughout the day and for most of the year, which together with a sense of enclosure could have a significant impact on residential amenity. Nevertheless, this is balanced by and additional south-facing and large external private amenity provided above the garage, which can sufficiently accommodate furniture and offer a high-quality living space.

Inter-relationships between units

142. 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 approximately 37 / 38 metres. 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.

143. The houses are generally arranged with gardens backing onto gardens, with separation distances between rear elevations of at least 15 metres. The layout

maximises the opportunity to have ‘corners’ throughout allowing for views from first floor windows rear elevations to be towards the gardens with a rear to side relationship. All blocks of flats are usually within 40 metres length and distant more than 20 metres from each other. They are generally positioned to minimise direct inter-looking between them, with external amenity spaces to the upper floors usually fronting outwards onto open spaces.

144. Shorter separation distances can be found between the flats-over-garages (FoGs) and block D1, where maisonettes are provided over flats (MoFs). Although the balconies at the first floor of the FoGs face Block D1, the deck giving access to the flat on that level avoids any direct overlooking between properties, and the maisonettes on higher levels have most of their windows to habitable rooms and balconies fronting the opposite direction, towards the Primary Street.

Residential amenity for future occupants – conclusion

145. Overall, the dwellings would provide good quality accommodation and would be large enough to meet or exceed the internal floor space standards. Private amenity space and the high-quality public realm and open spaces would go some way to enhancing residential amenity. The proposal exceeds requirements for accessible homes and would contribute to DG1 exceeding requirements for affordable housing provision across the wider site, both in terms of the outline permission and CLP 2018 policies 55 and 56.

Community Infrastructure

Open Space

146. The open space provision is secured through the Section 106 Agreement for the outline consent and is identified on the site-wide Strategy for Youth Facilities and Children’s Play Provision for DG1, approved to discharge Condition 9 on the outline consent. The BDW5 and BDW6 site is between in the transverse green corridors 1, 2 and 3 to the south, centre and north of the application boundary respectively, representing approximately 1.51 hectare of open space which would contribute to the delivery on DG1. To the west of the site is the north west green corridor running alongside the Orbital Cycle Route and representing a further 2.79 hectares of informal open space, of which approximately half is directly adjacent to the BDW5 and BD6 site boundary. Those spaces were detailed with the approval of the 14/0086/REM reserved matters.

147. Internally to the application site, the approved site-wide strategy includes three secondary squares, to deliver a total of 0.05 hectare or 557 m². In the BDW5 and BDW6 proposals, these are the Histon Square with 810 m², the ‘Doorstep Green’ (Weavers Place) with 510 m², and the ‘Neighbourhood Green’ (Woodhouse Green) with 680 m², totalling 2,000 m². A further 1,335 m² is proposed as incidental informal open spaces linking courtyards and these spaces and the tertiary streets. Overall, the total provision of 3,335 m² or 0.34 hectare of open spaces in the BDW5 and BDW6 site represent over six times the required by the outline permission. The quality and appropriateness of the proposed open spaces are assessed in the Landscape section of this report.

Children's Play Spaces

148. 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 BDW5 and BDW6 parcels are to provide three local areas of play (LAPs) located in the secondary squares and being of a minimum of 100 m² (0.01 hectare) each. The Strategy also includes additional play areas in the transverse green corridors, in the form of five LAPs of 100 m² each and one 'super' local equipped area of play (SLEAP) of 853 m², approved under the infrastructure (14/0086/REM) reserved matters.

149. The site-wide Strategy sets out design requirements including locally distinctive areas within green corridors that are safe, easily accessible, and inclusive. More specifically to the LAPs, the outline Design Code and approved Strategy sets out that these are expected to provide informal, less structured, and more naturalistic play, in a context which enables children to identify the space as their own domain. The proposals are considered to have achieved this aim and are supported. Sensory planting and inclusive play equipment have been introduced to all LAPs, and these are strongly supported.

150. 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 setting out the provision of three LAPs in each of the secondary squares proposed (Histon Square, Weavers Place and Woodhouse Green), which aligns with the approved strategy. The majority of the BDW5 and BDW6 parcels is within walking distance to the further 8 LAPs provided in this part of DG1, as well as to the SLEAP to be provided in the Traverse Green Corridor 2. Where gaps were identified between the various LAPs buffer zones, incidental play is proposed on the smaller informal open spaces within BDW5 and BDW6. The scheme is therefore highly accessible, and the recommendation is for Condition 10 to be discharged, in relation to parcels BDW5 and BDW6 of DG1.

Allotments

151. The Section 106 Agreement of the outline consent secured three allotment sites across DG1, which should total 1.59ha of allotments provided across the development. The BDW5 and BDW6 proposal includes Allotments 3 as part of this overall provision, with the remainder to come forward in parcels to the centre and south of DG1. The Section 106 requires the first allotment site to be delivered prior to 400 dwellings being occupied. Condition 22 on the outline consent approved an illustrative plan showing the location and extent of the allotment area and requires the submission of an Allotments Strategy with the reserved matters covering the allotment areas.

152. The applicant has submitted an Allotment 3 Detailed Proposals plan, with details of the proposed 0.5-hectare allotment site. This would be arranged around a central communal area accessed from the main entrance at the end of an east-west cycle and pedestrian link proposed. The allotment site features cycle parking, communal shed, composting sites, toilet block, seating, and a pad for a potential

public art commission. Raised beds and car parking are provided in the south of the allotment site, near the secondary / motor-vehicular entrance. The overall concept and layout are supported. The recommendation is for discharge of Condition 22. Officers note that, by force of Schedule 6 of the outline S106 Legal Agreement, the applicants are still required to approve the allotments specification with the local planning authority in the future.

Provision for Waste and Recycling

153. 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 Strategy Plan showing the arrangement of bin stores and collection areas, the refuse vehicular routes, the refuse collector and residents' routes, and a Refuse Vehicle Tracking Plan. The detailed plans and elevations for the bin stores and apartments, are presented with the site-wide plans, and detailed plans for 4 and 2 bikes and bin stores serving the houses.

154. For all the apartment blocks and houses, the bin stores are within 30 metres carry distance as required by the guidance (refuse collector route). Part of the houses in the southern portion of the development would fall outside the 25 metres distance between storage and collection (residents/ pedestrian route) required by the guidance. In these situations, the residents will perform a longer route, in all cases no longer than approximately 35 metres. In these exceptional situations, refuse collector would have to walk reduced routes, generally of no more than 10 metres. This is acceptable as aligns with most recent requirements for collection to be as near the kerbside as possible. Furthermore, these exceptions help in reducing motor-vehicular traffic throughout the site and a more pedestrian friendly environment, which is in accordance with the Design Code and CLP 2018.

155. 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. The capacity of the communal stores was reviewed by the Waste Project officer, who has indicated the most updated requirements for additional black and a blue bins at 7 apartment blocks, and reduction on the green bin capacity in all 16 apartment blocks. The plans demonstrate that the adjustments required by the Waste Project officers would be feasible through adjustments to internal layouts of the bin stores. The Urban Design and Waste project officers did not raise objection to the details provided with the application. Notwithstanding this, details of the apartment blocks bin stores will be required to be submitted in the future, to satisfy Condition 62 of the outline permission. The recommendation is for Condition 62 not to be discharged with this reserved matters application.

Public Art

156. 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 of them. Condition 69 on the outline consent requires the submission of a

Public Art Delivery Plan with any reserved matters application, and this has been submitted accordingly.

157. 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.

158. The strategy also includes the gateways and mapping commission, to create a sense of arrival/point of departure at both Histon and Huntingdon Gateways into DG1. The commission would explore the potential to design two echoing 'visual' entrances to the development, the concept and inspiration for which potentially expanded to create a mapping and wayfinding series of works, which link and draw people into and through the development. The budget for this commission (as a whole) is set out in the strategy at £195,650 and the timing for delivery between August 2013 and March 2014.

159. The submitted Darwin Green 5/6 Public Art – Delivery Plan Allotments and Mapping aligns with these aspirations, nonetheless it does not include sufficient information to discharge Condition 69 of the outline permission. The condition requires the Public Art Delivery Plan (PADP) to include the location of the public art; detailed budget allocation; public consultation and member engagement plan; and details for future insurance, care, maintenance, and possible exit strategy. Whilst the submitted document refers to the site-wide strategy, the details specific to BDW5 and BDW6 have not been identified and will require further discussion.

Community Infrastructure - conclusion

160. The proposal would deliver key public spaces including play areas, secondary squares, and Allotment 3, which would support the wider community within DG1, making an important contribution towards the site wide community infrastructure. The scheme is compliant with the site-wide strategies of the outline permission, as well as with the social and community objectives of the CLP 2018 policies and the NPPF.

Access and Transport

Transport Impact

161. The transport impact was assessed at the outline stage and is subject to conditions and mitigation measures secured through that consent. 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 implementation of the Histon Road access/ junction will be triggered with the occupation of the 350th dwelling, as noted in the Phasing section of this report. 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.

162. 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 has already been appointed as part of the transport impact mitigations and Residents and Steering groups were set up, according to information provided by the developers.

Car parking

163. 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. Whilst the condition also restricts the total number of residential parking spaces for the DG1 development, this cap has not been reached. This should not exceed 2,389 spaces and, to date, a total of 379 residential spaces were approved with earlier reserved matters (265 and 114 spaces within BDW1 and the Local Centre, respectively).

164. 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 536 residential car parking spaces accords with the adopted standards. The use of tandem on-plot parking and small courts generally of between 5-11 spaces, is supported by the Design Code. A few parking courts would provide a larger number of spaces, mainly in the southwestern quadrant and within the block of apartments south of Histon Square. This is acceptable, as developed collaboratively with officers, taking a design led approach to evolve the key principles of the design code.

Accommodation	Standard	Provision
Up to 2 bedrooms	No more than a mean of 1.5 spaces per dwelling	No more than a mean of 1.5 spaces 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	No less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling

165. 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 77 visitor parking spaces, which equates to approximately 1 space per 5.33 dwellings, and is acceptable. The visitor car parking spaces have been provided mainly on the primary and secondary streets, with an additional 5 spaces provided between plots 197 and 198. These are evenly spread throughout the development and there is good provision near to key public spaces.

166. 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

167. Condition 49 on the outline consent requires that any reserved matters application including residential units, non-residential building or public open spaces provide details of facilities for the covered, secure parking of bicycles in accordance with the respective approach 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: 4 spaces per 4- and 5-bedroom dwellings

168. As shown above, the proposal accords with the Design Code requirement, which exceeds the adopted CLP 2018 standards requiring 3 spaces for 4-bedroom dwellings. In total, 1,101 cycle parking spaces will be provided for residents of BDW5 and BDW6, for the apartments these will be in secure covered areas within each building footprint, and for houses they will be provided in secure stores in rear gardens or within garages. These are accessed either via the garage or a side gate.

169. Whilst compliance can be verified in terms of number of spaces, the proposal does not include sufficient information on the details for all cycle parking provided on the site, to discharge Condition 49 at this stage. This is noted on the Urban Design officer comments and the recommendation is therefore not to discharge Condition 49 of the outline permission. Further details to address comments raised at this stage are expected to be submitted in time to allow their provision before the use of the development commences.

170. Further to the above, the Design Code sets out that some level of visitor cycle parking is expected to be provided, particularly for large housing, without specifying quantity requirements. The cycle parking should be in convenient and safe places, where it would not obstruct the passage of pedestrians or vehicles. Moreover, it expects the cycle parking spaces to be well lit and benefit from natural surveillance and be secure, whilst being provided in key public spaces. The 14/0086/REM approval did not include cycle parking along the transverse green corridors, but to the facilities within the central park, at the Pavilion building and around the pond area to the north. Given that the proposal for BDW5 and BDW6 parcels does not include the location and amount of visitor cycle parking a condition is recommended to ensure

this is delivered with the development, following the Design Code and the outline permission.

Cycling and Pedestrian Infrastructure

171. The outline consent secured the delivery of part of the Orbital Cycle Route, which runs along the north western boundary of Darwin Green and has been implemented. The proposal includes two connections crossing the site in the east-westerly direction from the Orbital Cycle Route through the transverse green corridors 2 and 3, linking the site and the existing residential areas to the east through the connection with Brownlow Road and Blackhall Road. These wider connections have been approved through the infrastructure reserved matters consent (14/0086/REM) and details are shown on the BDW5 and BDW6 landscape drawings.

172. The proposals follow the Local Transport Note (LTN) 1/20, with pedestrians and cyclists separated as part of the infrastructure network to and from BDW5 and BDW6 via use of segregated routes. LTN1/20 requires spacing of routes in built up areas to be typically between 250 and 400 metres, decreasing beyond this in the outer suburbs where the density of development is lower. The Orbital Cycle Route covers the majority of BDW5 and BDW6 at 250 metres and entirely within 400 metres of it. The connections to Blackhall Road, Brownlow Road and Cavesson Court also cover most of the parcel at 400 metres from Histon Road. As the density of the development is lower at the furthest point of the development from Histon Road, the distance of just over 400 metres remains in accordance with the LTN 1/20 guidance.

173. Through the development where flows will be lower, the routes become shared with cyclists also being able to use the road network. The single secondary street shown within the northern most section of the site in the Design Code has been downgraded to a tertiary street to promote improved cyclist and pedestrian links. A new segregated pedestrian and cyclist route will be created in the southern-most part of the site, connecting the western part of the site along the Orbital Cycle Route and the entrance of Allotment 3 to the east. Overall, most streets created with the development will be designated for pedestrians and cyclists and would only give access to a few localised number of dwellings. This is line with the Access PP on what is relevant to the BDW5 and BDW6 parcels.

174. The site is highly permeable to pedestrians and cyclists, coming from existing residential areas between the development and Histon Road further east from the site. Regarding this, third party representations raised concerns relating with the risk of cars using the pedestrian and cycle link for on-street parking and/or access the development from Blackhall Road and Brownlow Road. The application has been amended and the drawing now note highways bollards to restrict motor vehicular access on those links. Officers note however that the links are proposed for adoption by the Local Highways Authority (LHA) and further detailed design is expected to be discussed with the authority to satisfy adoption requirements.

175. Overall, officers are satisfied that the principles of the outline permission, Section 106 and Design Code ensure that appropriate provision for cyclists has been made. Furthermore, the cycle networks and routes which would be created with the development would be coherent, direct, safe, comfortable and attractive, in line with

the aspirations and guidance provided by the LTN 1/20. A condition is recommended to ensure the further detailed design of the pedestrian and cyclists links at Blackall Road and Brownlow Road align with this approach.

Highway safety

176. The LHA has acknowledged the pre-application discussions which took place, stating that the proposed layout and design of the suggested adopted public highway is acceptable. Nonetheless, the comments received include a request for a condition to be imposed, to secure two pedestrian visibility splays of 2 metres by 2 metres be provided each side of each vehicular access to private off-road parking spaces. This is provided in most parts of the site layout, with exception of the houses along the street west of Neighbourhood Green and the street which runs in parallel to the north-eastern boundary, where the visibility splays would mainly be of 1 metre by 1 metre. These would be tertiary streets, designed to be of lower speed and of local use, as intended by the Design Code, and consequently the reduced visibility splays are acceptable.

Access and transport – conclusion

177. 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 aligns with CLP 2018 policies 80 and 81.

Environmental Issues

Water Management, Drainage and Flood Risk

178. 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.

179. 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 BDW5 and BDW6. The strategy for BDW5 and BDW6 follows the principles referred to within the SuDS Hierarchy as set out in Part H of the Building Regulations. Groundwater monitoring was undertaken and confirmed elevated groundwaters prohibiting the use of infiltration, therefore the strategy for BDW5 and BDW6 assumes no infiltration and a restricted discharge of 78.2 litres per second to the existing drain north of the site. This means an improvement compared to the existing 100-year greenfield run-off rate of 481 litres per second.

180. The strategy shows the BDW5 and BDW6 application site will drain to the infrastructure network which comprises strategic sewers under the Primary Street

(approved with the 14/0086/REM infrastructure application) and the strategic SuDS systems which runs through and around the perimeter of the site. Surface run-off will be conveyed to the various outfall locations via the proposed surface water sewers running underneath the development street network. Flows control will be installed along the proposed networks prior to discharging into the infrastructure network. Small areas will discharge unrestricted in the locations specified in the strategy, and these will be kept to a minimum to provide a benefit to the infrastructure network.

181. The sustainable drainage engineer and LLFA have reviewed the latest drainage report and micro drainage calculations and is satisfied that the latest Flood Risk Compliance Report and Maintenance Plan demonstrates that surface water from the proposed development can be managed through the use of permeable paving across private access and parking areas. Officers are satisfied that surface water will be discharged into the wider network at a restricted rate or into the infrastructure network. Details have also been submitted demonstrating that the surface water system can be maintained for the lifetime of the development. Condition 35 is recommended for discharge.

182. Third party representations have raised concerns about the proposed development increasing the risk of surface water flooding due to the construction of the site. The information submitted including the abovementioned compliance report demonstrate that the run-off will be effectively lower than the current (greenfield) rates, once the development is in place. This is due to the flood control measures proposed for the drainage network to be installed on the site. The calculations and the overall network provisions have been reviewed by the LLFA on what concerns the risk of flooding and they have confirmed to be satisfied with the proposals.

Sustainable Construction and Design

183. The applicant has submitted an Energy and Sustainability Report which outlines the energy assessment the approach towards climate change, low carbon development, renewable energy systems, and the sustainable use of environmental resources. The overall approach to sustainable design and construction is supported as discussed along this section and a condition is recommended to secure the implementation of the measures outlined in the Report.

184. All apartments and houses are dual aspect, allowing cross ventilation and reducing the potential for overheating. The proposed apartment buildings are of a shallow depth, averaging 9 metres, which reduces the need for artificial lighting and mechanical ventilation, therefore reducing energy demands. Window openings have been sized and located to maximise both orientation and views. Most windows are shaded by balconies, thereby reducing solar gain. Where windows may sometimes experience a high degree of solar gain, cross ventilation from shaded windows in cooler will help mitigate any risk of overheating. This is acceptable as the dwellings did not seem to present an undue risk, when assessed against the regulatory assessment (in Part L). This is acceptable, given that meets the outline requirements.

185. Condition 27 of the outline consent requires each reserved matters application to demonstrate that a 10% reduction in carbon emissions can be achieved using 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.

186. Information regarding carbon reduction has been included within the report submitted by the applicant, reflecting the policy changing context and the UK transition to net zero carbon and the introduction of the Future Homes Standard, set to take place in 2025. In this context, the proposal is for the plots 1 to 79 homes to be assessed against the current 2013 Part L requirements, and in line with CLP 2018. An improvement between 31% and 47% on Part L 2013 for these units will be achieved through fabric improvements and photovoltaic panels for all units. The units will utilise gas boilers.

187. Applicants have confirmed that Plots 80 to 183 will be built to the forthcoming 2021 Part L requirements, which will have similar approach and energy efficiency measures such as flue gas heat recovery. Plots 184 to 411 will be built to the Future Homes Standard, and will utilise electric heating, likely to be air source heat pumps. The general approach being taken to reducing carbon emissions is supported by the Sustainability officer, and considering the legacy requirements of the outline permission, the proposal is considered acceptable. Condition 27 is recommended to be discharged and the scheme is considered compliant with the updated requirements in condition 28 of the outline permission. A condition to secure that low heating infrastructure is in place to secure future proofing and facilitate the upgrade of heating systems is recommended accordingly.

188. Condition 29 of the outline consent requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes. The applicant has submitted a Code for Sustainable Homes pre-assessment for the units meeting current 2013 Part L requirements. This shows predicted scores of 71.47% for houses and 68.21% for flats, both of which represent Code Level 4. For these 1-79 units a full Code for Sustainable Homes assessment should be undertaken as early as possible in the design process to ensure compliant evidence is being produced and credits are not being lost. These will need to be submitted at the relevant stages in order to discharge condition 29. For plots 80-411 which are proposed to meet the forthcoming 2021 Part L or Future Homes requirements, a condition is recommended to secure these are assessed against the relevant standards. This is a positive development of the scheme and an upgrade from the outline requirements and is therefore supported.

189. The proposal includes a water strategy within the Energy and Sustainability Report, which targets minimising potable water use to 105 litres per person per day through the implementation of elements such as dual flush WC, taps and kitchen sink taps, bath and shower, and rainwater butts. The proposals achieve 100.5 and 96.4 litres per person per day for dwellings with and without a bath, respectively. 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.

190. The Cambridgeshire Quality Panel recommended that the scheme considers environmental standards to future-proof the site, including consideration for Future Homes standards and the anticipation of the use of de-carbonised electricity, space to accommodate energy and thermal storage, and provision for charging of electric vehicles. The Panel noted and were supportive of the provision of PV panels, rain gardens and the consideration for fabric first and embodied carbon in materials, already in place in the initial stages of pre-application. The applicant has assessed options within the Energy and Sustainability Report based on feasibility and cost-benefit, which has informed their proposals. Officers are of the view the proposals incorporate the recommendations made by the Panel by the time a proposal was submitted to the LPA, as discussed in this and the next section of this report.

191. 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 the information about the waste facility/compound is missing. Applicants have provided an 'execution plan' which does not correspond to the approved phasing plan. 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

192. 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 for the current application.

193. This legacy situation means that it is not lawful to apply adopted CLP 2018 Policy 36 as has been recommended by the Environmental Quality and Growth team. The recommended condition to secure a dedicated EV charge point scheme through a reserved matters consent would fail to meet the tests for the use of planning conditions. Notwithstanding this, the applicant has set out in several sections of the submitted Planning Statement their commitment to provide appropriate ducting and associated infrastructure to all dwellings so that residents could install EV charging points. A condition therefore to secure what is proposed as benefit from this application is reasonable and recommended accordingly.

194. In a similar legacy situation, there is no requirement for the applicant to provide low Nitrogen Oxide (NO_x) 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. Nevertheless, the amended Energy and Sustainability Report confirms that boilers specified for dwellings should generate less than 40mgNO_x/kWh. This is in accordance with current policy in CLP 2018 and the outline permission.

195. Further measures incorporated into the scheme to promote the use of sustainable transport as described in the Access and 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

196. 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 (CEMP) approved under outline condition 51.

197. Third party representations objecting the proposals include concerns over the removal of the hedgerow identified in the Arboricultural Implication Assessment as TG26 and potential dust from construction. The proposal was amended to confirm that TG26 will be retained. The Environmental Quality and Growth team have reviewed the revised CMS and concluded that the dust management and wheel measures section of the CMS are acceptable. Nevertheless, full details of the concrete crushers' dust mitigation will also be required as will details of the mobile crushing environmental permit.

198. Whilst the Environmental Quality and Growth team are supportive of the revised CMS as submitted, this is not recommended for approval, as the construction sequence and other elements such as identification of parcels presented in the CMS do not correspond to the construction phasing for DG1, as approved to discharge Condition 5 of the outline. This is expected to be addressed in a further submission of details to discharge condition 52 and considering requirements of CLP 2018 Policy 36.

Noise and Vibration

199. The Environmental Quality and Growth team have reviewed the revised CMS and concluded that the construction noise method, monitoring and recording statements, along with the mitigation levels for equipment, plant and vehicles are acceptable. Nevertheless, a revised version of the CMS will need to be submitted to discharge Condition 52 of the outline permission, considering the approved phasing plan for DG1, as discussed previously.

200. Third party representations objecting the proposals include concerns over the removal of the hedgerow, and the potential noise from construction caused without the hedgerow in place acting as a buffer. As previously described, the proposal has been revised and TG26 will be retained. Furthermore, the Environmental Quality and Growth team in reviewing the submitted noise assessment (dated July 2021) are of the view that the conclusions within the assessment are satisfactory concerning the impact of traffic noise on future residential occupants, in line with CLP 2018 Policy 35. Condition 58 of the outline permission is therefore recommended to be discharged.

201. The Environmental Quality and Growth team note that the proposal includes the installation of air source heat pumps from 2025, with the associated noise levels from plant and equipment requiring assessment to ensure local amenity is protected. Given this, a plant noise insulation condition and the standard plant noise informative are recommended, as considered reasonable and necessary in this context.

Contaminated Land

202. Contaminated land is covered by Condition 50 on the outline consent and various site investigation reports have demonstrated that the DG1 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, and the details are expected to meet requirements of CLP 2018 policy 33.

203. Condition 52 of the outline permission requires the submission of a CMS, demonstrating how the construction of parcels BDW5 and BDW6 accords with the approved CEMP. The revised CMS confirms how imported ground-forming materials will be managed in order to ensure that contaminated material is not brought onto the site. The referencing of the Soil Resource Plan (by Woods Hardwick, ref: IDB/16483/B1, dated October 2014) is noted and welcomed by the Environmental Quality and Growth team, particularly with respect to the commitment to the submission of a Verification Report upon completion. Furthermore, the Environment Agency has confirmed that the CMS document demonstrates an appropriate level of consideration for water quality management, in relation to drainage control measures and contamination. This is in line with CLP 2018 policy 33.

204. Notwithstanding the above, the construction sequence and other elements such as identification of parcels presented in the CMS do not correspond to the construction phasing within the approved CEMP or the phasing plan for DG1, as approved to respectively discharge conditions 51 and 5 of the outline. This is expected to be addressed in a further submission of details to discharge condition 52.

Lighting

205. 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, with the approved details and measures to be carried out and maintained as approved. The applicants have submitted details of street lighting and private installations, which have been reviewed by the Environmental Quality and Growth team, concluding the impact of the lighting on and off site is difficult to determine. They note the surrounding area is predominantly rural fields and therefore without baseline monitoring, the site should be classed as E2 (rural) 'low district brightness' environmental zone. An artificial lighting impact assessment is then undertaken with predicted lighting levels at proposed and existing residential properties, considering the current rural location in situ.

206. The applicants have submitted justification for the site's classification as E3 (suburban) 'medium district brightness area', however the Environmental Quality and Growth team maintain their position as above. The team notes areas of concerns may differ in terms of ensuring highway or public safety is met and those considered by the team. Accordingly, the recommendation is to not discharge Condition 66 as the details do not sufficiently demonstrate that the amenity and quality of life is protected, in accordance with CLP 2018 Policy 34. A further submission is required to discharge Condition 66 for parcels BDW5 and BDW6 of Darwin Green.

Broadband

207. 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 'Broadband Provision for Darwin Green' document by Utility Consultant Services dated 20 March 2014. This is in accordance with CLP 2018 Policy 42.

Ecology and Biodiversity

208. 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 applicants have submitted an ECMPS detailing the ten-year management of biodiversity features, species, and maintenance regime, to be used in conjunction with the submitted Preliminary Ecological Appraisal (PEA), which identifies existing ecology and outlines actions that can be taken to enhance the ecological value on site.

209. In addition, an Ecological impact Assessment (EcIA) for parcels BDW5 and BDW6 have been submitted, identifying the existence of protected species on site, primarily associated with the boundary hedgerow and with the ditch features that form part of the infrastructure approval (14/0086/REM) boundary. The EcIA suggests that these features will be protected during construction and enhanced post construction, which is supported by the Council's Nature Conservation officer.

210. Nevertheless, further detailed specifications and drawings are necessary, to ensure the appropriate ecological protection and enhancement features align with regards to protected species. This is supported and the recommended conditions for a Construction Ecological Management Plan (CEcMP), to secure the specification, number and locations of ecological enhancements and Pre-occupancy works are recommended as necessary to make the proposals acceptable in planning terms. Officers note the scope differs from the CMS required by the outline permission and relates and is proportionate to the conditions identified on the BDW5 and BDW6 site.

211. Further to the above, officers require that updated surveys, appropriate Natural England License and any necessary protection and mitigation measures are in place prior to disturbance of the habitats identified in the EcIA. This should cross reference existing approvals (such as the adjacent 14/0086/REM) to ensure that

works align and that the necessary protection measures are appropriately phased and monitored. As foraging bats are using the site the CEcMP is also expected to include control of artificial lighting during the construction phase. This is supported and a condition is recommended accordingly and in line with CLP 2018 policies 69 and 70.

212. The Ecological Conservation Management Plan Statement (ECMPS) will need to be revised to align with the approved EcIA and updated surveys submitted with the amended application. The ECMPS is not recommended for approval and the recommendation is that Condition 40 is not discharged at this stage. Although not an outline requirement, the future submission of the ECMPS should consider the inclusion of the biodiversity net gain (BNG) calculations, indicating how the ecological measures may contribute to a net gain.

Trees and Hedges

213. Conditions 17 and 18 of the outline consent require the submission of a land survey, a tree and hedge survey, an arboricultural implications assessment; and an arboricultural method statement, tree constraints plan and tree protection plan respectively for each reserved matters proposal. The applicants have submitted a Tree Survey and Constraints Plan, an Arboricultural Method Statement (AMS), and Arboricultural Implication Assessment (AIA) and tree pit details.

214. The Arboricultural officer has reviewed the submission documents and, whilst satisfied with the revised AIA, recommends the AMS to contain a set of clear instructions of how to work near trees and how the site will be managed to minimise conflict with trees. In addition, the tree protection plans (TPPs) must include access routes, crane locations, the location of materials storage and facilities, along with services information to ensure that no services will be positioned in or cross the root protection area (RPA) of any retained tree.

215. Third party representations, although supportive of the retention of TG26 as proposed, have raised concerns about the future management of the hedge as they would fall within private ownership. For this reason and considerations in the previous paragraph, the Arboricultural officer recommends that a more detailed survey is necessary to allow inform appropriate management and acceptable fencing of TG26, which should then be included as an update in the submitted AMS. The Arboricultural officer has confirmed that the proposed mesh fence is a reasonable compromise regarding light, but a wider space would be necessary to warrant TG26 long-term retention, enhancement, and management. It is noted that the majority of TG26 will fall within Allotment 3, which is proposed for adoption by the Council, and only part of it would remain within private ownership, where they are located to the rear of plots 202-204 and 312-313.

216. The officer recommends the TG26 protection be secured through a tree preservation order (TPO), which can also protect specimens planted within the group to gap-up. This falls outside the remit of this application. Nevertheless, the recommendation for an updated survey of TG26 is supported, including details of existing and replacement specimens as suggested. The survey should also ensure sufficient information is available to guide the appropriate management and

acceptable fencing of TG26. This should then be specified on the AMS to be submitted in the future, when the survey information is available.

217. Based on the above, the recommendation is that conditions 17 and 18 of the outline permission are not discharged at this stage. A further submission of the Tree Survey and Constraints Plan, of the AIA (as required) and of the AMS will be required prior to commencement of development, in accordance with CLP 2018 policy 71.

Archaeology and Heritage

218. 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 BDW5 and BDW6 parcels 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 to fully discharge this condition prior to commencement of development. Notwithstanding this, in correspondence dated 12 March 2021 the County Archaeology confirms to be satisfied that the fieldwork element of the scheme has been completed in accordance with the approved WSI and that they have no objection to the approval of reserved matters applications or the commencement of construction in the approved areas.

Airport Safeguarding

219. The site falls within two airport safeguarding zone consultative areas for any structure greater than 45 metres and 90 metres above the ground level. Cambridge International Airport and the Ministry of Defence (MoD) have been consulted. The Airport has raised no objection to the proposal from an airport safeguarding perspective.

220. Within this zone, the principal concern of MoD is that the creation of new habitats may attract and support populations of large and, or flocking birds. This is usually the case when an extensive network of SuDS is proposed with the development. In the case of BDW5 and BDW6, the main SuDS will effectively be placed outside the application boundary and within the transverse corridors, approved with the infrastructure reserved matters (14/0086/REM). For the purposes of assessing this application, given that the infiltration is restricted in the site the only SuDS elements proposed are the permeable paving across private access and parking areas. Whilst the MoD have not sent any comments to the date this report was finalised, officers are satisfied that the proposals do not conflict with CLP 2018 Policy 37.

Third Party Representations

221. The third-party representations relating to the removal of the TG26 hedgerow are no longer relevant to this proposal following the confirmation that the hedgerow will be retained. The representations relating to the impact on the amenity of neighbouring properties and general character of the area, flood risk, car parking,

inconsistency with the outline permission, have been addressed in detail in the relevant sections of this report.

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

Comment	Response
The proposal has diverged from the original proposal and there should be a "buffer zone" between the new and existing buildings so they are not closer than 50 meters.	The assessment in this report has concluded that the scheme is compliant with the outline permission. There is not a requirement for a minimum of 50 metres between the proposed and existing buildings in the approved outline plans.
Inconsistency of the proposals with the outline permission and parameter plans, particularly in relation to retention of existing hedgerows; distances with existing properties; and building heights.	The assessment in this report has concluded that the scheme is compliant with the outline permission and parameter plans, including the Landscape PP.
Proximity, density, building heights and/or scale of buildings proposed along the eastern boundary and the resulting negative effect on the living conditions of the occupiers of neighbouring properties, with risks of overlooking, overbearing, overshadowing and noise.	The proposed layout, scale and massing are supported and the assessment in the Layout, Form, Scale and Density section of this report has concluded that the proposals would not be detrimental to the residential amenity of existing neighbouring properties. The slight deviation from the Number of Storeys PP is supported. The proposed density falls within the density aimed for each character area in the Design Code.
Poor residential amenity of the proposals.	Albeit not an outline requirement, all units would comply with the minimum GIA set out by the NDSS. The quality of the internal spaces would provide good quality accommodation, as assessed in the Internal Floor Space / Residential amenity for future occupants section of this report.
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.	The proposed densities for each character areas falls within those outlined in the Design Code. The Layout, Form, Scale and Density section of this report concludes that the proposed strategy for height and massing responds to contextual factors and good placemaking principles of the Design Code. The impact to neighbouring properties has been assessed in the Layout, Form, Scale and Density section of this report, and the conclusion is that the proposals would not have a

	detrimental impact on the residential amenity of neighbouring properties.
Impact of construction work on Darwin Green site on the residential amenity of neighbouring properties, including noise and dust.	The impact of construction works on residential amenity is controlled through conditions 51 and 52 of the outline consent. Compliance with this for earlier phases of development is a separate matter for planning enforcement.
Risk of flooding due to construction on the site and exacerbating the existing flooding in the development site and likely resulting in flooding of both existing and new dwellings.	Risk of flooding has been considered in the Water Management, Drainage and Flood Risk section of this report. The proposals when built would significantly improve the current green-off rate and the surface run-off will be conveyed to the various outfall locations via the proposed surface water sewers running underneath the development street network and the strategic SuDS systems which runs through and around the perimeter of the site.
Potential car parking overspill and irregular access to/from development via the proposed pedestrian and cyclist links towards east as they facilitate connection between existing residential areas and the proposed development.	This has been assessed in the Cycling and Pedestrian Infrastructure section of this report. Sufficient details have been provided at this stage to ensure irregular access by motor-vehicles. A condition is recommended to secure further design details of the links. The car parking section of this report includes the assessment of car parking provision for future residents and visitor car parking, in line with the Design Code.
Proposals do not consider the outcome of community involvement activities and insufficient time was allowed for public consultation.	A Statement of Community Involvement has been submitted in support of the application, relating details of the community engagement undertaken by the applicant. There have been two periods of formal public consultation since submission, and in total the application has been available between August and November 2021 for inspection and comments through the public register. All comments received within this period were considered in the assessment of the application.
General inconsistencies, inaccuracies and omissions found in documents and drawings.	The application was amended to address inconsistencies, inaccuracies and omissions in the documents and plans for approval.

Conclusion

223. The assessment of the reserved matters of layout, landscaping, appearance and scale in this report have concluded that the details are acceptable and generally compliant with the outline permission. The deviations from the Design Code have been assessed in the relevant sections of this report, which concluded that these do not diverge from the principles established at the outline stage. All deviations have been supported by the relevant officers, and the proposals are effectively considered compliant with the outline permission.

224. The number of affordable homes in one core of apartment blocks would exceed guidance by one dwelling in one of the apartments blocks. Moreover, two adjoining blocks of apartments would also exceed the maximum number of affordable homes in a cluster by one dwelling. These deviations have been considered minor in light of the quality of design of the affordable housing provided. Officers have considered the scheme would provide appropriate distribution of affordable homes overall, and that these would be well integrated with the general market housing. The proposals would therefore align with current policies and the Housing Strategy.

225. The proposals would provide additional benefits not required by the outline permission, such as future-proofing infrastructure to facilitate the upgrade to efficient electric heating systems and for future electric vehicle (EV) charging point provision, along with a commitment for more than half of the dwellings to be built to the Future Homes Standard. The scheme would also provide wheelchair affordable homes ready for occupation, and a substantially larger proportion of open space areas with inclusive play equipment and sensory planting, beyond the requirements of the outline permission.

226. The conditions not discharged with this reserved matters application will need to be submitted in the future, in line with the triggers applied to each specific condition.

Recommendation

227. **Approve planning permission of reserved matters application reference 21/03619/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.

228. **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 BDW5 and BDW6 application proposals:

Conditions submitted	Recommendation	Outstanding information
Condition 6 Environmental Statement	Not Applicable. The requirements of condition 6 are for the development to be carried out in	n/a

	accordance with the mitigation measures on the outline ES.	
Condition 8 Design Code Compliance	Discharge	n/a
Condition 10 Youth Facility and Children's Play Provision	Discharge	n/a
Condition 14 Soft and Hard Landscaping	Discharge	n/a
Condition 15 Broadband Infrastructure	Not applicable. Discharged on 16 April 2014.	n/a
Condition 17 Tree and Hedge Survey and Arboricultural Implications Assessment (AIA)	Not discharge	Resubmission required. An updated survey of the TG26 hedge to include details of species and numbers of existing specimen, separating out any superior specimens, and detailing species and numbers of replacement specimens. Survey of TG26 should be sufficient to inform appropriate management and acceptable fencing.
Condition 18 Arboricultural Method Statement (AMS)	Not discharge	Resubmission required. TG26 detailed survey to inform the AMS.
Condition 22 Allotment Strategy	Discharge	n/a
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	Compliant	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	Not discharge	Resubmission required. Consistency with approved EcIA and updated surveys. Inclusion of the biodiversity net gain (BNG) calculations is supported.
Condition 49 Secure Parking of Bicycles	Not discharge	Resubmission required. Locations for oversized bike parking and bike maintenance areas to be confirmed, along with clarification of stand type to safeguard oversized bikes. Include details required by the Urban Design officer, as relevant.
Condition 52 Construction Method Statement (CMS)	Not discharge	Resubmission required. Construction phasing to align with approved phasing plan.
Condition 58 Noise Assessment for future residents	Discharge	n/a
Condition 62 Domestic and Trade Waste	Not discharge	Resubmission required. Include bin capacity for apartments as revised by the Waste Project officers and details for the design of houses' bin stores required by the Urban Design officer, as relevant.
Condition 63 Construction Waste Management	Not discharge	Resubmission required. Information about the waste facility/compound is missing. Construction phasing to align with approved phasing plan.
Condition 66 Lighting	Not discharge	Resubmission required Assessment to consider the current rural location in situ. Proposed light columns must be located within the REM red line boundary. Proposals are acceptable in terms of community safety and reducing vulnerability to crime.

Condition 69 Public Art	Not discharge	Resubmission required. Details to include plan showing location of installations.
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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. Construction Ecological Management Plan

No development shall commence (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of biodiversity protection zones.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timings of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests, in compliance with Cambridge Local Plan 2018 Policy 57.

3. Natural England Protected Species Licences

No works likely to cause harm to badgers or water voles shall not commence unless the local planning authority has been provided with either:

- a licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 authorising the specified activity/development to go ahead; or
- a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.

Reason: To ensure the protection of priority species and habitats, in line with Policy 57 of Cambridge Local Plan 2018.

4. Futureproofing for Electric Vehicle Infrastructure

Prior to above ground works commencing and in order to facilitate and enable the future installation of dedicated electric vehicle (EV) charge points, a scheme including relevant plan(s) and specification of the appropriate ducting and associated infrastructure to all dwellings shall be submitted to and approved in writing by the local planning authority.

The scheme shall enable capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces, and be sufficient to accommodate the future provision of:

- One active electric vehicle charge point for each residential unit with allocated parking space within the plot curtilage, to be designed and installed on site with a minimum power rating output of 7kW; and
- Provision of active electric vehicle charge points for at least 50% of communal/courtyard and on street parking spaces, to be designed and installed on site with a minimum power rating output of 7kW.

The charge points shall be designed and installed in accordance with BS EN 61851 or any superseding standard or Building Regulations.

The EV infrastructure scheme shall be approved in writing prior to the commencement of groundworks and the infrastructure installed prior to the occupation of the associated property or parking area and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the NPPF and Policy 36 of the Cambridge Local Plan 2018 and with Cambridge City Council's adopted Air Quality Action Plan 2018.

5. Visitor Cycle Parking

Prior to above ground works commencing, details of the level and location of visitor cycle parking for parcels BDW5 and BDW6 shall be submitted for approval by the local planning authority. The cycle parking location shall accord with the principles within the Design Code and be in convenient and safe places, where it would not obstruct the passage of pedestrians or vehicles, and in key public space. The details should be consistent with any approved lighting detail to ensure the cycle parking spaces to be well lit and benefit from natural surveillance and be secure.

Reason: In line with the outline permission 07/0003/OUT and Cambridge Local Plan 2018 policies 57 and 80.

6. Materials

Prior to development above ground level, except for demolition, details of all the materials for the external surfaces of buildings to be used in the construction of the development shall be submitted to and approved in writing by the local planning authority. The details shall include external features such as windows, GRC balcony frames, brise soleil, doors and entrance canopies, perforated panelling, standing seam roof cladding external metal work, hung red tile cladding, rainwater goods, balconies, edge junction and coping details. Development shall be carried out in accordance with the approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy 55 of the Cambridge Local Plan 2018.

7. Approval of M4(3)(2)(b) affordable units

Prior to development above ground level, except for demolition, details of plots 001, 106 and 108 as M4(3)(2)(b) dwellings shall be submitted to the local planning authority for approval. The dwellings shall meet requirements specified by the most recent version of The Building Regulations 2010 Approved Document M, Volume 1 (Dwellings), or any superseding document. The development shall be carried out as approved.

Reason: To ensure a balanced mix of dwelling types, to enable the occupation of affordable housing to people in housing need and to secure the creation of accessible homes, in line with Cambridge Local Plan 2018 policies 45 and 51.

8. Ecological Enhancement – Pre-occupancy works

No development above ground level shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the local planning authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both during development of the site and in the future. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the local planning authority.

Reason: To conserve and enhance ecological interests, in line with Cambridge Local Plan 2018 Policy 57.

9. Pedestrian/Cycle links to Brownlow Road and Blackhall Road

No development above slab level shall commence until full details of the pedestrian and cycle links to Brownlow Road and Blackhall Road are submitted to and approved in writing by the local planning authority. The details shall include the design and

urban furniture elements to restrict motor-vehicular access to the site, as well as of the associated landscaping which aid in buffering the route from nearby houses and integrating the space into the adjacent open space.

Reason: In the interests of pedestrian and cyclist safety, visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development, in line with policies 55, 57, 59 and 80 of Cambridge Local Plan 2018.

10. Sample Panel

Prior to any brickwork above ground level being laid, a sample panel of minimum 1.5 metre x 1.5 metre shall be prepared on site detailing the choice of brick, bond, coursing, special brick patterning [recessed brick panels with stack bond detail, soldier coursing, stepped brick, projecting brick, rusticated alternative brick coursing, hit and miss], 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, and works will take place only in accordance with approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy 55 of the Cambridge Local Plan 2018.

11. Roof Top Plant

Prior to the installation of the roof-mounted plant/equipment shown on drawing no(s) JTP_BP_S3_03, JTP_BP_S3_04, JTP_BP_Q1_03, JTP_BP_Q1_04, details of the plant/equipment shall be submitted to and approved in writing by the local planning authority. The details shall include the type, dimensions, materials, location, and means of fixing. The development shall be carried out in accordance with the approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy 55 of the Cambridge Local Plan 2018.

12. Plant/machinery/equipment

No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts has been submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and retained as such.

Reason: To ensure that future users of the development will not be exposed internally and externally to unacceptable levels of noise pollution/disturbance, in accordance with Cambridge Local Plan 2018 Policy 35.

13. Implementation of Carbon Reduction Strategy:

The carbon reduction strategy for the scheme shall be implemented in full in line with the following commitments as set out in the approved Energy and Sustainability Report, Darwin Green BDW 5 & 6 (Environmental Economics, 30/07/21 Revision 3):

- No less than 20% of all the development shall be assessed against and built to the Part L Building Regulations 2013 standard;
- No less than 25% of all the development shall be assessed against and built to the forthcoming Part L Building Regulations 2021 standard;
- No less than 55% of all the development shall be assessed against and built to the Future Homes Standard.

Any change to the approved strategy shall be submitted to and agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and futureproofing the development for net zero carbon and ensuring that new buildings are constructed in a sustainable manner, in line with Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

14. Futureproofing for low temperature heating

In order to facilitate the upgrade of heating systems to efficient (i.e., heat pump) electric heating, radiators shall be sized and fitted on the basis of being capable of running at a maximum of 45°C flow temperature to all residential units when switched to a heat pump system as per the approved Energy and Sustainability Report, Darwin Green BDW 5 & 6 (Environmental Economics, 30/07/2021, Version 3).

All residential units will have an appropriate space identified for an external air source heat pump unit that is acceptable within permitted development requirements for noise, proximity to boundaries and physical size. Furthermore, for all residential units the primary pipework shall be provided between the external unit and the primary heating installations (heating pump and hot water tank) to enable the use of the heat pump system with minimum disruption upon gas boiler removal. The hot water tank shall be heat pump ready, sized to enable incorporation of any additional requirements to the heat exchanger area and storage volume.

Reason: In the interests of reducing carbon dioxide emissions and futureproofing the development for net zero carbon and ensuring that new buildings are constructed in a sustainable manner and are easily adaptable, in line with Cambridge Local Plan 2018, Policy 28 and Policy 57 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

15. Tree Remedial Works

The approved tree protection methodology including supervision will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local

planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: To ensure that trees to be retained will not be damaged during any construction activity, and in order to preserve arboricultural amenity, in accordance with Cambridge Local Plan 2018 Policy 71.

16. Tree Replacement

If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To ensure that remaining arboricultural amenity will be preserved in accordance with Cambridge Local Plan 2018 Policy 71.

17. Driveway Levels

The proposed driveway shall be constructed using a bound material and with falls and levels as such to ensure that no private water from the site drains across or onto the adopted public highway.

Reason: For the safe and effective operation of the highway, in line with Cambridge Local Plan 2018 Policy 56.

18. 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 dwelling house(s) shall not be allowed for plots 048, 049, 050, 051, 052, 053, 054, 196, 197, 198, 199, 201, 202, 203, 204, 312 and 313 as shown on the approved site plan, without the granting of specific planning permission.

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

Informative

1. 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. 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).

3. Materials

The details required to discharge the submission of materials condition should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.

4. Plant noise insulation

To satisfy the plant noise insulation condition, the rating level (in accordance with BS4142:2014+A1:2019) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background sound level (LA90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

If noise sensitive premises are located within the site boundary, then the glazing of the premises and/or amenity areas will also be a location for the rating level of all plant not to exceed the existing background sound level (LA90).

Tonal/impulsive sounds and other sound characteristics should be eliminated or at least considered in any assessment and should carry an additional correction (rating penalty) in accordance with BS4142:2014+A1:2019. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one-hour period) and night time (2300 to 0700 hrs over any one 15-minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the application boundary having regard to neighbouring premises.

Whilst our requirements are for the rating level not to exceed the background sound level at the application site boundary, if the plant is roof mounted and nearby noise sensitive receivers are in closer proximity than the site boundary and / or the site boundary is afforded shielding from the application building parapet, the nearest noise sensitive receiver would be the required assessment location.

It is important to note that a full BS4142:2014+A1:2019 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, frequency spectrums, directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full acoustic calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated, and calculations checked.

5. Cadent Gas Assets

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.lineearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

6. 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, dike, 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-andwaste/watercourse-management/>. Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

7. Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

Background Papers

- Application File 07/0003/OUT
- Application File S/0001/F
- JDCC Report for August 2013

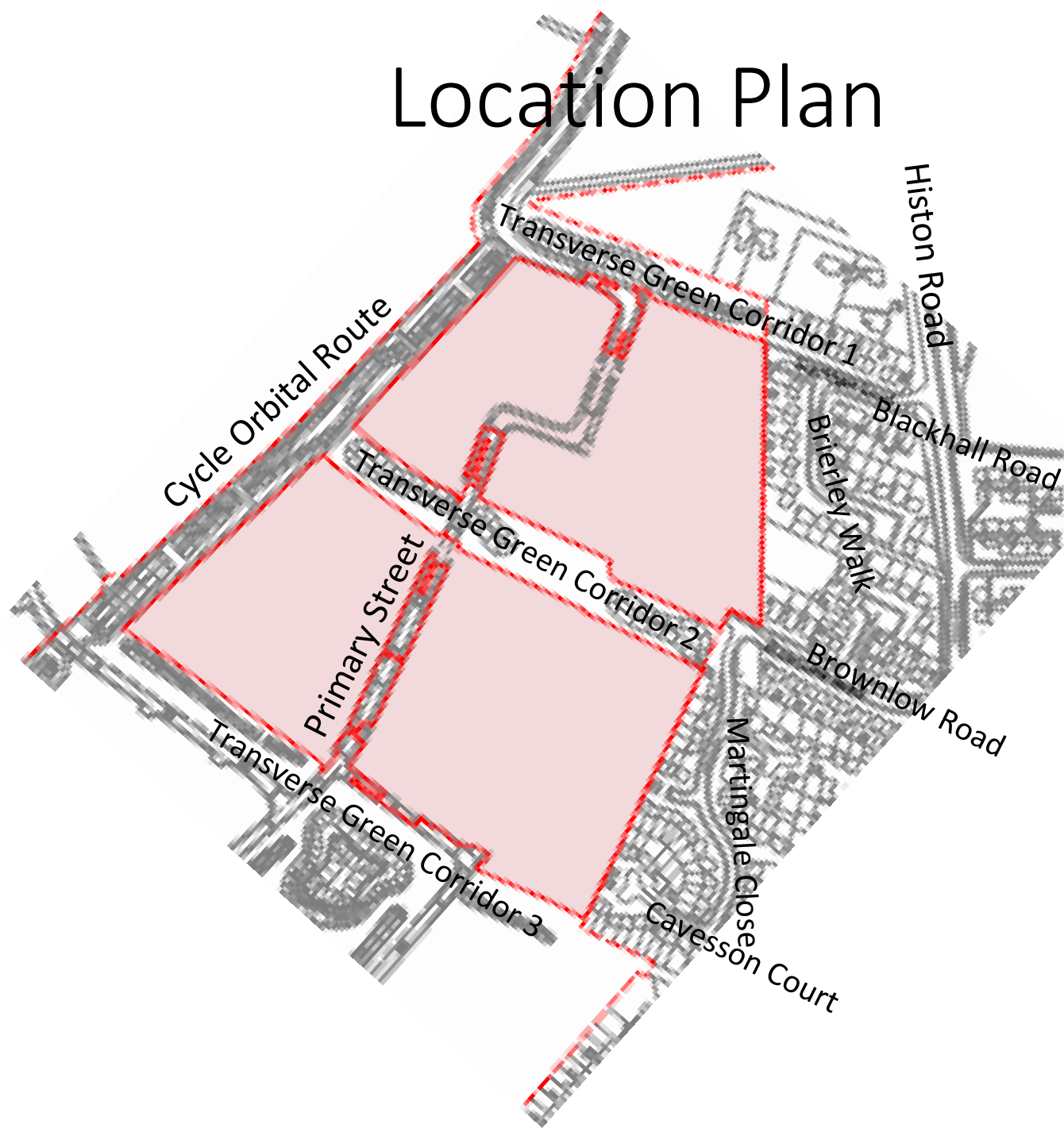
Report Author:

Name: Yole Medeiros, Principal Planning Officer (Strategic Sites Team)

Telephone: (01954) 713179

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Location Plan



Level 03 Plan



Site elevations



NORTH WEST GREEN CORRIDOR

PRIMARY STREET

Page 89

Site Section 01
1 : 500

CLIVE VALE PARK



PRIMARY STREET

NORTH WEST GREEN CORRIDOR

Site Section 04

ARBURY GREEN

1:500
0 10 20 50

Site elevations – Neighbouring context

Section BB



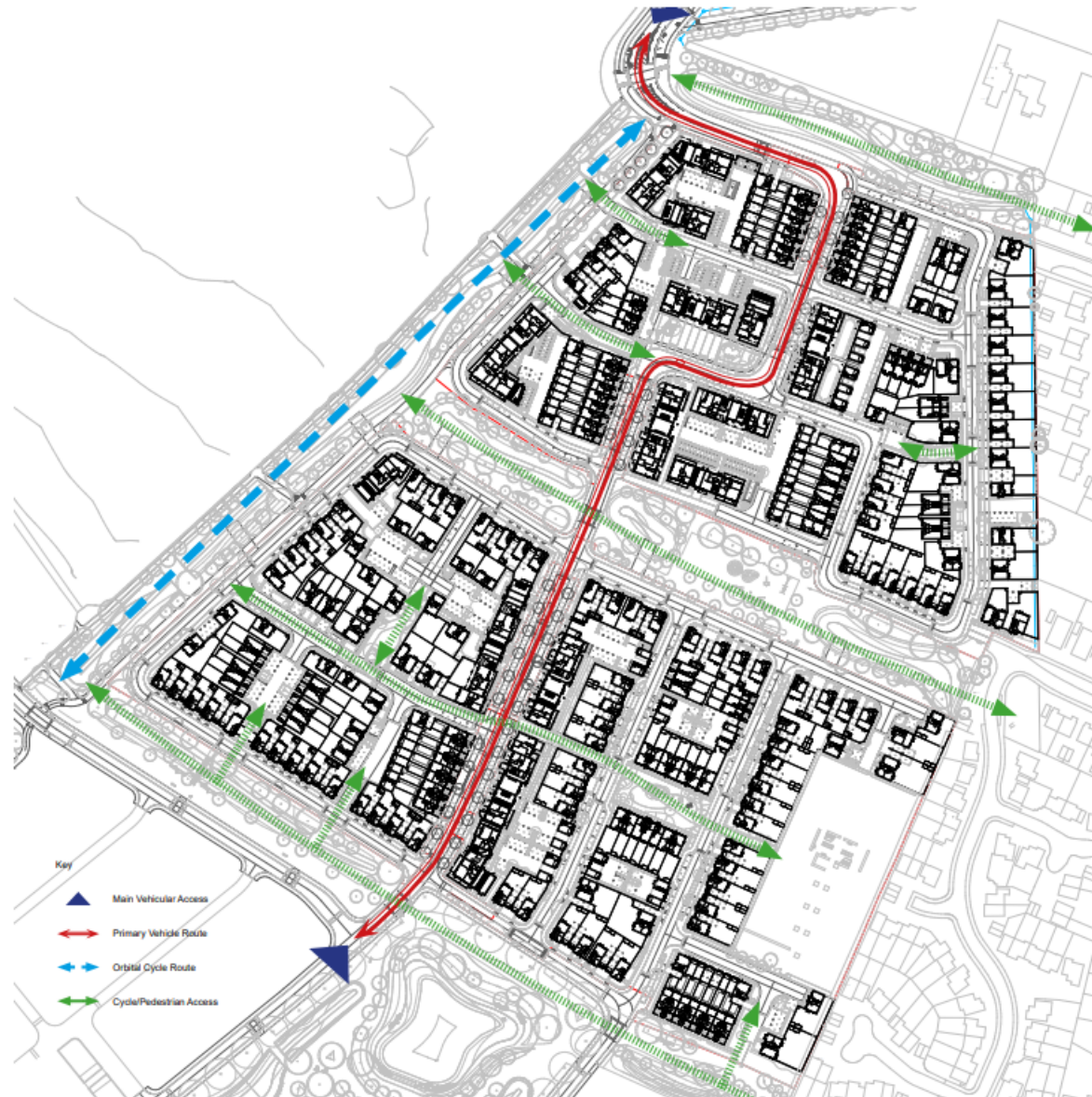
Section DD



Landscape Masterplan



Pedestrian and Cycling Infrastructure



Affordable Housing Distribution



Ground Floor



- Market
- Shared Ownership
- Affordable Rented





Report to:

Joint Development Control
Committee

15 December 2021

Lead Officer:

Joint Director of Planning and Economic Development

20/05040/FUL. – Cherry Hinton (Land to the West of Peterhouse Technology Park, Fulbourn Road, Cambridge, CB1 9NJ)

Proposal: The erection of a new building comprising E(g) floorspace with car and cycle parking, landscaping and associated infrastructure

Applicant: The Master (or Keeper) and Fellows of Peterhouse in the University of Cambridge

Key material considerations:

- Principle of development;
- Landscape, townscape, and visual impact
- Design, character and appearance
- Transport, access, and parking
- Amenity
- Ecology and biodiversity
- Carbon reduction and sustainable design
- Flood risk, drainage, and water management

Date of Member site visit: N/A

Is it a Departure Application: No

Decision due by: 24 December 2021

Application brought to Committee because: Major Development

Presenting officer: Guy Wilson, Principal Planning Officer, Strategic Sites

Executive Summary

1. The site was removed from the Green Belt and allocated for employment use through the Cambridge City Local Plan 2018, subject to consideration of landscape, ecology, and the visual and residential amenity impact of development.
2. An office building with 9,976sqm (square metres) of floorspace (use class E(g)) is proposed for the site, alongside associated parking and landscape works. The principle of development is supported in accordance with the Local Plan 2018. Whilst development of the site will have an adverse impact on localised views, particularly from neighbouring dwelling, this will moderate over time as planting establishes, and is considered to be outweighed by the benefits of the proposal.
3. The proposed building is considered to represent high quality design, which provides continuity with the neighbouring ARM A & B development with respect to its scale, massing, and materials. The building adopts a sustainable design, with decarbonised heating, and will achieve BREEAM 'Very Good' for the shell finish, with BREEAM 'Excellent' targeted for the first fit-out.
4. The layout of the site, design of the building, and landscape works will minimise the landscape and visual impact of the proposals and the impact on residential amenity. The proposals will also not harm nearby wildlife site, and the site will achieve a biodiversity net gain.
5. A package of measures to support public transport use and active travel, and to manage parking demand are proposed. Subject to these measures, the transport impact of the development is considered acceptable.

Application Update

6. This application was deferred at the JDCC meeting in October 2021. Members raised queries in relation to a number of issues including the impact on neighbours, the landscape and visual impact, transport matters, and drainage. Additional information has been submitted to provide clarification on these matters. Significant changes to the officer report and additional planning conditions are reported in bold in the report below.

Recommendation

7. Officers recommend that JDCC **approves** this application, subject to consultation with the Secretary of State, completion of a s106 agreement, and the conditions and informatives set out at the end of the report.

Relevant planning history

8. The following applications are relevant to the site itself:

19/1032/SCRE – EIA Screening request for option S – Proposals would not be EIA development

19/1033/SCRE – EIA Screening request for option T – Proposals would not be EIA development

9. The following nearby applications are considered of particular relevance to the determination of this application:

15/0893/FUL - Land West Of ARM 1, Peterhouse Technology Park (ARM A & B) - Detailed planning application consisting of: the demolition of ARM2; the construction of new buildings for B1 use; two multistorey car parking structures; additional temporary car parking spaces; new cycle parking spaces; hard and soft landscaping works; new internal roads, foot and cycle paths; ancillary and associated facilities and site infrastructure - Granted December 2015

20/04886/SCOP –Technology Park, Fulbourn Road (Cambridge International Technology Park) - Request for a formal scoping opinion for commercial development at Land South of Fulbourn Road, Cambridge

21/00772/OUT –Technology Park, Fulbourn Road (Cambridge International Technology Park) - A hybrid planning application for a total of 56,473sqm of commercial floorspace for Use Classes E(g) i (offices), ii (research and development), ii (light industrial) and B8 (storage and distribution - limited to data centres) uses. Comprising a) an Outline Application with all matters reserved (except for access) for the development of up to 44,671 sqm of floorspace, with associated access, structural landscaping, car and cycle parking and associated infrastructure works; b) a Full Application for the first Phase comprising the main access, one commercial building, a multi-decked car and cycle park and associated landscaping and infrastructure works; and c) a Full Application for the details of initial enabling works comprising site wide earth works and drainage – Refused November 2021

Planning policies

Planning and Compulsory Purchase Act 2004 (as amended)

10. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan document relevant to this site is the Cambridge Local Plan 2018.

Community Infrastructure Levy Regulations 2010 (as amended)

11. The Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations) generally set out regulations relating to the Community Infrastructure

Levy (CIL). Part 11 refers specifically to planning obligations (including those in Section 106 Agreements) and is relevant to the consideration of these applications and will influence the final content of Section 106 Agreement, in the event that planning permission is granted.

12. CIL Regulation 122 imposes limitations on the use of planning obligations. It states (where there is no CIL charging regime), a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development, and
- (c) fairly and reasonably related in scale and kind to the development.

Equalities Act 2010

13. The Applications have been assessed against the relevant sections of the Equalities Act 2010. It is not considered that the Applications discriminates against people with protected characteristics (age, gender reassignment, being married or in a civil partnership, being pregnant or on maternity leave, disability, race including colour, nationality, ethnic or national origin, religion or belief, sex, sexual orientation) specified in this Act.

14. Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 5: Strategic transport infrastructure

Policy 8: Setting of the city

Policy 27: Site specific development opportunities

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 control

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 38: Hazardous installations

Policy 40: Development and expansion of business space

Policy 42: Connecting new developments to digital infrastructure

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and public realm

Policy 61: Conservation and enhancement of Cambridge's historic environment

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

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

15. National Planning Policy Framework 2021

Section 2: Achieving sustainable development

Section 4: Decision-making

Section 6: Building a strong, competitive economy

Section 8: Promoting healthy and safe communities

Section 9: Promoting sustainable transport

Section 12: Achieving well-designed places

Section 14: Meeting the challenge of climate change, flooding and coastal change

Section 15: Conserving and enhancing the historic environment

16. Supplementary Planning Documents (SPDs) and other Guidance

Greater Cambridge Sustainable Design and Construction SPD adopted 2020

Cambridgeshire Flood and Water SPD adopted 2018

Public Art SPD adopted 2010

Planning Obligations SPD 2014

17. Greater Cambridge Local Plan

Cambridge City Council and South Cambridgeshire District Council are jointly preparing a new Local Plan, with a Regulation 18 consultation on the 'First Proposals' draft, scheduled to begin in November 2021. Given the early stage of preparation of the Local Plan, it carries little weight in the decision-making process.

Consultation

Cambridgeshire County Council Transport Assessment Team

Application as submitted

Car and cycle parking

18. 332 cycle parking spaces are proposed, representing 1 space per 30sqm of gross internal floorspace. The TA should demonstrate this is sufficient to accommodate demand should Travel Plan targets be met. Car parking provision is proposed at 217 additional spaces, or 1 space per 46sqm of gross internal floorspace. Given the highly congested surrounding road network, a robust mitigation strategy and high quality Travel Plan should be used to significantly shift the mode share away from car borne trips.

Trip generation and mode share

19. Vehicle trip rates have been formulated from 2018 traffic surveys from the technology park, and typical trip rates for offices calculated using TRICS software, with an anticipated 171 two-way vehicle trips in the AM peak and 187 two-way vehicle trips in the PM peak. Multi modal trip generation has been determined

using data for the technology park obtained in 2013 and compared against data obtained in 2018 for the Cambridge Science Park. If more recent mode share data is available, this should be used.

Baseline capacity assessment

20. Additional modelling is required to include the following junctions:

- Cambridge Road/Shelford Road mini-roundabout in Fulbourn
- Gazelle Way/Cherry Hinton Road roundabout
- Cherry Hinton Road/Airport Way junction
- Church Road/Airport Way junction
- A1303 Newmarket Road/Airport Way roundabout

21. Modelling currently accounts for the permitted ARM expansion, Land North of Cherry Hinton, and the Wing development. Modelling should also include the following committed developments:

- Land south of Greenlands and west of Babraham Road (06/0795/OUT)
- Land between Long Road and Shelford Road (07/0620/OUT)
- Cambridge Biomedical Campus (06/0976/OUT)
- Cambridge Biomedical Campus Phase 2 (16/0176/OUT)
- Land north of Worts Causeway (GB1)
- Land south of Worts Causeway (GB2)
- Land south of Fulbourn Road (21/00772/OUT) – East of Peterhouse Technology Park

Future capacity

22. Background traffic growth inputs should be provided. The opening year capacity assessment should be pushed back to 2023 as 2021 is an unrealistic opening date. The future year operational assessment should consequently be pushed back to 2028.

Application as amended (June 2021)

23. Baseline traffic conditions are agreed, trip generation, and baseline junction capacity are agreed. The data used for background traffic growth is not agreed and clarification is needed on how committed developments have been modelled. The modelling should also account for the proposed fourth arm to the Fulbourn Road/ Yarrow Road roundabout. Car parking provision should be reduced from 197 spaces to 166 spaces to achieve the proposed trip budget.

Application as amended (August 2021)

24. Parking provision of 193 spaces, potentially reducing to 166 spaces subject to monitoring of parking demand is agreed.

25. Proposed trip generation rates, assessment of traffic growth and junction modelling are agreed.

Impact on Highway Network

26. A combination of measures such as implementation of the Travel Plan, limiting car parking provision, designated car sharing spaces, working from home, promoting off-peak travel, and the delivery of sustainable travel infrastructure have been determined to result in a 35% reduction to the development trip generation. These measures are anticipated to reduce the development trip generation to 134 two-way trips in the AM peak and 122 two-way trips in the PM peak. An evidence base has been submitted demonstrating that the percentage reduction figures proposed for each measure are realistic.
27. The impact of the development on the surrounding highway network following a 35% reduction to peak hour trips to consider the above mitigation has been assessed. All junctions are anticipated to operate better during the 2031 with mitigation scenario than during the 2031 baseline scenario.
28. The development's impact on the surrounding network should be controlled by assessments of car parking provision provided on-site. On-site car parking provision should be limited to 193 spaces (1 space per 52sqm). This is the maximum provision that can be delivered whilst ensuring that trip generation for the development in the peak periods does not exceed the development trip generation reduced by 35% demonstrated to have a negligible impact on the surrounding network. The demand and uptake of these car parking spaces should be regularly monitored as part of the Car Parking Management Strategy.

Multi-modal impact

29. It is anticipated the existing public bus service provision and ARM shuttlebus will be able to accommodate the additional bus users generated by the development both with and without implementation of the Travel Plan.
30. The development is anticipated to generate an additional 32 walking and 95 cycle movements in the peak periods. The number of walking and cycling movements to and from the site will further increase following implementation of the Travel Plan. As noted within previous responses, 24%, 14%, and 12% of cycle trips generated by the development are anticipated to use Cambridge Road, Cherry Hinton Road, and Queen Edith's Way to access the site. Many of the accidents recorded on these links involved cyclists. The developer is willing to provide a S106 monetary contribution towards safety and access improvements for cycle users travelling to and from the development site. This is agreed. The provision of the Fulbourn to Cambridge Greenway by the Greater Cambridge Partnership will provide a safe and direct route from Fulbourn and Cambridge City Centre to the site.

Mitigation and conclusion

31. The following off-site mitigation package is considered adequate to mitigate the development impact and is in line with the planning tests:
- Car Parking Management Strategy

- S106 contribution of £20,000 towards parking surveys and any parking controls identified to be required by the parking surveys
- S106 contribution of £361,735 towards the Fulbourn to Cambridge Greenway
- Upgrade the eastbound bus stop on Fulbourn Road to the west of the PTP main site access to comprise a shelter with £10,000 maintenance contribution
- S106 contribution of £18,000 towards the installation and maintenance of a RTPI unit at the eastbound bus stop on Fulbourn Road to the west of the PTP main site access
- Travel Plan (inclusive of bus taster and/or cycle discount vouchers for staff)

32. The Highway Authority does not object to the proposals subject to the mitigation package.

Cambridgeshire County Council Highways

33. Given the size and nature of the proposed development Transport Assessment Team within the County Council should be consulted on this application.

Cambridgeshire County Council Archaeology

34. Our record indicate the site is in a landscape of high archaeological potential. Finds of prehistoric worked flint are recorded in the vicinity, and Bronze Age barrows are known to the south of the site. Excavations to the immediate of the site identified Neolithic activity. The War Ditches site to the south west is a defended Iron Age site, with evidence of occupation into the Roman period. We do not object to the proposals however a programme of archaeological investigation should be secured, including a field investigation.

Natural England

35. Whilst the site is within 50m of the Cherry Hinton Pits SSSI, appropriate mitigation measures have been identified to ensure that the development will not have an adverse impact on the special interests for which this site has been notified, primarily four species of nationally uncommon plants and supporting areas of herb-rich chalk grassland.

36. Mitigation including drainage/pollution and dust control measures and biodiversity protection and enhancement should be secured through appropriately worded conditions.

Environment Agency

37. The Environment Agency have no objection. The site is underlain by Zig-Zag chalk Formation which is a principal aquifer and is of moderate sensitivity with potential pollutant/contaminant linkages to controlled waters. If contamination is

found to be present, a remediation strategy should be developed detailing how contamination will be dealt with.

38. Surface water from roofs should be piped direct to an approved SuDS system using sealed downpipes. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer. Surface water from roads and impermeable parking areas shall be discharged via trapped gullies and passed through an oil interceptor.

Lead Local Flood Authority (Cambridgeshire County Council)

39. The submitted documents demonstrate that surface water from the proposed development can be managed through the use of SuDS features, and surface water will then infiltrate the ground. This is supported by infiltration testing.
40. The site is located within flood zone 1 and is also at low risk from surface water flooding. Overland flows from fields will also be captured in a swale to prevent them being directed to adjacent developed areas.
41. No objection, subject to conditions requiring details of the surface water drainage system, and details of the long term maintenance of the SuDS system.

GSCP Sustainability

42. The development targets BREEAM 'Very Good' for the base build, with BREEAM 'Excellent' targeted through the first fit-out of the office. The BREEAM pre-assessment shows a score of 61.35% (base built) with a potential score of 70.95% (post fit-out), which would take the scheme just of the minimum requirements for BREEAM 'Excellent.' This approach is slightly at odds with policy 28, however particularly given the development futureproofs the scheme with decarbonised heating, the approach is considered acceptable.
43. The building has been designed to reduce heating and cooling demand and uses air source heat pumps for heating and cooling. The brown roofs will reduce the heating and cooling demand as well as improving biodiversity. Overall the proposals are supported
44. Condition to secure BREEAM certification are recommended.

GCSP Urban Design

Application as submitted

45. At pre-application stage different massing options were presented to officers, who expressed a preference for the massing to be broken up. However, officers do not object to the layout, scale, and massing of the current proposals, as the massing would be similar to the adjacent ARM A & B development. The architecture of the proposed building is simpler than that of the ARM A & B development, however

the design is considered acceptable given the location of the building closer to sensitive boundaries. A condition should be imposed to ensure the materials are of a high quality.

46. The proposed building layout is logical and flexible allowing different configurations. The southern courtyard is supported, and should include fixed furniture to facilitate outdoor working. The entrance 'plaza' on the north side will provide a good sense of arrival. The detailed landscape and lighting design will be important to the success of this area, and should be secured by condition.
47. The green corridor within the car parking area should be widened to form a more prominent feature. Additional planting and the omission of parking near to the southern and western boundaries will provide a greener edge to these sensitive boundaries.
48. The detailed design of the landscape buffer on the northern end of the site will be important to mitigating any visual impact address residential amenity.

Application as amended (June 2021)

49. Officers welcome the proposed changes to the parking provision and site layout plan from a design perspective. The overall design approach is considered to comply with the design objectives set out in Chapter 12 of the NPPF and Policies 27, 55, 56, 57 and 59 of the 'Cambridge Local Plan' (2018). Conditions recommended at the last consultation still applies to the revised scheme.

GCSP Landscape

Application as submitted

50. The overall methodology of the LVIA is supported.
51. From the submitted viewpoints there are concerns that the building would have an overbearing impact on neighbouring dwellings, and there appear to be some errors/omissions on the viewpoints. We would question the height of the planting shown at year 15. The route and implications of the gas main and water main also need to be clarified. The landscape buffer should be planted as soon as possible and should include some semi-mature planting.
52. Detailed sections along the northern boundary would be useful to illustrate the distance height difference between existing houses and the proposed building.
53. The car parking does not allow space for planting. As a minimum there should be adequate space for large tree species and ground cover and aisles separated by hedging. Rootcells combined with stormwater drainage features should be used rather than the proposed drainage channels currently proposed.
54. Integration of cycling parking within the main building would have been preferable.

55. The proposed brown roof is supported.

Application as amended (June 2021)

56. The clarification regarding the conclusions of the LVIA are welcomed, however there remain concerns about the planting strategy.

57. Mitigation of the visual impact of development on the neighbouring properties to the north relies on the buffer planting along the northern boundary. There remains some uncertainty regarding the gas easement and confirmation of its dimensions are needed. Christmas trees are proposed adjacent to the easement, to be felled on a 7 year rotation. This species is inappropriate. Further planting should be provided to compensate, potentially by removing some hard paving between the easement and the road, with native species woodland trees used.

58. The 0.5m strip between parking bays does not provide sufficient space for tree planting, particularly with the need to accommodate cabling for EV charging and a filter drain.

Application as amended (August 2021)

59. We can see that further opportunities for tree planting along the northern boundary, particularly in the location of Tweeddale, have been taken with additional tree planting along the entrance road. In order to create more of a landscape buffer between the housing and the proposed building, as well as respect the gas main easement, we previously made particular recommendations for the planting. The planting should be intermittent native woodland species planted in clumps such as *Carpinus betulus*, *Acer campestre*, *Alnus* as well as an understorey shrub species such as *Crataegus*. We appreciate that this form of planting will move away from the formal line of tree planting that is currently proposed, but it would create more of a buffer. This change can be shown when the conditions are discharged.

60. We see that the amended car park plan shows a central planting strip amended to be 1m wide to better accommodate tree planting. The car park also shows wheel stops at the head of every bay to stop vehicles bumping into tree trunks. However we note from the amended drainage plan that the perforated pipes beneath the permeable surface in the car park have been moved away from the central planting strips, but still remain within some of the tree planting pits. We will need this drainage/planting arrangement to be covered under the conditions so that we have assurance that the tree planting will take precedent over the drainage system, i.e. that the tree planting will not be sacrificed to accommodate the drainage. This arrangement can be achieved with the use of rootcells with the drainage pipe running through the cells.

61. Conditions are recommended on details of landscape works, landscape maintenance and management, boundary treatments, details of tree pits, and details of the brown roof.

GCSP Conservation

62. It is considered that there are no material Conservation issues with this proposal.

Cambridge City Council Ecology

Application as submitted

63. The Preliminary Ecological Appraisal 2020 update is acceptable. A Biodiversity Net Gain metric (DEFRA V2) should be submitted to calculate the net gain achieved from the proposed development.
64. The comments from Natural England are agreed.
65. The proposed landscaping scheme includes appropriate habitats to compliment adjacent designated sites and farmland. The proposed chalk grassland creation is supported, and details of the species mix should be included in the proposed landscape condition.
66. The landscape plan and management plan should detail how the swale will be constructed and maintained, avoiding importing top soil. Revised plans should show the location of next box provision for swifts and barn owls. Alternatively these could be secured by condition.
67. The proposed lighting strategy will sufficiently reduce artificial lighting along the boundary of the local Nature Reserve. Hours of lighting should be controlled by condition
68. A condition requiring pre development checks for badgers and reptiles would be appropriate.

Application as amended (June 2021)

69. Content with Biodiversity Net Gain (BNG) assessment for the proposal, demonstrating a BNG of at least 15% from the proposed habitat creation and management.

Cambridge City Council Environmental Health

Application as submitted

Construction management

70. Pollution during demolition and construction has the potential to affect the amenity of neighbouring residences if not controlled. In the interests of amenity standard conditions on construction/ demolition / delivery noise/ hours/ and dust should be imposed.

Lighting

71. The lighting report only provides detail on street lighting, which will be reviewed the County Council highways team. An artificial lighting assessment is required to establish the impact on neighbouring residences. This can be secured by condition.

Acoustic assessment

72. The submitted acoustic assessment provides reasonable plant noise rating limits at the northern and southern boundaries. Plant noise should not exceed background noise limits, and this should be measured from the nearest noise sensitive received.

Collections and deliveries

73. Service collections and deliveries, including for waste/recycling should be limited to reasonable daytime hours by a condition.

Contamination

74. Based on preliminary desk-based assessments and subsequent targeted site investigations, the contaminated land assessment concluded no further assessment and no remediation is required.

Air Quality

75. The site is outside the Air Quality Management Area (AQMA) but will generate additional vehicle movements within the AQMA. The development is predicted to increase pollutants at receptor locations, however pollutant levels will remain well below objective levels. The installation of Electric Vehicle Charging Points (EVCPs) represents suitable mitigation. The building is proposed to have a decarbonised heating and cooling system.
76. The commitment to install 12 EVCPs is welcome however is not considered sufficient. Additional slow charging capacity should be provided, alongside passive provision for remaining spaces.

Conditions

77. Conditions are recommended in relation to construction hours, collections during construction, demolition/noise/vibration, dust, plant equipment, lighting, delivery hours, and electric vehicle charging.

Further comments on the application as amended (June 2021)

78. The EVCP strategy is based on the provision of 176 permanent car parking spaces and would involve 11 fast chargers, 83 slow chargers, and passive provision for a further 30 space, with capacity in the proposed substation to support these spaces. Whilst this is at the lower end of what would be sought,

given the known capacity issues in this part of the city, it is considered a viable package.

Cambridge City Council Public Arts

79. The application should include a public arts strategy. The applicant should appoint an arts consultant and develop a strategy for a site. The approach and budget should be agreed.

Anglian Water

80. The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

81. The sewerage system at present has capacity to accept flows from the development.

82. The preferred method of surface water disposal would be for a SuDS system with infiltration, and connection to a sewer seen as the last option. The proposed development does not propose to discharge to Anglian Water assets so there are no comments on surface water management. The Lead Local Flood Authority or Internal Drainage Board should be consulted.

Police Architectural Liaison

83. The application has been reviewed to confirm that community safety and vulnerability to crime has been addressed. Supportive of the measures being undertaken including level of external lighting covering key areas such as car parking, cycle storage and pedestrian routes around the site. No further comments at this time.

National Grid/ Cadent Gas

84. Cadent Gas do not object to the proposal in principle. The high pressure gas pipeline close to the development has an easement in operation. Landscaping with the easement is restricted and must have formal written approval from Cadent Gas prior to commencing works. The developer is to contact Cadent Gas for further guidance before commencing works.

Health & Safety Executive (self-service portal)

85. HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Airport Safeguarding (Marshalls)

86. The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to conditions removal permitted development rights for cranes and construction equipment, and for submission of a bird management plan prior to commencement.
87. Agree to amended conditions which would allow details of cranes and other works 10m above ground level to be approved by condition, and for the bird hazard management plan to be submitted prior to occupation of the building.

Access Officer

88. The proposals have been reviewed by the Council's Disability Panel who commented:
89. The Panel would like to see sliding (pocket) doors on the accessible WCs as these are easier to manoeuvre from a wheelchair. Within the ground floor core that would be accessible to visitors, the inclusion of a Changing Places cubicle is recommended. These are increasingly becoming a feature in places of work and public buildings and are included within BS8300. The upgrade required from the proposed shower rooms would be minimal and yet it would significantly improve the building's access credentials.
90. This is a very well thought out scheme with an impressive variety of access features proposed. The constraints regarding the gas main and level change that will impact options on entering the building are noted, but the Panel are generally very supportive.

Representations from members of the public

91. Two local residents have individually objected to the proposed development. A petition signed by 32 residents of Ainsdale, Tweedale and Fulbourn Road objecting to the proposal has also been submitted. Objections raised by residents are summarised as:
- The trees and buildings will block or reduce sunlight leading to a loss of light to neighbouring residences.
 - The proposed building would be overlooking neighbouring residences resulting in a loss of privacy.
 - The residential character of Ainsdale and Tweedale will be damaged with a huge building right next to flats, resulting in harm to visual amenity.
 - There will be noise and disturbance, pollution, and odour from the proposed parking.
 - The development will result in traffic generation. The Peterhouse Technology Park along with Adenbrooks area new buildings and increase in personnel have resulted to severely increased traffic in the area, yet there are no plans of new roads, existing roads widening or any infrastructure to alleviate the traffic. The extra employees of the proposed

new building many of whom will drive to work will worsen an already unbearable situation.

- The land in the West of Peterhouse Tech Park is a natural habitat of wild life including squirrels, mice, pheasants, hares, buddleias bush and many kinds of birds. Additionally it is neighbouring the Limekiln Nature Reserve, home of many more different species. The planed building would destroy the natural habitat of the land and will damage the ecosystem of Limekiln Nature Reserve which then will have an enormous building and car park right next to it. The recent ARM A & B development has already disturbed wildlife which would be compounded by further development.
- The proposed landscaping is inadequate to support wildlife.
- The technology park should expand to the south away from residences and the wildlife sites.

92. Residents who have objected, as well as another resident, have also commented on the neighbouring ARM A & B development:

- There is often noise out of hours including alarms at night.
- Vibrations from heavy machinery causing disturbance and property damage.
- Spoil has been left where the new building is proposed, having a harmful impact on the character and appearance of the area.
- There is considerable light pollution from the existing ARM building.
- The landscaping has not been finished.
- The multi-storey car park is poor quality and detracts from the character and appearance of the area.

The site and its surroundings

93. The site is a broadly rectangular parcel of land measuring approximately 2.2 hectares (5.4 acres). The site is bordered by Peterhouse Technology Park to the east, and residential development on two streets (Ainsdale and Tweedale) to the north. The site slopes up to the south and west towards agricultural fields to the south and the Cherry Hinton Chalk Pits, Limekiln Close and East Pit wildlife sites to the west.

94. The site is undeveloped, however it has temporarily been used as a construction compound and car park for the construction of the neighbouring ARM A & B development.

95. The existing access road to Fulbourn Road is included within the application site. The access road is formed of two-way streets, with a mini roundabout at the centre of the technology park. Pedestrian footpaths, set back behind a planted verge run alongside the streets.

96. The technology park comprises a series of typically two storey office buildings, together with two multi-storey car parks and further surface parking and landscape works. The site contains approximately 34,500sqm of floorspace, accommodating over 2,000 employees. The majority of existing buildings date from the 1990s, whilst the neighbouring ARM A & B buildings were completed in

2020. The ARM A & B buildings are largely glazed, with vertical metal fins. Older buildings within the technology park are typically buff brick with metal roofs.

97. Neighbouring dwellings to the north are typically two storey, in brick with tile roofs.

98. Land to the east of the technology park is allocated for development in the South Cambridgeshire Local Plan (2018). A hybrid application (21/00772/OUT) for development of the site to provide employment floorspace was recently refused.

The proposal

99. The application is a full planning application for a 3-storey office building (Use Class E(g)) with 9,976sqm of floorspace (GIA – Gross Internal Area). 217 car parking spaces (including 11 accessible spaces), and 332 cycle parking spaces were originally proposed alongside associated landscape and infrastructure works. A cycle store, bin store, and electrical plant enclosures are proposed to the west of the main building.

100. the proposed ground level and finished floor level for the building set at approximately 24m Above Ordinance Datum Newlyn (AOD), and the building is proposed to be approximately 12.7m high, measured from finished ground level.

101. The proposed building would be broadly rectangular in plan with a full height atrium on the eastern side which extends into the centre of the building. The second floor is proposed to be inset behind a terrace which wraps around the building. There will be pedestrian access to the building from all sides. The internal fit-out of the building will be determined by the occupier(s), although the building is anticipated to accommodate approximately 500 employees.

102. The facades of the building are proposed to be predominately glazed with vertical metal to the first floor which extend up to the second-floor balcony. Internal and external plant enclosures will be incorporated within the second floor to maintain a largely flat roof profile, and a brown roof system is proposed.

103. Vehicular access to the site will be through the existing technology park, itself accessed off Fulbourn Road where there is a priority junction with a ghost island. This access will remain unchanged.

104. Surface level car parking is proposed on the western side of the site.

105. In addition to the application form, drawings, and covering letter, this application is accompanied by:

- Design & Access Statement
- Planning Statement
- Statement of Community Involvement
- Transport Assessment
- Framework Travel Plan
- Flood Risk Assessment
- Drainage Strategy

- Landscape & Visual Impact Assessment
- Landscape Strategy
- Sustainability Statement
- Energy Statement
- BREEAM Pre-Assessment
- Preliminary Ecological Appraisal and SSSI Impact Assessment
- Archaeological Desk Based Assessment
- Archaeological Written Scheme of Investigation
- Contaminated Land Report
- Air Quality Assessment
- Acoustic Assessment
- Lighting Strategy
- Fire Strategy
- Tree Survey & Arboricultural Assessment

106. This application follows a pre-application submission made in November 2018.

107. Since submission the proposals have been amended to reduce the proposed level of car parking to 193 car parking spaces (inclusive of 10 accessible spaces), to reconfigure the bin store and substation compound, and to amend the proposed landscape works.

108. Since the application was previously reported to the committee a number of additional/amended documents have been received:

- A Daylight and Sunlight Assessment
- A planning response document including additional visualisations of the proposed building within its context
- Travel Plan Note summarising the proposed travel plan measures
- Updated landscape plans showing the proposed development within the context of the ARM A & B development
- An updated drainage strategy and landscape masterplan to ensure consistency amongst the drawing package.

Planning assessment

Principle of development

109. Other than a narrow strip on the southern boundary, the site is allocated for development in the Cambridge City Council Local Plan 2018, designated as site GB3. Policy 27 of the Local Plan sets out that development of GB3 for employment use will be supported, subject to other policies in the plan and the following site-specific considerations:

- t. excavation of sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land;
- u. the creation of a landscaped buffer where the sites adjoin existing housing;

- v. the early establishment of a generous landscaped edge to the southern side of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, the Cherry Hinton Pit SSSI and the Cambridge Green Belt; and
- w. careful consideration of the design approach to development to ensure that the visual impact on the Cambridge Green Belt, Cherry Hinton Pit SSSI, and neighbouring residential uses is mitigated.

110. The established use of the site is as an agricultural field, however is in temporary use as a construction compound for the neighbouring ARM A & B development.

111. The development is proposed for employment use, specified within the application as Use Class E(g). Use class E(g) comprises offices, research and development, and any industrial uses suitable to be carried out in a residential area without detriment to the amenity of that area.

112. Peterhouse Technology Park is an important employment site within Cambridge, and serves as the headquarters of ARM, a nationally significant technology company who are a leading global designer of computer processors. Whilst the development is not tied to any specific occupier, high quality office accommodation in this location in close proximity to the ARM headquarters is likely to be attractive to ARM itself, or to other employers in related sectors. The provision of employment floorspace here will make a positive contribution to meeting the employment needs of the district, providing a significant number of jobs at both the construction phase as well as housing approximately 500 employees on occupation. Significant weight is attached to the economic benefits of the proposals.

Landscape impact and mitigation, design, and amenity

113. Landscape, ecology, design, and the impact on residential amenity are discussed in more detail in the relevant sections of this report below. The site is proposed to be re-profiled to minimise the height of the building, although in order to minimise the need for material to be exported from the site, the extent of excavation is proposed to be limited, with soil excavated from the southern side of the site to be deposited on the northern side.

114. A landscaped buffer is proposed along the northern boundary in order to provide screening to protect residential amenity, and moderate the visual impact of the proposals. The nature and extent of planting proposed close to the boundary is limited by the presence of a high-pressure gas main, and will primarily comprise hedging plants and dwarf apple trees. This will be supported by an avenue of trees either side of the main access. A landscaped edge is also proposed to the southern and western sides of the site, with the transition between the office building, countryside and wildlife site reinforced through the use of extensive tree planting within the car park. The landscape context and character of the surrounding area has been considered in the design of the

proposed building, with the overall height and massing reflecting that of the adjacent ARM buildings and limiting its landscape impact.

115. It is considered that the development complies with each of the site-specific requirements listed in Policy 27 of the Local Plan, as well as the overall requirements of the policy, and therefore the principle of development is acceptable.
116. The site was removed from the Green Belt through the Local Plan in 2018 specifically to meet the strategic employment needs of the district. The development falls within Use Class E which includes a wide range of uses beyond conventional employment uses. For clarity, and to ensure the building continues to meet strategic employment needs, is considered reasonable and necessary to impose a condition restricting the use of the site to those falling within E(g), together with any associated ancillary uses.

Green Belt

117. A strip of land along the southern part of the site, measuring approximately 6m wide, is within the Green Belt. The only works proposed within this part of the site are landscape works including the provision of a swale.
118. National Planning Policy sets out that most forms of development are inappropriate in the Green Belt, and should only be approved in very special circumstances. Certain forms of development are potentially appropriate within the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it, including engineering operations, and material changes in the use of land (such as for outdoor recreation). It is considered the works proposed within the Green Belt are not inappropriate development, would preserve the openness of the Green Belt, and would not conflict with its purposes. As such these works are considered acceptable.

Conclusion on principle of development

119. The site is allocated for employment use in the local plan, and the provision of almost 10,000sqm of high-quality office accommodation in this location will make a positive contribution to meeting the employment needs of Cambridge and the Greater Cambridge area, to which substantial weight is attached. Subject to consideration of landscape and visual effects discussed below, the proposed development is considered to fulfil the site-specific requirements set out in Policy 27 of the Local Plan 2018. It is also considered that the proposed landscape and drainage works with the Green Belt would not be inappropriate and would not affect the openness or purposes of the Green Belt. On this basis the principle of development of the site for employment purposes is considered acceptable in accordance with policies 1, 2, 8, 27, 40, 69, & 70 of the Local Plan 2018.

Landscape, townscape, and visual impact

120. The site has historically formed part of an agricultural field. It has recently been cleared and used as a construction compound associated with the adjacent

ARM A & B development, with the site currently formed primarily of scrub and temporary parking. Notwithstanding its current temporary use, the site is typical of the landscape to the south, formed of a gently rolling arable landscape, and is also part of the settlement edge to Cambridge. There are elevated views of the city from Limekiln Road to the south west, however the site and technology park are screened by a combination of the landform and established vegetation. Similarly there are limited views of Cambridge from Wort's Causeway/ Shelford Road to the south east however the rolling landform screen the site and surrounding development.

121. The proposed development and associated landscape works have been designed to include mitigation of potential landscape and townscape impacts. These mitigation measures include continuing the roof height of the neighbouring ARM A & B buildings to ensure the development is well screened within the surrounding countryside, and creation of appropriate landscape buffers to the southern, northern and western edges of the site.
122. A landscape and visual impact assessment (LVIA) has been undertaken and accompanies the submitted application. This concludes that the development will have a slight adverse landscape impact, which in the long term would be reduced to a neutral landscape effect, once boundary planting and landscape works have established.
123. In terms of visual effects, the site is well screened from public viewpoints to the south. Established vegetation and topography also provide a strong visual barrier to views into the site from the Cherry Hinton Chalk Pit and Limekiln Close LNR, screening the site throughout the year from the west. Existing development at the eastern end of the technology park also screen the site from Cambridge Road from the east. It is noted the proposed Cambridge International Technology Park development would further limit any public from the east. As such views into the site are restricted to local views, primarily from Ainsdale, Tweedale, Limedale Close, and Fulbourn Road. The submitted LVIA concludes that development will have a moderate or slight adverse visual effect from residences and viewpoints on these streets, reducing to slight or negligible effect once boundary and tree planting has established.
124. Following clarification on some of the information within the LVIA with regard to viewpoints, and amendments to the northern boundary planting proposals, officers agree with the conclusions of the LVIA.
125. **Since the deferral of the application the JDCC meeting in October, the applicant has provided additional visualisations to illustrate the impact of the development, with reference to a photograph of the ARM A & B building. These visualisations support the assessment in the LVIA that the proposed building will have a negative impact on views from Ainsdale and Tweedale, as a consequence of views of open countryside being replaced by views of an office building, but that the proposed building will not be unduly dominant and that the impact will reduce over time as intervening hedging and trees mature.**

126. On the basis of the above it is considered the proposals will have an adverse impact on localised views, particularly immediate neighbours on Ainsdale and Tweedale. It is not considered the development is likely to have a significant impact on wider views. The proposals have been designed to mitigate the landscape and visual effects, including through the use of a stepped back second storey, recessed plant equipment, and the use of metal fins to add visual interest to and break-up the façade. Following earlier amendments, the proposed landscape works will provide layers of trees and vegetation to provide effective screening which will moderate the impact of the development as they mature. Notwithstanding this, there will inevitably be a residual negative impact from the change from open fields to the proposed office building. Therefore in respect to the landscape and visual impact, the proposal is considered to conflict with Local Plan 2018 policies 27, 55, 56, & 57.

Design, character, and appearance

127. The building is proposed to take a broadly rectangular form and be three storeys, with the third storey set back behind a balcony. Most plant equipment will be located within an enclosure on the third storey, avoiding the need for plant equipment on the rooftop. A glass atrium cuts into the building from the east.
128. The cycle store and other ancillary structures are proposed to be single storey and clad with horizontal timber planks.
129. The proposed design of the building largely follows that of the neighbouring ARM A & B buildings, which similarly have a setback third storey, glass atrium's running east-west, concealed plant enclosures, and metal fins. The general layout is typical of modern edge-of-centre office developments, with an open floorplan, built around a central circulation space and service cores. Whilst the architectural treatment of the building will be simpler than the neighbouring ARM A & B development, the design is considered appropriate for the site.
130. The proposed landscape works complement the building design, with pedestrian access provided east-west through the site, providing connectivity with neighbouring office buildings. The entrance plaza to the north will provide a clear entry point for visitors, whilst the southern courtyard will provide occupiers with a social space for breaks and informal meetings, away from nearby residences. The extensive planting proposed within the site will also serve to soften the proposed development, and provide a transition to woodland to the west and countryside to the south.
131. The plans show the building is designed to a shell finish with the internal fit out a matter for future occupiers. This approach to its design provides flexibility by allowing it to be occupied by either a single or multiple occupiers, as well as supporting the building's adaptability to future needs.
132. The building takes account of principles of inclusive design, with step free access from all sides of the building, and level access throughout the building other than within the atrium where a lift will be required due to the difference in

ground levels to the east. Accessible WCs and shower rooms are also proposed at all levels.

133. The Council seeks the delivery of public art from new developments, to ensuring a high-quality public realm, to reinforce local distinctiveness and identity. The application outlines a public art strategy whereby an art installation will be delivered, likely on the estate road. As no further details are available at this stage, a condition is recommended requiring submission of a detailed public art strategy.
134. Overall, the proposals are considered to represent a high quality of design in accordance with Local Plan 2018 Policies 55, 56, 57 & 59

Transport, access, and parking

Access and highways impact

135. The primary access to the site for vehicles and pedestrians is from Fulbourn Road via the existing Peterhouse Technology Park private access road, which comprises a two-way street with pedestrian footpaths on either side. The main Fulbourn Road access is in the form of a right turn ghost island priority-controlled junction. No changes are proposed to this access. There is also a secondary pedestrian access to the west of this, adjacent to the Cambridge Water offices, and again no changes are proposed to this access.
136. The proposed development would continue the existing access road west, into the proposed car park. Vehicle tracking has been provided which shows service vehicles can safely manoeuvre within the site, as well as entering and exiting in a forward gear.
137. There are a shared cycle/pedestrian path on Fulbourn Road on both sides of the carriageway to the west of the site access. The path on the southern side of the carriageway terminates west of the access, but continues towards Fulbourn on the northern side.
138. The nearest bus stops are located on Fulbourn Road in front of the Cambridge Water offices, just under 400m walking distance from the centre of the site. The Citi 3 bus service stops here, providing a frequent service (approximately every 20 minutes on weekdays) to Cherry Hinton and Fen Ditton via the city centre. The bus stops currently do not have shelters, although a shelter and Real Time Passenger Information (RTPI) unit will be installed on the westbound stop, delivered by the neighbouring ARM A & B development. A free shuttlebus for ARM employees also currently operates between Ely, Cambridge Railway Station, and the Technology at weekday peak hours.
139. The applicant has produced a transport assessment, which includes an assessment of the likely traffic generation from the development and modelling of junction capacity in the vicinity of the site, and which has been updated following consultation with the County Council. This assessment of future scenarios takes

account of background traffic growth as well as the following planned developments:

- Peterhouse Technology Park - ARM A & B (15/0893/FUL)
- Land north of Cherry Hinton (18/0481/OUT) - 1200 dwellings
- Wing development (S/2682/13/OL) - 1300 dwellings and associated land uses
- Land south of Greenlands and west of Babraham Road (06/0795/OUT) - 270 dwellings
- Land between Long Road and Shelford Road (07/0620/OUT) - 2,300 dwellings, plus other facilities (500 dwellings unoccupied)
- Cambridge Biomedical Campus (06/0976/OUT) - Up to 215,000sqm of B1b/D1 use unoccupied
- Cambridge Biomedical Campus Phase 2 (16/0176/OUT) - Up to 75,000sqm of B1/D1 and A1-A4 use unoccupied
- Land north of Worts Causeway (GB1) - 200 dwellings
- Land south of Worts Causeway (GB2) - 230 dwellings
- Cambridge International Technology Park (21/00772/OUT) – 56,473sqm gross floor area of commercial floorspace

140. This is considered to represent a robust assessment of likely future traffic generation within south and east Cambridge.

141. The development is anticipated to generate 171 two-way trips in the AM peak, and 187 two-way trips in the PM peak, as well as 20 bus trips, 95 cycle trips, and 32 walking trips in peak periods.

142. The following junctions have been modelled for the 2031 scenario, both with and without development:

- The site access junction
- Fulbourn Road/ Yarrow Road roundabout
- Queen Edith's/ Limekiln Road priority junction
- Queen Edith's/ Fulbourn Road signal junction
- Cambridge Road/Shelford Road mini-roundabout in Fulbourn
- Gazelle Way/Cherry Hinton Road roundabout
- Cherry Hinton Road/Airport Way junction
- Church Road/Airport Way junction
- A1303 Newmarket Road/Airport Way roundabout

143. The modelling suggests all junctions will operate over capacity in 2031 in both with/without development scenarios. The site access junction is anticipated to operate over capacity by the 2028 future scenario during the PM peak, however this will only affect vehicles exiting the Technology Park and will not affect the operation of Fulbourn Road.

144. To mitigate the impact of the development, a number of measures are proposed comprising implementation of a Travel Plan, limiting car parking

provision, designating car sharing spaces, and delivery of sustainable travel infrastructure.

145. **Mitigation measures have been developed in consultation with the County Council as the Local Highways Authority. They are underpinned by a sustainable transport hierarchy which prioritises measures to support walking and cycling, followed by public transport, in order to promote active lifestyles, and to reduce carbon emissions and cut congestion caused by private vehicle use.**
146. **This package has also been considered within the wider context, although it is important to emphasise that any mitigation measures must be compliant with the CIL regulations, including being proportionate and necessary to mitigate the impact of the development itself. It is not appropriate to seek mitigation to seek to address pre-existing issues or the impact of other developments.**
147. The package of mitigation measures includes planning obligations for:
- £361,735 towards improved cycle infrastructure to support modal shift, which will be used to support the delivery of the Cambridge to Fulbourn Greenway.
 - £10,000 towards maintenance of a bus shelter (to be delivered directly by the applicant) on the eastbound Fulbourn Road stop west of the site access, and £18,000 towards installation and maintenance of a RTP1 unit at the bus stop.
 - £20,000 towards the design and implementation of a parking controls within the vicinity of the site, if parking surveys demonstrate this is required.
148. This package of mitigation is anticipated to reduce trip generation from the development by 35%, to 134 two-way trips in the AM peak, and 122 two-way trips in the PM peak. All junctions modelled are anticipated to operate better in this mitigation scenario than during the 2031 baseline scenario. Subject to the package of mitigation measures to be secured by way of planning conditions and a s106 agreement, the Local Highways Authority have no objection to the proposals.
149. **Alongside the above package of measures, the application is accompanied by a framework travel plan. The full travel plan, including periodic reviews to ensure it is effective is proposed to be secured by way of condition. Travel plan measures proposed at this stage include:**
- **Travel Pack and personalised travel planning**
 - **Promotion of the Cycle to Work scheme**
 - **On-site cycle servicing**
 - **Provision of pool-cycles**
150. On this basis, and subject to suitable conditions, the proposals are not considered likely to have an unacceptable impact on highways safety or result in

a severe residual cumulative impact on the road network. As such the proposals are considered acceptable in accordance with paragraphs 110-113 of the NPPF 2021 and Local Plan 2018 policies 80 and 81.

Parking

151. A total of 330 cycle parking spaces are proposed, equivalent to approximately one space per 30sqm GIA, in compliance with the cycle parking requirement in the Local Plan 2018. This is also well in excess of the estimated number of daily commutes by cycle (approximately 125). The majority of spaces are proposed to be located within a cycle store to the south west of the main building, approximately 50m walking distance from the western and southern building entrances. 66 spaces are proposed to be provided through Sheffield type stands, including 24 visitor spaces at the entrance plaza. The other 264 spaces are proposed to be provided in two-tier stands. Shower blocks and lockers are proposed to be delivered as part of the fit out, the location of which is to be confirmed and determined by the specification of the future occupier. A condition is recommended to require submission of details of the final cycle store layout and provision of shower and changing facilities to ensure adequate cycle parking provision and high quality facilities.
152. The Local Plan sets a maximum level of parking for office developments of 1 space for every 40sqm GIA. Since submission the application has been amended to provide 193 car parking spaces in total, or one space for 52sqm GIA, of which 27 will be 'monitor and manage spaces' which can easily be removed in the future, subject to the effectiveness of Travel Plan measures. If all the monitor and manage spaces are removed, the overall car parking provision would fall to 166 spaces, or one space for every 60sqm GIA. This equates to 2/3 of the maximum level of parking allowed under the Local Plan. 10 accessible parking spaces are proposed, 4 of which will be located at the entrance plaza for use by visitors. Space for up to 12 motorcycles is also proposed within the car park.
153. The proposed level of parking reflects the accessibility of the site by sustainable means, the proposed measures to support modal shift, whilst also acknowledging that it is not in a city centre location. It is considered to represent an acceptable balance between restricting parking to promote modal shift and limiting the potential for parking to be displaced to surrounding streets. The provision of 'monitor and manage' spaces, and a requirement for parking surveys to be undertaken will provide a robust mechanism to further refine this balance once the development is occupied.
154. Overall the level of car and cycle parking is considered acceptable in accordance with Local Plan 2018 policies 80, 82, and 83.

Amenity

Overlooking and privacy

155. There are a number of neighbouring dwellings to the north which have private gardens and rear elevations facing the site, with more limited views through to other dwellings on Tweedale, Ainsdale, and Limesdale Close. The land slopes down to the north, with neighbouring dwellings at a lower level than the development site, with ground level for the nearest dwellings being approximately 21m AOD (3m below the proposed ground level for the building).
156. **The proposed development has been designed to limit any overlooking or loss of privacy experienced by these neighbours, with the building proposed to be set back towards the southern side of the site. The proposed metal fins will provide screening between the building and nearby dwellings. The separation distance between the proposed building and the nearest dwellings will range from approximately 36m to 39m, which is considered sufficient to limited actual and perceived overlooking of the dwellings from occupiers of the proposed building.**
157. **The element most likely to give rise to concerns over loss of privacy is the terrace proposed at second floor level. Since the application was last reported to committee, an additional condition is proposed which would restrict access to the north facing part of the second floor terrace to maintenance purposes only, in order to avoid any potential loss of privacy.**
158. The proposed landscape works will further limit the potential for overlooking or any loss of privacy, albeit this effect will be reduced in winter. Existing and proposed hedging in particular will also limit any loss of privacy experienced as a result of staff walking to the site or through the car park.
159. Overall, and subject to appropriate conditions, it is considered the development proposal is not likely to result in any significant overlooking or loss of amenity for nearby residents.

Sunlight and daylight

160. The application is supported by shading analysis which shows the proposed building will not result in a significant loss of direct sunlight, with overshadowing limited to a short period in midwinter. At approximately 36m or more, the separation distance to neighbouring dwellings will also ensure there is no significant loss of daylight at any time of the year from the proposed building.
161. **Since the application was last reported to committee, the applicant's have provided a detailed sunlight and daylight analysis, undertaken in accordance with BRE guidance and using a full range of assessment mechanisms for assessing the impact on daylight and sunlight within dwellings, namely Vertical Sky Component, No-Sky Line/ Daylight Distribution, Average Daylight Factor, Annual Probably Sunlight Hours. Sun-on-Ground analysis has also been used the assess the likely impact on gardens. This analysis has looked at all dwellings along the northern boundary of the site where there is potential for overshadowing.**

162. This proposed development has been assessed as satisfying all of these methodologies with respect to all dwellings other than 6 Tweedale, with no noticeable change to daylight or sunlight levels. For 6 Tweedale, there is a measurable impact on two south-facing ground-floor rooms when assessed under the No-Sky Line methodology. These ground floor rooms are part of a rear extension and are relatively deep at 6.7m and 5.2m. However as stated in the report, BRE guidance acknowledges that breach of the No-Sky Line methodology may be unavoidable in these circumstances where there are deep rooms with no side windows. 6 Tweedale also passes the relevant criteria under all other methodologies used in the assessment. On this basis it is considered any loss of daylight and sunlight to 6 Tweedale is likely to be minimal.

163. Planting is proposed between the building and nearby dwellings. Due to the gas main easement, planting close to the boundary will be limited to hedging plants and dwarf apple trees which will grow to a height of approximately 3m. As a consequence, and given deciduous tree species are proposed, the proposed planting is not likely to result in a significant loss of direct sunlight or daylight.

164. Overall the proposals are not considered likely to result in significant overshadowing or loss of daylight to neighbouring residences.

Operational noise and disturbance

165. The proposed development will inevitably result in an increased levels of noise and disturbance compared to neighbouring residences to the north, primarily from employee parking and refuse collections. Given the proposed use of the building, vehicle movements are likely to be largely limited to the daytime with access to the site early in the morning and at night likely to be very limited. Buffer planting along the northern boundary of the site will also provide some mitigation.

166. The refuse store is proposed to be located approximately 70m away from the nearest dwelling which will limit noise from collections. The Council's Environmental Health Officers have recommended hours of deliveries and collections be restricted to between 7am and 11pm on weekdays, and 8am and 1pm on Saturdays, with no deliveries on Sundays and public holidays.

167. Operation noise from the building itself is likely to be primarily limited to noise from any exposed plant equipment. Plant equipment is proposed to be located at first floor level and will therefore be largely shrouded by the roof, limiting the potential for noise to the nearest dwellings. The Council's Environmental Health Officers have recommended a condition requiring noise insulation to plant equipment to restrict noise levels. There is some potential for noise and disturbance from use of the balcony, as well as the car park and greenspace within the site. Given the proposed use of the development, noise and disturbance is likely to be limited, and largely restricted to standard working hours.

168. Subject to recommended conditions restricting deliveries and limiting noise from plant equipment, the development is not likely to result in an unacceptable level of noise or disturbance to nearby residences.

Construction management

169. The development site is in close proximity to a number of dwellings along Ainsdale and Tweedale, with limited vegetation providing screening. The site is also adjacent to a number of nature conservation sites which are potentially vulnerable to construction impacts.
170. A number of conditions have been recommended by the Council's Environmental Health Team. These would restrict deliveries, collections, demolition, and construction work to between the hours of 8am and 6pm on weekdays, 8am and 1pm on Saturdays, and at no time on Sundays and public holidays. The recommended conditions would also seek to control dust and noise and vibration and from piling and other works. It is proposed to consolidate most of these conditions into a single Demolition and Construction Environmental Management Plan as set out in the list of recommended conditions below. Although there will inevitably be some residual disturbance, given the temporary nature of the construction period, it is considered there measures will adequately mitigate the impact of the development during the construction phase on nearby residences, as well as controlling the wider environmental impacts of construction.

Air quality

171. The site is outside of the Cambridge Air Quality Management Area, and air quality within the site and its vicinity is not likely to present a significant risk to occupiers. As the proposed development will use decarbonised heating and cooling, the primary potential source of emissions from operation of the development will be from motor vehicles.
172. The application is accompanied by an air quality assessment, which concludes the site is not individually likely to result in a significant increase worsening of air quality. Cambridge is however subject to a Air Quality Action Plan due to poor air quality, with one of the Action Plan measures being a requirement that 50% of parking spaces at non-residential developments have access to a slow charge point.
173. The delivery of larger scale electric vehicle charging infrastructure can be restricted by electrical distribution network capacity, due to the high electrical loads required to service a large number of charging points. Following discussion with the power network operator, the applicant has secured substation capacity to enable provision of 11 fast chargers (7.5kw) and 83 slow chargers (3.5kw), with capacity passive provision for 30 further spaces. This represents active provision to approximately 49% of parking spaces, including the 'monitor and manage' spaces. This package, which is proposed to be secured by condition, is considered sufficient mitigation of the impact of the development on air quality within the Cambridge Air Quality Management Area.

Artificial lighting

174. An external lighting proposal has been submitted which includes details of lighting proposed for the site access road and car park. The Council's Environmental Health Officers have commented that further details are required to establish the impact of the proposed lighting on the surrounding environment.
175. The lighting assessment is proposed to be secured by way of condition, and this is considered necessary and appropriate to ensure artificial lighting does not have an unacceptable impact on the amenity of neighbouring residents.

Contamination

176. The site has historically been used for agriculture, with recent development over much of the site and its use as a temporary construction compound for adjacent ARM A & B development.
177. A Contaminated Land Interpretative Report has been submitted following an earlier desk study and intrusive investigation. The site investigation included soil sampling, round gas and groundwater monitoring, and laboratory soil analysis. The intrusive investigation identified made ground above limited topsoil with chalk below. No source of contamination which poses a risk to human health has been identified, and it was also concluded that there is a low risk to controlled water from materials at the site. The report also sets out that any waste soil from the site which needs to be disposed of is likely to be classified as non-hazardous and would need to be disposed of at an inert landfill site.
178. Although the risk of contamination is considered low, the Environment Agency have recommended a precautionary condition setting that development should cease and a suitable remediation strategy be prepared in the event that any unsuspected contamination is found.

Waste and recycling

179. As a commercial development, it is for the occupier of the site to arrange for refuse collections, at a frequency to be agreed with their chosen service provider. Bin stores with capacity for 14 1,100 litre bins are proposed, providing sufficient capacity in accordance with BN 5906:2005 (Waste management in buildings), based on waste being collected three times a week. Swept path analysis of the car park and access road has been undertaken to demonstrate the site can be accessed by a refuse vehicle, with space for the vehicle to enter and leave the site in a forward gear.

Gas Pipelines

180. There is a high pressure gas pipeline which runs along the northern and western sides of the site. If disturbed during or after construction, this could present a hazard to workers on site as well as nearby residents. Cadent Gas, who are responsible for the pipeline have not objected to the proposal. The Health and

Safety Executive also do not advise against the development. There is an easement in operation to protect the pipeline, and the proposed landscape works have been designed in accordance with Cadent's guidance on tree planting restrictions, which require no planting within 2m of a pipeline, and only certain species such as dwarf apples within 3-6m of a pipeline. On this basis the proposed development is not considered to represent a significant hazard in relation to the protection of the gas pipeline.

Airport Safeguarding

181. The site is within the designated Air Safeguarding Zone for Cambridge Airport. The proposal have been reviewed by the airport operator who have recommended restrictions on using cranes during construction, which has been incorporated into the proposed DCEMP, as well as a condition requiring submission of a bird management plan, to limit the likelihood of species such as gulls which present a hazard to air traffic from nesting at the site. Subject to these conditions, the risk to airport operations is considered to be adequately mitigated.

Conclusion on amenity issues

182. Overall in relation to the above amenity issues, both during construction and operation, the development is considered acceptable in accordance with Local Plan policies 28, 33, 34, 35, 36, and 37.

Ecology & biodiversity

Site conditions

183. A Preliminary Ecological Appraisal including site survey was undertaken in 2017, and an updated Appraisal has also been produced following a field survey in May 2020. The survey found the site was primarily formed of poor quality semi-improved grassland, as well as a small area of ephemeral vegetation and hardstanding.
184. A number of ash trees on the western boundary of the site are recorded as having bat roosting potential. The provides some potentially suitable bird nesting habitats in the form of hedgerows and areas of potential ground nesting habitat. Peregrine are also recorded as breeding in the neighbouring Cherry Hinton Chalk Pits site. The hardstanding and areas of bare ground within the site represent potentially suitable reptile habitat. Reptile surveys were undertaken in 2012 and 2017 with reptiles recorded.

Nature sites

185. The site is in close proximity to a number of designated nature conservation sites. The nearest of these are the Cherry Hinton Pit Site of Special Scientific Interest (SSSI), as well as the East Pit Local Nature Reserve (LNR) and Limekiln Close LNR. The three sites are designated for their areas of herb rich chalk grassland and nationally rare plants. The two LNRs are also designated as nesting and feeding grounds for a wide range of bird species.

186. A SSSI impact assessment has been undertaken, which has also considered potential impacts on the neighbouring LNRs. No direct impact on any of the nature sites is expected. The impacts of construction, including noise and dust are considered to have potential to disturb the peregrine who are known to nest in the adjacent LNRs, and it is recommended no major works take place during the breeding season (March to May). Other potential indirect impacts on the SSSI have been assessed including shading, air quality, drainage, the introduction of invasive plant species, light spillage, and recreational pressure with no likely significant effects anticipated, subject to standard construction management measures and an appropriate species mix for soft landscape works.

Trees

187. There is established woodland bordering the western boundary of the site. There are also broken areas of hedging and some trees along the northern boundary of the site. A Tree Survey and Arboricultural Impact Assessment has been submitted with the application which classifies the woodland as Grade 'B' and trees and hedging to the north as grade 'C' or 'U.' No trees are proposed to be removed, and temporary protective fencing is proposed. The restrictions on development along the northern and western boundaries due to the presence of the gas mean these trees are unlikely to be affected by the proposed works during construction.

Mitigation and enhancement

188. There is considered a low likelihood of reptiles being present within the site, and a method statement for the removal of vegetation is recommended. It is also recommended that development takes place outside of the bird breeding season (March to May). Clearance of vegetation should also take place outside of the bird breeding season. The site also provides a potentially suitable habitat for badgers, with a survey in 2017 identifying no setts, but finding a single latrine in the north of the site. A further badger survey is recommended prior to commencement of development, together with appropriate mitigation if badgers are present.

189. The ecological assessment recommends mitigation measures including the retention of hedgerows, provision of an ecological buffer on the western side of the site, incorporation of bird boxes into the scheme, and the lighting scheme being designed to avoid light spill. The Council's Ecologist has commented they are satisfied with the proposed lighting scheme, however hours of operation for the lighting should be controlled by condition.

190. Following a request from the Council's Ecology Officer, the applicants have submitted a Biodiversity Net Gain (BNG) assessment using the DEFRA Metric 2.0. This has used the baseline condition of the site prior to its current temporary use as a construction compound, an approach which is supported. Subject to the appropriate management and maintenance of created habitats, the development is calculated as likely to lead to a 15% net biodiversity gain.

191. Overall, subject to the mitigation measures outlined above and contained in the submitted Preliminary Ecological Appraisal, the development is not likely to have an unacceptable adverse impact on any nature conservation sites or protected species, and is likely to result in a net biodiversity gain in accordance with Local Plan policies 27, 57, 59, 69, 70, & 71.

Carbon reduction and sustainable design

192. The application is accompanied by a Sustainability Statement as well as a BREEAM pre assessment. The BREEAM pre assessment sets out the building will target BREEAM 'Very Good' for the base build, whilst also targeting all mandatory credits necessary to achieve BREEAM Excellent, with an estimated score of 61.35%. The intention is then to achieve BREEAM 'Excellent' through the fit out of the building, with a potential score of 70.95%. This approach has been reviewed by the Council's Sustainability officer and is considered acceptable. Conditions can be applied to the permission to ensure the development achieves BREEAM 'Excellent' through the first-fit out.

193. Vertical fins together with low g-value glazing are proposed which is calculated to reduce cooling demand by 51% against a notional building constructed to comply with Building Regulations Part L, which will reduce energy use from operation of the building. Alongside this the development takes a decarbonised approach to heating and cooling, with use of air source heat pumps.

194. The submitted sustainability statement also calculates the estimated operation carbon emissions against the baseline Building Regulations Part L requirement. Using the current Building Regulations methodology (SAP 2012), the building would achieve a 25.3% reduction in CO₂e emissions, rising to 29% once the uses of renewable and low carbon technology is considered. Under the draft SAP 10 methodology (which takes account of recent progress in grid decarbonisation), the building would achieve a 15.3% reduction in CO₂e emissions against the Part L baseline, rising to 34.8% once renewable and low carbon technology has been considered.

195. Overall, subject to conditions relation to BREEAM certification, the proposals are considered to achieve an acceptable standard of sustainable design and construction in accordance with Local Plan policies 28 and 57

Flood risk, drainage, and water resources

196. The site is fully within Flood Zone 1 where there is a low risk of flooding from rivers. Environment Agency mapping shows the site to be at low to very low risk of surface water flooding. The applicant has submitted a flood risk assessment which examines the risk of flooding from all sources. This states that the underlying chalk geology is prone to groundwater flooding, with anecdotal evidence of historic groundwater flooding in Fulbourn (2.8km from the site).

197. The surface water drainage system will use a series of SuDS features for attenuation including swales, porous paving, and underground attenuation tanks,

with water disposed of via infiltration. The use of infiltration is supported by infiltration testing which has been conducted on the site. Infiltration testing indicated groundwater levels are more than 10m below the surface, providing significant clearance between infiltration features and the water table. The surface water drainage system has been designed to not flood in 1-in-30 year or 1-in-100 year storm event, including a 40% allowance to account for increased rainfall expected as a consequence of global heating.

198. The proposed drainage strategy reflects national and local policy, and is supported by the Lead Local Flood Authority. The proposed development is not likely to increase the risk of flooding within the site, or nearby, and as such is considered acceptable.
199. The site is not within a groundwater Source Protection Zone. EA mapping does show it is within a principal aquifer. The Environment Agency have commented on the need to ensure contaminated water is not allowed to infiltrate into the ground, both during construction and during operation. It is considered this can be adequately controlled through the imposition of conditions relating to construction management and to address any unanticipated pollution, as well as a condition requiring details of pollution control features to be incorporated into the surface water drainage system.
200. **Since the application was last reported to committee, additional drawings have been submitted showing how the proposed landscape drainage strategy relates to the that of the neighbouring ARM A & B. This includes the proposed interceptor swale which continues the line of the existing interceptor swale for ARM A & B.**
201. On this basis the development is considered acceptable in relation to flood risk and water management in accordance with Local Plan policies 32 and 59

Heritage & archaeology

202. The site is not in close proximity to any designated heritage assets. A desk-based heritage assessment has however been undertaken which has concluded the site has high potential for prehistoric remains, moderate potential for Roman remains, and low potential for non-agricultural remains from other periods. The current temporary use of the site will have likely resulted in the loss of any artifacts within the topsoil, although below ground archaeological features are likely to remain undisturbed.
203. Due to the archaeological potential of the site, the County Council has agreed a Written Scheme of Investigation involving a detailed excavation of the site. The intrusive investigation has already commenced, and a condition is recommended to secure the outstanding elements of the archaeological works. Subject to this the proposals are considered acceptable in accordance with Local Plan 2018 Policy 61.

Planning Obligations

204. Planning obligations can be used to mitigate the impact of a development and to which would otherwise render a development unacceptable. Local Plan policy 81 sets out reasonable and proportionate financial contributions and mitigation measures will be required where necessary to make the transport impacts of the development acceptable. The following mitigation is proposed to be secured through a s106 agreement:

- A Car Parking Management Strategy involving car parking surveys for a minimum of 5 years post-occupation.
- £20,000 towards the costs associated with consultation, scheme design, and implementation of a managed or other car parking scheme if demonstrated to be required by the car parking surveys.
- £361,735 towards strategic transport infrastructure in the vicinity of the site, including the Fulbourn to Cambridge Greenway.
- £10,000 towards the maintenance of the bus shelter to be installed at the eastbound stop on Fulbourn Road to the west of the main site access
- £18,000 towards the installation and maintenance of a Real Time Passenger Information display unit at the eastbound bus stop on Fulbourn Road to the west of the main site access.

205. These obligations are considered necessary to minimise motor vehicle trip generation by the development and to mitigate the impact of the development on the surrounding highways network. They will support the use of public transport and active travel, and also assist in managing parking demand within the vicinity of the site. The obligations are also considered to be a reasonable and proportionate package of measures which reflect the scale of the proposed development and its likely impact on the highway network. As such these obligations are considered to comply with Local Plan 2018 policies 81 and 85, and the statutory tests set out in regulation 122 of the Community Infrastructure Levy regulations.

Environmental Impact Assessment

206. Where a planning application is likely to result in significant environmental effects, the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) require the application to be accompanied by an Environmental Statement which includes an assessment of likely effects and identifies appropriate mitigation. Under Schedule 2 of the regulations, non-residential proposals including urban development of over 1ha should be 'screened' by the local authority to consider whether it is likely to have significant environmental effects.

207. Two applications seeking screening opinions (19/1032/SCRE, 19/1033/SCRE) on two development options considered at the pre-application stage have submitted, for proposals of between 7,186sqm and 9,863sqm of employment floorspace. As the development had been considered through the Sustainability Appraisal accompanying the Local Plan, and given the scale of the development and sensitivity of the site and surrounding land uses, Officers considered that the

development was not likely to result in significant environmental effects and as such is not EIA development.

208. The application includes a slight increase of floorspace at 9,976sqm. It is however not considered the current proposals are substantially different from the proposals considered under application 19/1032/SCRE or 19/1033/SCRE, nor has there been any consequential change in policy or the site context which would require the Council's earlier assessment to be revisited. The application is accompanied by a number of reports which assess the likely effects of the development in relation to a number of issues including landscape, water resources, and wildlife sites, etc. It is considered the proposals are not likely to result in any significant environmental effects, and as such the proposals are not considered to be EIA development.

Planning balance and conclusion

209. Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004). The NPPF is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay.

210. As set out above, limited conflict has been identified with Local Plan 2018 policies 27, 55, 56, 57, & 59 with respect to the landscape and visual impact of the proposed development. This conflict however has to be weighed against the benefits of the development, and considered within the context of the policies of the plan as a whole, including the presumption in favour of sustainable development contained in Policy 1. As set out above, the site is allocated for employment use within the Local Plan, and complies in all other respects with the requirements of Local Plan Policy 27.

211. The site is allocated for employment use and the proposed development will deliver significant economic benefits, accommodating approximately 500 employees and assisting in meeting strategic employment needs, with the site being an attractive location for employers in technology and related sectors due to its proximity to employers such as ARM. Alongside this the moderate adverse visual effects of the development will only be experienced by a limited number of residences to the north of the site, and will reduce in the long-term once trees and hedging have established. Similarly the landscape effects will also be reduced in the long-term.

212. Given the benefits of the proposals, and the limited landscape and visual harm identified, the proposals are considered to represent a sustainable development the benefits of which outweigh the identified landscape and visual harm. Officers also consider the proposals to be acceptable in all other respects. It is recommended planning permission is granted.

213. **The Town and Country Planning (Consultation) (England) Direction 2021 sets out that any proposals for inappropriate major development in the Green Belt should be referred to the Secretary of State prior to determination. Although only part of the site is within the Green Belt, and the proposed works are limited, it is recommended that the application is referred to the Secretary of State prior to determination.**

Recommendation

214. **GRANT PLANNING PERMISSION** subject to;

- a. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, secure and complete such an Agreement on the terms set out within this report and any others considered appropriate and necessary to make the development acceptable in planning terms; and
- b. The planning conditions specified in this report with the final wording of any significant amendments to these to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission.; and
- c. The relevant informatives as set out in Appendix 1 to be included at the discretion of officers.
- d. **The prior consultation on the application with the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2021.**

Appendices

Appendix 1: Conditions and Informatives

Report Author:

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Telephone: 07714 639 829

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Appendix 1

Conditions

Time Limits

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Approved Drawings

2. The development hereby permitted shall be carried out in accordance with the approved plans 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.

Use

3. The development hereby approved shall be only be used for purposes falling within Class E(g) of Schedule 2 Part A of the Town and Country Planning (Use Classes) Order 1987 (as amended), and for any associated ancillary uses.

Reason: In the interests of good planning, for the avoidance of doubt and to maintain the provision of employment land to meet strategic needs (Cambridge Local Plan 2018 policies 2, 27, & 41).

Levels

4. No development, other than demolition and site clearance, shall take place until a plan showing the finished floor levels of the proposed development in relation to the existing and proposed ground levels of the surrounding land

has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that before any development commences the impact on the amenity of the area can be fully assessed and protected (Cambridge Local Plan 2018 policies 55, 56 and 57).

Archaeology

5. Archaeological works shall be carried out in accordance with the Written Scheme of Investigation prepared by AOC reference 80004 dated May 2021.

Reason: To ensure that before any demolition and or development commences that an appropriate archaeological investigation of the site has been implemented. before development commences. (Cambridge Local Plan 2018 policy 61).

Construction and Environmental Management

6. No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority.

The DCEMP shall include the consideration of the following aspects of demolition and construction:

- a. Demolition, construction and phasing programme.
- b. Details of any proposed temporary structures, works, plant or machinery required in relation to construction of the building of more than 10m above existing ground level in height.
- c. Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- d. Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours

- on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- e. Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority
 - f. Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
 - g. Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.
 - h. Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.
 - i. Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020.
 - j. Use of concrete crushers.
 - k. Prohibition of the burning of waste on site during demolition/construction.
 - l. Site artificial lighting including hours of operation, position and impact on neighbouring properties.
 - m. Drainage control measures including the use of settling tanks, oil interceptors and bunds.
 - n. Screening and hoarding details.
 - o. Details of tree protection measures
 - p. Access and protection arrangements around the site for pedestrians, cyclists and other road users.

- q. Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- r. External safety and information signing and notices.
- s. Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.
- t. Membership of the Considerate Contractors Scheme.

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

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Plant Equipment Noise

7. Prior to the installation of operational plant, machinery or equipment, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced and retained as such.

The combined rating level of sound emitted from all operational plant, machinery or equipment associated with the development at the use hereby approved shall not exceed the rating level limits specified within the Hoare Lea Acoustics Environmental Survey and Planning Assessment – Revision 01 – 18.05.2020 (Document reference: REP-1010934-5A-MB-20200407).

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

External Lighting

8. Prior to the installation of any external artificial lighting, an external artificial lighting scheme, including hours of lighting, shall be submitted to and approved in writing by the local planning authority. The scheme shall include

details of any external artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To protect the amenity of the adjoining properties and to conserve and enhance. (Cambridge Local Plan 2018 policy 35)

Collections and Deliveries

9. All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections during the operational phase shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday, 08:00 to 13:00 on Saturday. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

Reason: To protect the amenity of the adjoining properties and to conserve and enhance . (Cambridge Local Plan 2018 policy 35)

Electric Vehicle Charging

10. The proposed Electric Vehicle Charge Point Strategy as detailed in the 'Amendments Covering Letter' produced by Bidwells and dated 22nd June 2021 and shown on the 'Electric Vehicle Charging Point Layout' (ref: 0209502-HL-XX-GF-GA-E-620-0001 Rev D) produced by Hoare Lea shall be fully installed before the development is occupied and retained as such. For avoidance of doubt, fully installed means the installation of 11 fast charge points, 83 slow charge points and the ducting for a further 30 slow charge spaces.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Contamination

11. If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

Surface Water Drainage

12. No development above ground level, other than demolition, shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the building.

The scheme shall be based upon the principles within the agreed Drainage Strategy prepared by Ramboll UK Limited (ref: 1620005201) dated November 2021 and shall also include:

- a) Full results of the proposed drainage system modelling up to the 1% AEP (1 in 100) storm event plus climate change), inclusive of all collection, conveyance, storage, flow control

and disposal elements and including an allowance for urban creep, half drain down times, together with an assessment of system performance;

- b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- c) Full details of the proposed attenuation and infiltration measures;
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development (Cambridge Local Plan 2018 policies 31 & 32).

Surface Water Drainage Maintenance

13. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted (Cambridge Local Plan 2018 policies 31 & 32).

Nest Boxes

14. Prior to occupation, a scheme for the provision of nest boxes, in accordance with the MKA Ecology Preliminary Ecological Appraisal 2020 Update report, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location. The building shall not be occupied until nest boxes have been provided in accordance with the approved scheme.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2018 policy 57).

Ecological Surveys

15. No development, including site clearance, shall commence until a badger survey has been produced and carried out within the site by a licensed ecologist, and a method statement for the removal of vegetation to avoid harm to reptiles has been produced as recommended by the MKA Ecology Preliminary Ecological Appraisal 2020 Update report. A report of the findings including a suitable mitigation strategy if required, should the above specified species be found, shall be submitted to and approved in writing by the local planning authority. The development thereafter shall be carried out in accordance with the approved report.

Reason: To ensure that before any development commences important specified species are fully protected. (Cambridge Local Plan 2018 policy 57).

Airport Safeguarding

16. Prior to occupation, a Bird Hazard Management Plan shall be submitted to and approved in writing by Greater Cambridge Shared Planning. The submitted plan shall include details of:
- a. Monitoring of any standing water within the site temporary or permanent
 - b. Sustainable urban drainage schemes (SUDS) – Such schemes shall comply with Advice Note 6 ‘Potential Bird Hazards from Sustainable

Urban Drainage schemes (SUDS) (available at www.aoa.org.uk/policy-campaigns/operations-safety/).

- c. Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ (available at www.aoa.org.uk/policy-campaigns/operations-safety/) * See next page for information *
- d. Reinstatement of grass areas
- e. Maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- f. Which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- g. Monitoring of waste imports (although this may be covered by the site licence)
- h. Physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- i. Signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, prior to occupation and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by Greater Cambridge Shared Planning

Reason: To minimise the attractiveness of the development to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport.

BREEAM Design Stage Certification – Shell & Core

- 17. Within 12 months of commencement of development, a BRE issued New Construction Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM ‘very good’ as a minimum will be met, with 5 credits for Ene01 (reduction of energy use and carbon emissions) and 4 credits for Wat 01 (water consumption).

Where the Design Stage certificate shows a shortfall in credits for BREEAM 'very good', a statement shall also be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

BREEAM Design Stage Certification – Fit Out

18. Prior to occupation, a BRE issued Refurbishment and Fit-Out Design Stage certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met. Where the Refurbishment and Fit-Out Certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

BREEAM Final Certification – Shell & Core

19. Within 12 months of occupation a BRE issued New Construction Post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

BREEAM Final Certification – Fit out

20. Within 12 months of occupation, a BRE issued Fit-Out Post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Energy Strategy

21. The development, hereby permitted, shall not be occupied or used until the approved approach to meet a reduction in carbon emissions has been fully implemented, as set out in the Energy Strategy by Hoare Lea dated May 2020. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority before the development is first occupied.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised approach to meeting a reduction in carbon emissions shall be submitted to and approved in writing by the local planning authority. The approved revised approach shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Materials

22. No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include a materials schedule, images and specifications of the materials and scaled coloured elevations incorporating the proposed materials. 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).

Public Art

23. Prior to occupation of the building hereby approved, full details of a scheme of public art shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for public art shall be carried out in accordance with the approved details not later than 6 months after the first occupation of the building or within a timeframe set out and agreed within the submitted scheme.

Reason: In the interest of creating successful, high quality, attractive environments, Cambridge Local Plan 2018 policy 55.

Landscape Works

24. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and

pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage (particularly near tree planting), power, communications cables, pipelines indicating lines, manholes, supports), bridges and retaining structures. Soft Landscape works shall include detailed planting plans showing location of species; written specifications (including any soils importation and quality control of soils) cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, and an implementation programme. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

Landscape Maintenance

25. No landscape works shall commence until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

Landscape Management & Maintenance Plan

26. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting,

are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

Boundary Treatments

27. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter. Development shall be carried out in accordance with the approved details.

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

Tree Pits

28. No development above ground level, other than demolition, shall commence until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

Brown Roof

29. Details of the brown roof shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. Details of the brown roof(s) shall include means of access for

maintenance, plans and sections showing the make-up of the sub base to be used and include the following:

- a. Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
- b. The biodiverse (brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,
- c. Where solar panels are proposed, biosolar roofs should be incorporated under and in-between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,
- d. Evidence of installation shall be required in photographic form prior to handover.

The biodiverse roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018; Policy 31).

Car Parking Management Strategy

30. Where a reduction in parking provision is agreed in accordance with the approved Car Parking Management Strategy, full hard and soft landscaping details for the parking areas to be removed shall be first submitted for approval in writing to the Local Planning Authority.

The landscape works shall be implemented in full in accordance with the approved details and maintained thereafter.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

Bus Stop Upgrade Works

31. The development shall not be occupied until the existing eastbound bus stop on Fulbourn Road located to the west of the PTP main site access has been upgraded to comprise an appropriate bus shelter. The details and location of the bus shelter to be installed shall be submitted to and agreed in writing by the Local Planning Authority prior to its installation.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

Travel Plan

32. Prior to occupation of the development a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

Cycle Facilities

33. The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles, and details of showering and changing facilities, have been submitted to and approved in writing by the Local Planning Authority. The details shall include type and layout of cycle stands including for non-standard bikes. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2018 policy 82).

Roof Terrace

- 34. The development, hereby permitted, shall not be occupied until details of access management for the second-floor roof terrace have been submitted, including details of how access on the north facing terrace shall be restricted other than for essential maintenance. The development shall be implemented and operated in accordance with the approved details.**

Reason: To safeguard the privacy of adjoining occupiers (Cambridge Local Plan 2018 policies 55, 57, 58).

Approved Drawings

17105-SBR-B1-XX-DR-A-0061 Site Location Plan;
17105-SBR-B1-XX-SR-A-0062 Proposed Site Layout Plan Rev5;
17105-SBR-B1-00-DR-A-1060 Ground Floor Plan as Proposed Rev2;
17105-SBR-B1-01-DR-A-1061 First Floor Plan as Proposed Rev2;
17105-SBR-B1-02-DR-A-1062 Second Floor Plan as Proposed Rev2;
17105-SBR-B1-03-DR-A-1063 Roof Plan as Proposed Rev 1;
17105-SBR-B1-XX-DR-A-0063 Site Section East-West Rev 1;
17105-SBR-B1-XX-DR-A-0064 Site Section South-North 01 Rev 1;
17105-SBR-B1-XX-DR-A-0065 Site Section South-North 02 Rev 1;
17105-SBR-B1-XX-DR-A-1161 North + West Elevations as Proposed Rev 1;
17105-SBR-B1-XX-DR-A-1162 South + East Elevations as Proposed Rev 1;
17105-SBR-B1-XX-DR-A-7661 External Bin Store Rev 2; and
17105-SBR-B1-XX-DR-A-7662 External Cycle Store Rev 1.

Informatives

Environmental Health

1. To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater

Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices:

- 6: Requirements for Specific Lighting Schemes
- 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
- 8: Further technical guidance related to noise pollution

Surface Water Drainage

2. All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.
Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

Pollution Controls

3. Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or impermeable parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

Foul Water Drainage

4. Foul water drainage (and trade effluent where appropriate) from the proposed development should be discharged to the public foul sewer, with the prior approval of AWS, unless it can be satisfactorily demonstrated that a connection is not reasonably available.

Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.

Oil Storage

5. Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

Brown roofs

6. All brown roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753).

Bird Hazard Management

7. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof.

Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport (CIA) Airside Operations staff. In some instances it may be necessary to contact CIA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

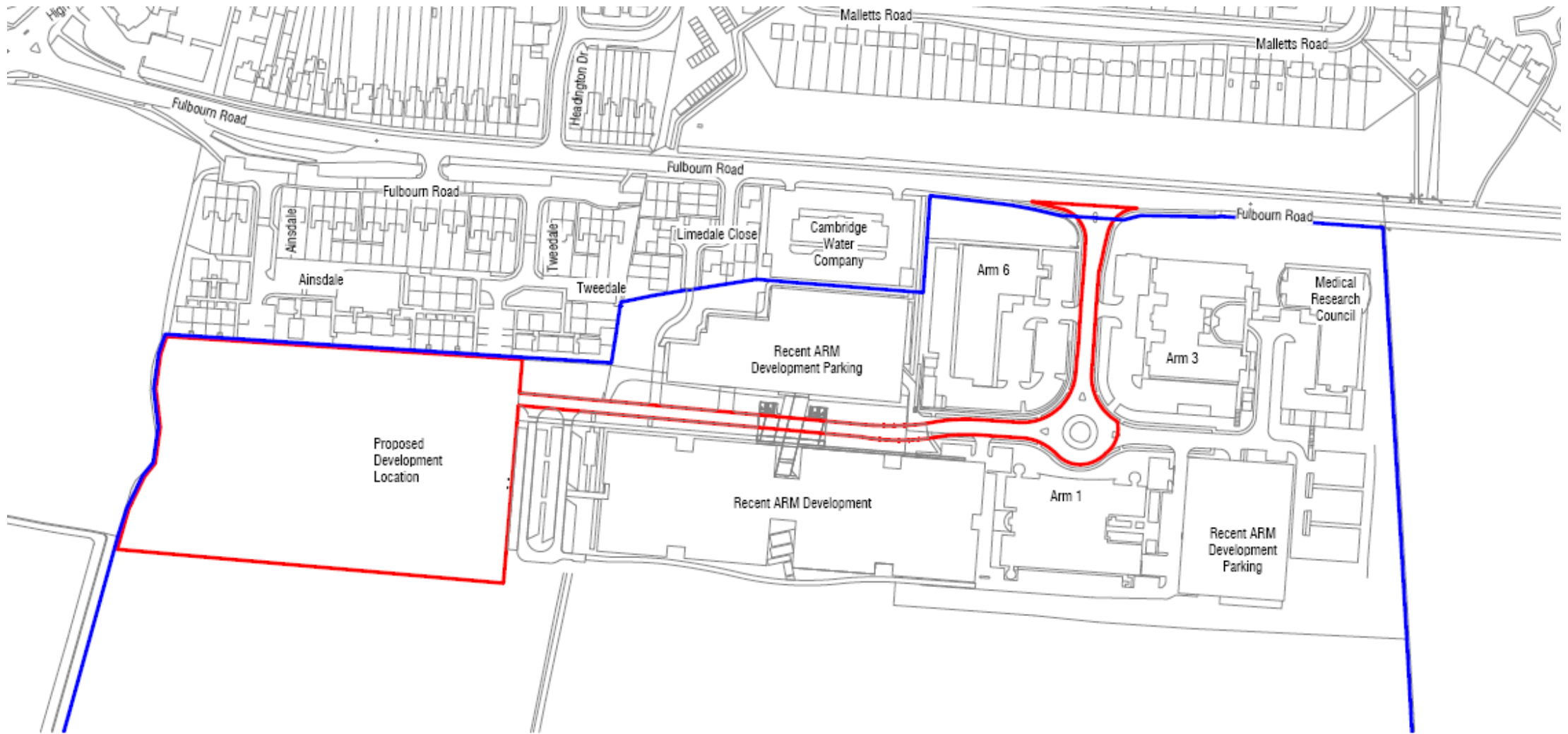
The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

High Pressure Gas Pipeline

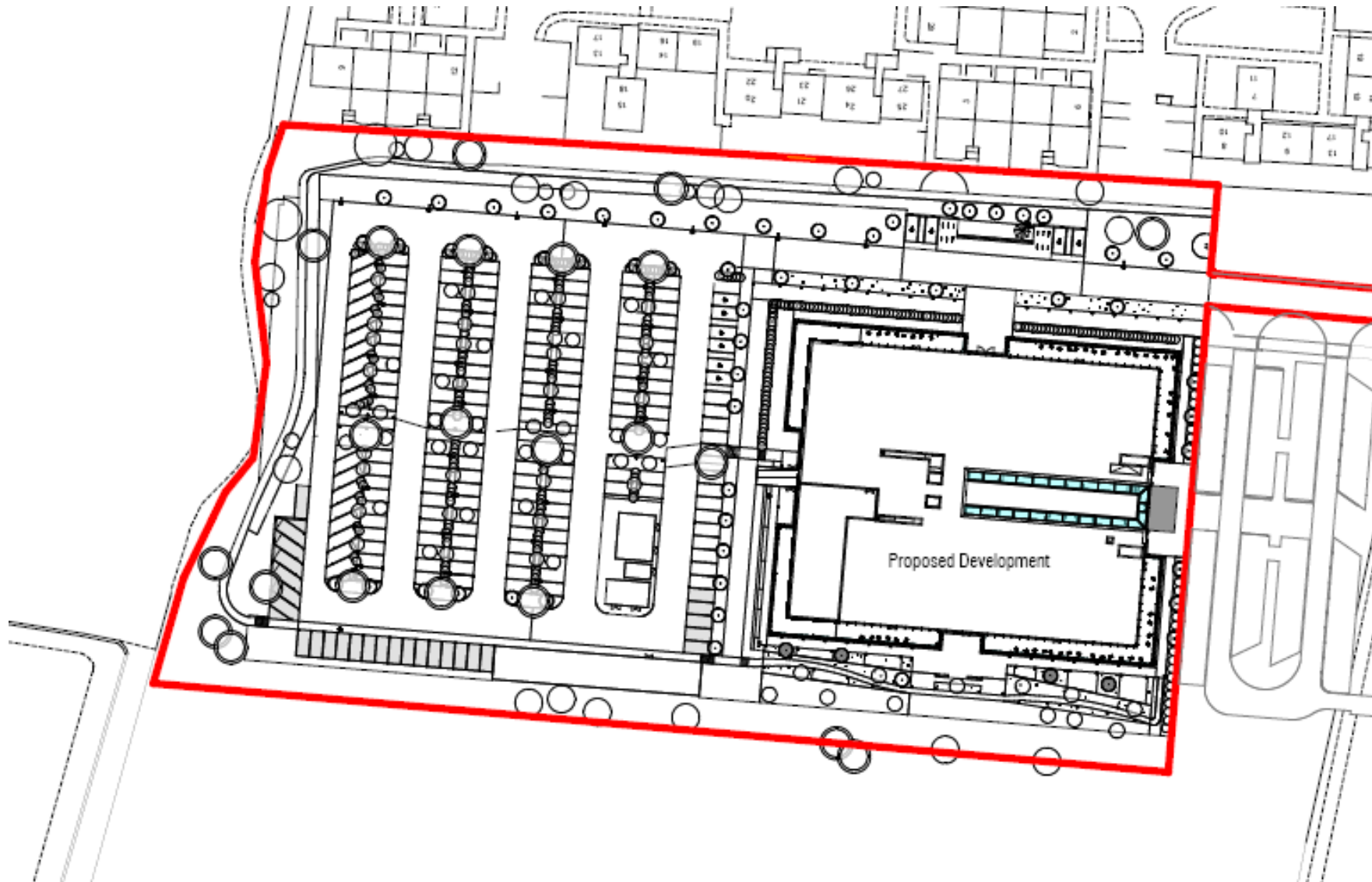
8. There is a high pressure gas pipeline in close proximity to the development. The pipeline has an easement in operation. Landscaping within the easement is restricted and must have formal written approval from Cadent Gas prior to commencing works.

The developer is to contact plantprotection@cadentgas.com for further guidance before commencing works.

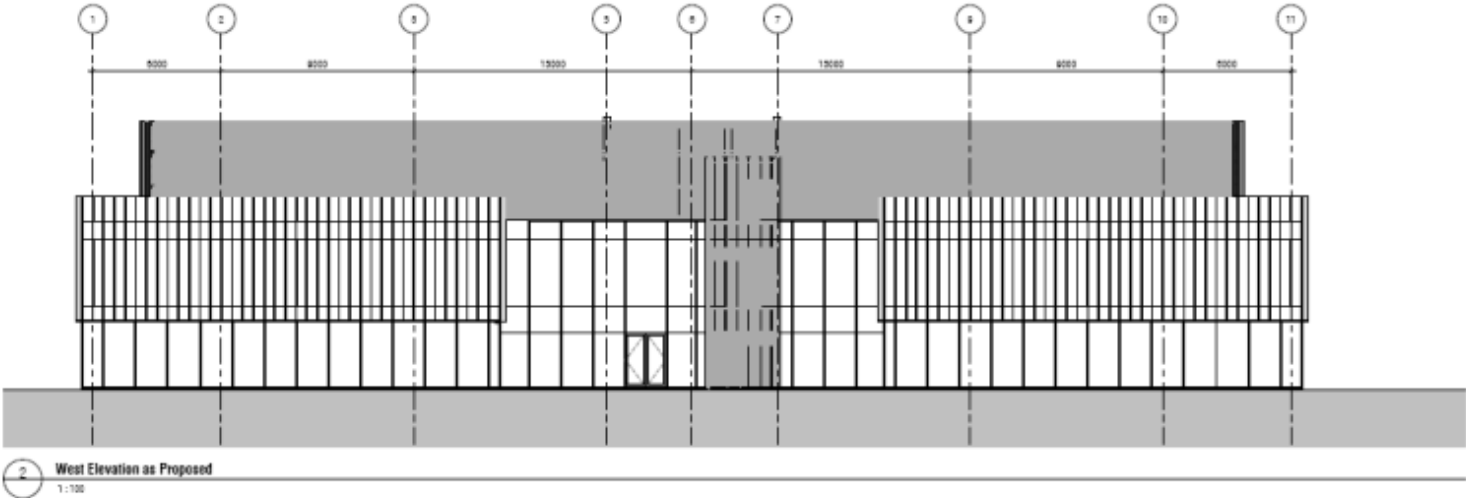
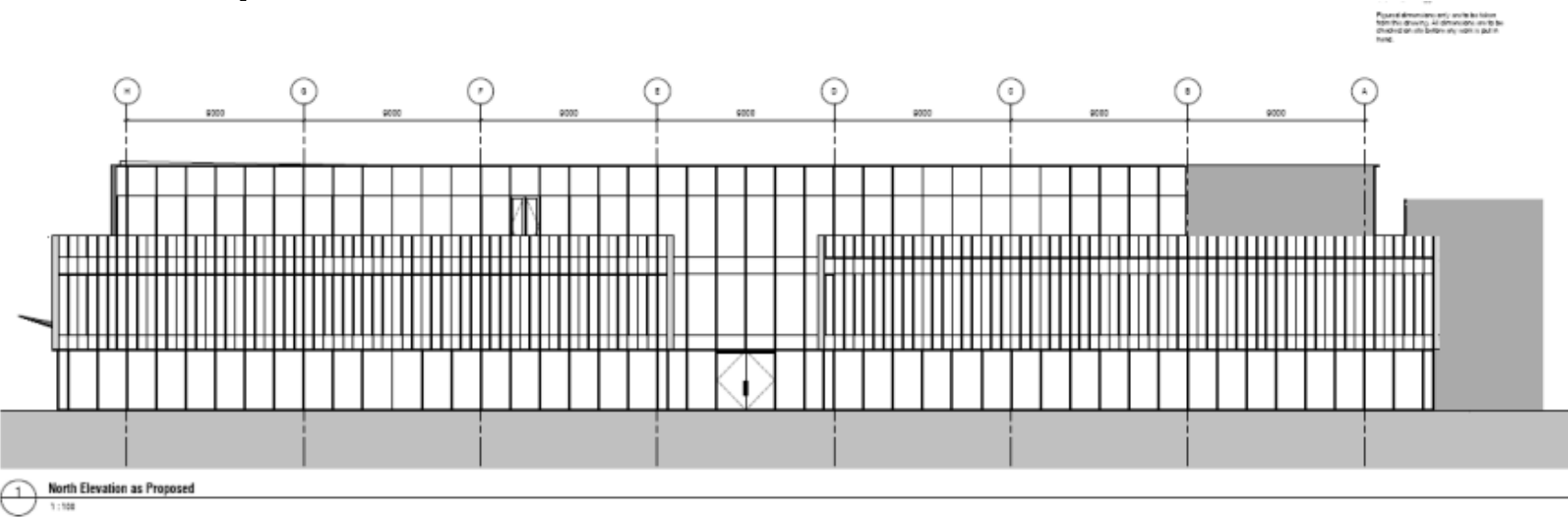
20/05040/FUL – West of Peterhouse Technology Park Site Location Plan



Proposed Site Plan



Proposed North & West Elevations



West Elevation
Scale: 1:100
Date: 08/10/2019

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Client Name:
The Master (or Keeper) and Fellows of Peterhouse Cambridge

Job No:
PTP - Western Expansion

Project Name:
RM

Drawing No:
North + West Elevations as Proposed

Scale:
1:100 @ A1

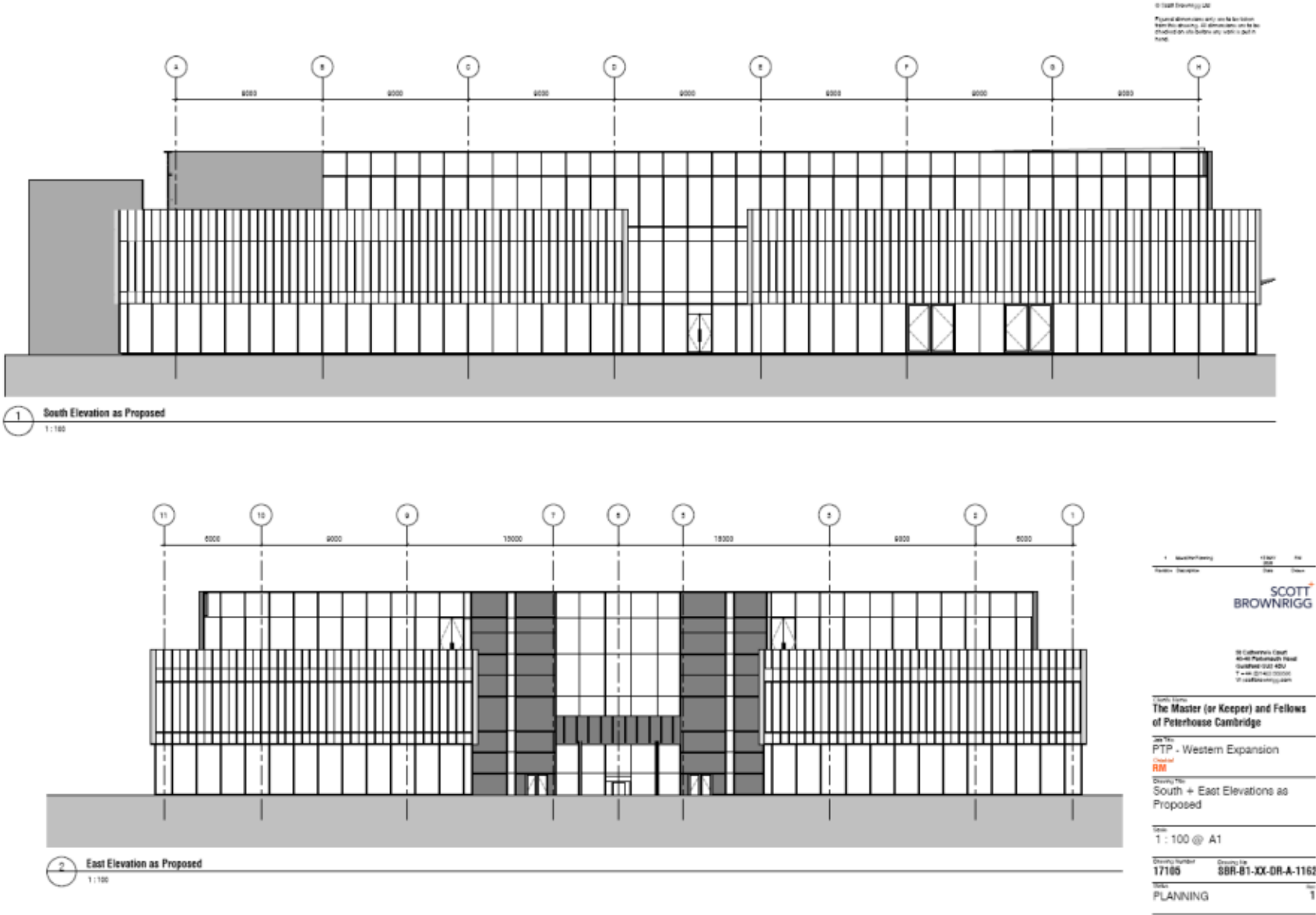
Drawing Number:
17105

Drawing Title:
SBR-B1-XX-DR-A-1161

Sheet:
PLANNING

Page:
1

Proposed South & East Elevations



Committee Dates – 2022/23

The proposed dates are:

2022/23	Committee Meeting	Development Forum	Control
June	22	As required	
July	20	As required	
August	17	As required	
September	21	As required	
October	19	As required	
November	16	As required	
December	21	As required	
January	25	As required	
February	15	As required	
March	15	As required	
April	5	As required	

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

Please note the JDCC usually falls on the third Wednesday of the month, to fit in with City and South Cambs Planning Committees dates which are usually scheduled on the first and second Wednesday of the month respectively. There are times when this scheduling cannot be followed for example in January, the City Planning Committee is usually pushed to the second Wednesday of the month because of the bank holidays over the Christmas and New Year period, which then impacts on the South Cambs and JDCC meeting dates. Again in March and April dates may be adjusted in view of pre-election periods.

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