



Joint Development Control Committee

Date: Wednesday, 17 August 2022

Time: 10.00 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

Applications

- 3 21/04036/REM - Lots S1 and S2 North West
Cambridge Development, Eddington Avenue, (PAGES 3 -
Cambridge CB3 0LH 80)
- 4 22/02591/FUL - RSC 40 and Land South of (PAGES 81 -
Robinson Way, Addenbrookes Hospital 112)
- 5 22/01966/S73 and 22/01967/S73 - Land North of (PAGES 113 -
Cherry Hinton (LNCH), Coldhams Lane, Cambridge 192)
- 6 S/1231/18/COND9 and 18/0481/COND9 - Land
North of Cherry Hinton (LNCH), Coldhams Lane, (PAGES 193 -
Cambridge - Design Code 216)

Joint Development Control Committee Members:

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

South Cambridgeshire District Council: Cllrs Bradnam (Vice-Chair), Cahn, Fane, Hawkins, Stobart and R.Williams, Alternates: Cone, Garvie, J.Williams and H.Williams

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21/04036/REM - Lots S1 and S2 North West Cambridge Development, Eddington Avenue, Cambridge CB3 0LH

Application Details

Planning Committee Date: 17 August 2022

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward / Parish: Girton/ Girton

Proposal: Reserved Matters approval for appearance, landscaping, layout and scale for 373 dwellings, access roads, cycle and pedestrian routes, cycle and car parking, landscaping, utilities and associated ancillary structures at Lots S1 and S2, North West Cambridge Development following outline planning permission S/1886/11 as varied by planning permission S/2036/13/VC

Applicant: Present Made Eddington Property Company Limited and the University of Cambridge

Presenting Officer: Guy Wilson

Reason Reported to Committee: Third party representations, and the Application raises special planning policy/ or other considerations

Member Site Visit Date: N/A

Key Issues:

1. Compliance with the outline planning permission
2. Housing mix and tenure
3. Scale, massing, and layout
4. Access and parking
5. Sustainable design and construction
6. Amenity

Recommendation: **APPROVE** this reserved matters application 21/0436/REM subject to conditions and informatives as detailed in this report.

Part Discharge outline planning conditions:

- 1 – Layout, scale, appearance, and landscaping
- 8 – Design code compliance
- 11 – Hard and soft landscaping details
- 12 – Arboricultural assessment
- 20 – Distribution of market & keyworker housing
- 27 – Detailed surface water drainage strategy
- 35 – Biodiversity survey & assessment
- 43 – Cycle parking details
- 50 – Noise attenuation / insulation
- 51 – Lighting details
- 55 – Waste & recycling details
- 64 – Public art
- 65 – Fire hydrants

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1.0 Executive Summary

- 1.1 The application seeks planning permission for 373 dwellings, access roads, car and cycling parking, landscaping, and associated infrastructure and amenities. Two/three storey houses are proposed on the northern part of the site. Four apartment buildings of 4-5 storeys are proposed to be arranged around a central podium courtyard on the southern part of the site.
- 1.2 The proposals are in general compliance with the outline planning permission and the parameter plans approved as part of the outline planning permission, as well as relevant site-wide strategies. There are a number of areas where the proposals do not fully comply with the Design Code including the guidance on storey heights, parking, and block typologies. However, it is considered that this approach is justified with the proposal adopting an innovative landscape-led approach to the northern part of the site (S1), and apartments buildings on the southern part of the site (S2) adopting an appropriate scale and massing for the site, with high-quality landscape proposals and architectural design.
- 1.3 The development will provide significant social benefits in the form of 373 houses and flats for private rent, diversifying the housing offer available at Eddington. A range of dwellings are proposed, all designed to meet the Nationally Described Space Standards. All dwellings are designed to be accessible and adaptable to the different needs of individuals with all dwellings meeting the Lifetime Homes Standards and Building Regulations M4(2). The development will offer a range of amenities to residents, contributing to the development of a new community at Eddington.
- 1.4 The development will also offer significant environmental benefits, with all dwellings designed to meet Code for Sustainable Homes Level 5, with a fabric-first approach utilising modern methods of construction, supplemented by connections to the District Heating system and extensive photovoltaics. Dwellings will also be connected to the site-wide non-potable water network, with estimated potable water use of 80 litres per person per day. The development complies with the site wide Biodiversity Strategy and will also deliver a Biodiversity Net Gain, with extensive and diverse planting proposed throughout the site. Landscaping also includes a number of SuDS features including swales and rain gardens for water management. The layout and design of the site is intended to promote active travel.
- 1.5 The development will deliver significant economic benefits including employment during its construction as well as long-term employment associated with the on-going management of the site.
- 1.6 Officers recommend approval of the application subject to conditions and informatives.
- 1.7 **Application Update**

- 1.8 The application was deferred at the JDCC meeting in June 2022 before being considered by members. Since then, the applicant has provided a Build to Rent position statement and the application has been reviewed by the Council's Housing team. This report remains substantially the same but has been updated to provide clarification, including in relation to Build to Rent.

2.0 Site Description and Context

- 2.1 The site is a broadly 'J' shaped measuring approximately 4.9ha. is predominately flat with ground levels varying from approximately 22-24m AOD, and is predominately covered with grass and ruderal vegetation. Milne Avenue, a secondary street within Eddington, bisects the site on a southeast-northwest axis. The site is formed of two development parcels, with S1 north of Milne Avenue where it crosses the site, and S2 being the southern part of the site.
- 2.2 There is established residential development along Huntingdon Road to the north and east of the site, primarily in the form of detached dwellings in substantial plots. To the southeast of the site is a neighbourhood park and swale, with residential development beyond. The site is bordered by the temporary Ridgeway pedestrian/cycle route to the west, with future development parcels beyond this.
- 2.3 The site forms part of the North West Cambridge allocation in the South Cambridgeshire Local Plan 2018 and North West Cambridge Area Action Plan. The site is in Flood Zone 1, where there is a low risk of fluvial flooding.

3.0 The Proposal

- 3.1 The application is for 373 dwellings, comprising 112 houses and 261 apartments together with shared amenity spaces, gardens, and parking.
- 3.2 Houses are proposed to be arranged as semi-detached or as terraces set within a hierarchy of streets ranging from a loop road, liveable streets, and pedestrian routes. Two storey pitched roof, and three storey flat roof houses are proposed.
- 3.3 The apartments are proposed to be arranged in a group of four blocks arranged around a central podium garden with parking below. The proposed blocks are designed to step down from 5-storeys on the south and western boundaries of the site, to 4-storeys (including a set-back top floor) towards the proposed housing in the north east.
- 3.4 The scheme is proposed to be built out as Build-to-Rent (BtR) with all dwellings offered for private rent and the scheme owned and managed by a single operator (Present Made).

- 3.5 The proposed density of the site (within the red-line site boundary for this application) is 75 dwellings per hectare (dph). For S1 and the houses on S2 the density is approximately 35dph. The density of the apartment blocks on S2 is approximately 165dph.
- 3.6 A total of 233 car parking spaces are proposed across the site at a ratio of 0.6 spaces per dwelling, with a mixture of on-plot, limited on-street, and undercroft parking provided. There are also currently eighteen visitor parking bays on Milne Avenue adjacent to the development, and 4 visitor bays are proposed to be delivered on Dobb Terrace. Seven hundred and ninety-two resident cycle parking spaces are proposed, at a ratio of just over 1 space per bedroom plus 39 visitor spaces.
- 3.7 The application has been amended to address representations from third parties and consultees; and further consultations have been carried out as appropriate.
- 3.8 Prior to submission of a formal application, the proposals evolved through pre-application discussions with Officers, and the proposals were presented to the Joint Development Control Committee, Cambridgeshire Quality Panel, and North West Cambridge Community Forum.

Environmental Impact Assessment

- 3.9 Condition 6 of the outline planning application (S/2036/13/VC) requires development to be carried out in accordance with the Environmental Statement (ES) which accompanied the outline applications. The ES concluded that subject to appropriate mitigation measures secured by conditions and planning obligations, the development would not have any significant environmental impact. The topics covered within the ES are:
- Socio-economic issues
 - Landscape and visual issues
 - Ecology and nature conservation
 - Geological resources (SSSI)
 - Archaeology
 - Cultural heritage
 - Agricultural circumstances
 - Traffic and transport
 - Noise
 - Air quality
 - Hydrology, drainage, and flood risk
 - Geotechnical issues and contaminated land
 - Utilities and services
 - Sustainability considerations
- 3.10 The proposals comply with the parameters agreed through the outline planning permission and do not vary materially from the outline consent. The ES dates from 2012, however it is considered the development is not

likely to result in significant effects in relation to environmental issues which haven't have not previously been considered. On this basis it is considered a new or revised Environmental Impact Assessment is not required as part of this reserved matters application.

4.0 Procedural Matters

- 4.1 Following submission of the application, representations were received questioning the accuracy of the submitted site location plan. This is understood to be due to the boundary between the neighbouring property (Arcady) and the University of Cambridge not being accurately reflected in Land Registry title registration documentation. The application site has been revised as a consequence to effectively move Lot S1 by 5m to the northwest. The application has been subject to a full re-consultation as a result of that amendment.
- 4.2 A resident has highlighted that the submitted location plan was mislabelled to show land edged in blue as the extent of the University of Cambridge land ownership. The area edged in blue actually shows the extent of the outline planning permission site. The plan has since been updated to correct this error.
- 4.3 Additional information and amended plans to reflect minor changes to the scheme, specifically changes around underground bin points, have also been subsequently received in response to comments from and discussions with consultees.

5.0 Relevant Site History

Reference	Description	Outcome
S/1886/11 & 11/1114/OUT	Proposed development comprising up to 3000 dwellings Up to 2000 student bedspaces 100000 sq.m. employment floorspace of which: up to 40000 sq.m. commercial floorspace (Class B1(b) and sui generis research uses) and at least 60000 sq.m. academic floorspace (Class D1) up to 5300 sq.m. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2000 sq.m. net floorspace) Senior Living up to 6500sq.m. (Class C2) Community Centre Indoor Sports Provision Police Primary Health Care Primary School Nurseries (Class D1) Hotel (130 rooms)	Granted 22.02.2013

	Energy Centre and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd) pedestrian cycle and vehicle routes parking drainage open spaces and earthworks	
S/2036/13/VC & 13/1402/S73	Section 73 applications to vary condition 69 (Drawing Numbers) of S/1886/11 & 11/1114/OUT	Granted 25.11.2013 & 21.11.2013
13/1402/NMA1 & S/1220/18/NM	Non-material amendment to S/2036/13/VC & 13/1402/S73 to amend condition 34 (Site Wide Biodiversity Strategy) to allow changes to the approach to monitoring and the provision of bird nest boxes in place of the originally proposed artificial badger set	Granted 20.04.2018
S/1716/18/NM & 13/1402/NMA2	Non-material amendment to Condition 44 (Parking Management Arrangements) on applications S/2036/13/VC & 13/1402/S73. The Car Park Management Plan has been revised so that the scheme for pay and display parking enforcement can be operated on private land, by a contractor that is a member of the British Parking Association	Granted 08.06.2018 & 29.05.2018
S/0227/20/PO	Modification of planning obligations in relation to Keyworker housing allocations	Granted 20.01.2020
S/2036/13/NMA1 & 13/1402/NMA3	Non-material amendment to planning permission S/2036/13/VC & 13/1402/S73 to amend wording of condition 5 (Phasing Plan) of the consent, to read "The development shall be carried out in accordance with the North West Cambridge Phasing Plan, dated December 2020.", such as to allow an alternative sequence for the delivery of development plots within the scheme	Granted 17.02.2021
S/0655/14/RM	Ridgeway (central section) - Reserved Matters (access appearance landscaping layout	Granted 19.06.2014

	and scale) pursuant to S/2036/13/VC for surfacing of a shared used pedestrian and cycle path along the Ridgeway Green Corridor (02) and works along Bunker's Hill to create a shared use pedestrian and cycle route connecting the Ridgeway to Huntingdon Road (including vegetation clearance fencing demolition and resurfacing) along with associated landscaping and drainage swales	
S/0977/14/RM & 14/0630/REM	Secondary Street (Milne Avenue) and Neighbourhood Park - Reserved Matters Application (access appearance landscaping layout and scale) pursuant to S/2036/13/VC and 13/1402/S73 for the Secondary Street and the Neighbourhood Park (including play facilities) hard and soft landscaping car and cycle parking a bring site utilities and associated ancillary structures	Granted 19.08.2014 & 22.07.2014
S/2219/15/RM & 15/1663/REM	Lots M1/M2 (Athena) – 240 market residential units (121 units in Cambridge City Council and 119 units in South Cambridgeshire District Council) access roads (including cycle and pedestrian routes) cycle parking car parking landscaping utilities and associated ancillary structures	Granted 07.12.2015
14/1028/REM & S/1447/14/RM	Lot 4 - 70 residential units including 49 market units and 21 key worker units access roads (including cycle and pedestrian routes) cycle parking car parking landscaping utilities and associated ancillary structures	Granted 18.09.2014 (not implemented)
22/01168/REM	Lot 4 - Reserved matters application for access, appearance, landscaping, layout and scale for 88 dwellings, a shared surface service road (for refuse collection and pedestrian access), cycle parking, car parking, landscaping, utilities and	Granted 07.06.2022

associated ancillary structures
following outline planning
permission S/1886/11 as varied
by application S/2036/13/VC

6.0 Policy

6.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

6.2 South Cambridgeshire Local Plan 2018

LP/1 – Superseded Policies referred to in Adopted Area Action Plans

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/5 – Provision of New Jobs and Homes

S/6 – The Development Strategy to 2031

CC/1 – Mitigation and Adaption to Climate Change

CC/3 – Renewable and Low Carbon Energy in New Developments

CC/4 – Water Efficiency

CC/6 – Construction Methods

CC/7 – Water Quality

- CC/8 – Sustainable Drainage Systems
- CC/9 – Managing Flood Risk
- HQ/1 – Design Principles
- HQ/2 – Public Art and New Development
- NH/2 – Protecting and Enhancing Landscape Character
- NH/3 – Protecting Agricultural Land
- NH/4 – Biodiversity
- NH/6 – Green Infrastructure
- NH/7 – Ancient Woodlands and Veteran Trees
- NH/14 – Heritage Assets
- H/8 – Housing Density
- H/9 – Housing Mix
- H/10 – Affordable Housing
- H/12 – Residential Space Standards
- SC/7 – Outdoor Play Space, Informal Open Space & New Developments
- SC/9 – Lighting Proposals
- SC/10 – Noise Pollution
- SC/11 – Contaminated Land
- SC/12 – Air Quality
- TI/2 – Planning for Sustainable Travel
- TI/3 – Parking Provision
- TI/8 – Infrastructure and New Developments
- TI/10 – Broadband

6.3 North West Cambridge Area Action Plan 2009 (NWCAAP)

- NW1: Vision
- NW2: Development Principles
- NW3: Implementing the Area Action Plan
- NW4: Site and Setting
- NW5: Housing Supply
- NW6: Affordable Housing
- NW7: Balanced and Sustainable Communities
- NW11: Sustainable Travel
- NW17: Cycling Provision
- NW18: Walking Provision
- NW22: Public Art
- NW23: Open Space and Recreation Provision
- NW24: Climate Change & Sustainable Design and Construction
- NW25: Surface Water Drainage
- NW26: Foul Drainage and Sewage Disposal
- NW27: Management and Maintenance of Surface Water Drainage Systems
- NW28: Construction Process
- NW29: Strategic Landscaping
- NW31: Infrastructure Provision

6.4 Cambridgeshire & Peterborough Minerals & Waste Plan 2021

6.5 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016

- 6.6 The following SPDs have been adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Public Art SPD – Adopted January 2009
Landscape in New Developments SPD – Adopted March 2010
Trees and Development Sites SPD – Adopted January 2009

6.7 Other Guidance

- 6.8 Greater Cambridge Housing Strategy 2019 – 2023

7.0 Consultations

7.0 Parish Council – No comments

- 7.1 No comments have been received from Girton Parish Council.

7.2 Highways Development Management – No objection

- 7.3 As the proposed streets do not junction with an existing or proposed adopted public highway and are to remain private under the control of the applicant, the Highway Authority has no comment to make on this application.

7.4 County Transport Team – No comments

- 7.5 No comments have been received.

7.6 Lead Local Flood Authority – No objection

Comment 6 October 2021

- 7.7 Object due to:

- 7.8 Key information is missing from the drainage layout general arrangements

- 7.9 Hydraulic calculations to show the performance of the system for a range of summer and winter storm durations from 15 minutes up to the 10080 minute (7 day) should be undertaken;
- 7.10 Half drains times are in excess of 24 hours.
- 7.11 It's noted that Table 4-1 of the drainage strategy indicates Lot S1 has a total impermeable area of 12,390 m²; however, hydraulic calculations for Lot S1 show a total contributing area of 11,720m² has been accounted for. 670m² has not been accounted for within the calculations, and drainage features may be undersized.

Comments 11 April 2022

- 7.12 Following review of additional information and discussion with the applicant, the Lead Local Flood Authority have no objection in principle to the proposed development.
- 7.13 The additional documents demonstrate that surface water from the development can be managed through the use of various SuDS techniques restricting surface water discharge to suit the overall site surface water management plan.
- 7.14 Water quality has been adequately addressed when assessed under the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 7.15 An informative on the control of pollution is recommended.
- 7.16 Environment Agency – No objection**
- 7.17 Have no objection in principle. It is necessary to consult with the Lead Local Flood Authority in respect of its statutory consultee role in planning. Notwithstanding this, infiltration drainage, including soakaways, will only be acceptable where it has been demonstrated that the land is uncontaminated.
- 7.18 The design of any surface water system should ensure there is no possibility of contamination polluting surface or underground waters. The use of soakaways would need to be supported by infiltration testing. Foul water should be discharged to the public sewer, and Anglian Water should be consulted. If unexpected contamination is found during development a remediation strategy should be put in place. Opportunities should be provided for wildlife enhancement.
- 7.19 General Informatives are recommended on pollution control.
- 7.20 Anglian Water – No objection**

Comments 29 September 2021

- 7.21 Foul Water - The impact on the public foul sewerage network has not been adequately addressed at this stage. Anglian Water have found that this proposal may result in an increased risk of flooding in the downstream network.
- 7.22 Surface Water – The proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction and we are unable to provide comments on the suitability of the surface water discharge.

Comments 21 February 2022

- 7.23 Foul Water – following review of the applicant’s submitted foul drainage strategy and flood risk documentation and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage.

7.24 GCSP Urban Design – No objection

Comments 04 November 2021

- 7.25 Whereas the proposals for Lot S1 meet the general description of the Neighbourhood Village Character Area, the proposals for Lot S2 are larger, denser and more urban than envisaged in the Design Code. Furthermore, it delivers predominately apartments rather than family housing, more appropriate to the Ridgeway Character Area, effectively stretching this more urban character further out than envisaged in the Code. This has a knock-on effect on the compliance with Design Code elements such as the Block Structure, Building Heights, Massing, and Frontages.
- 7.26 In pre-application discussions the applicants stated that the build-to-rent model requires a denser development, than that a finer-grained development of smaller blocks and higher proportion of family dwellings would not be viable.
- 7.27 In considering the proposals, it is acknowledged that there is a general trend to build at increased densities when compared to the time the Design Code was written. But the proposed apartment-led scheme is very different from the housing-led scheme envisaged in the Design Code, and therefore the scheme is unlikely to fully comply with the Design Code. Where there is divergence, the key consideration will focus on the key objectives in the code of providing a suitable transition from the higher density Local Centre to low density development on Huntingdon Road, and to coordinate the development with adjoining land parcels (existing or future).
- 7.28 Lot S1

- 7.29 The site is residential other than the introduction of a small pavilion to strengthen placemaking, which is welcomed.
- 7.30 The proposals for S1 comply with the parameter plan requirements.
- 7.31 Access to the site aligns with the Design Code. Although not fully compliant with the Design Code, the hierarchy and design of streets including the loop road, Green Spine is supported.
- 7.32 A 20m wide no-build zone is retained against the edge of existing properties on Huntingdon Road. This is partly proposed to be used for private gardens, but will also contain an ecological zone. Further details are required to show how this area will be planted, maintained, and secured.
- 7.33 Houses front on the Ridgeway and Milne Avenue to create an active frontage, with parking to the rear. This is supported. Some terraces will exceed the 30m frontage length advised in the Design Code however this is considered acceptable.
- 7.34 The Design Code also sets out that houses should follow a traditional urban block structure with back-to-back gardens and defined frontages. The approach to S1 differs with a series of green lanes and liveable streets with less defined boundaries between public and private space, and where vehicle access is permitted but is subservient to walking. This approach has been much debated and refined through the pre-application process to balance privacy, security, and visual interest. Subject to management and maintenance by Present Made, it is considered acceptable.
- 7.35 The proposed arrangement of house types and heights are considered acceptable. The house types are relatively narrow and deep, and the modular construction method proposed means there are limited house types, meaning units do not hold corners and present blank side facades. This is proposed to be addressed through soft landscaping, public art, and flank wall amenity features such as seating, together with the use of a pavilion to create a focal point at the key Ridgeway/Milne Avenue corner. This strategy is an innovative solution and is acceptable. The management and maintenance of these features will be important.
- 7.36 Internal layouts of homes are acceptable.
- 7.37 Most homes have 1 one on-plot parking space, with narrow streets and landscaping used to prevent on-street parking. Cycle parking is proposed to be incorporated into garden boundaries which is supported.
- 7.38 The proposed materials and finishes to homes is supported.
- 7.39 S2 Houses

- 7.40 Flank wall treatments for the end terraces for houses on S2 are not identified in the Design Code.
- 7.41 There are still concerns about the lack of privacy to rear gardens, with a building-to-building distance of 20m between houses and apartments.
- 7.42 S2 Apartments
- 7.43 The proposals for apartments comply with the parameter plans. The proposed storey heights of 4-5 exceed those set in the Design Code, which range from 2-3, 3-4, and 4 across different parts of Lot S2. The block also exceeds the 30m-60m maximum advised in the Design Code, with individual blocks up to 86m, and no through routes, affecting cross-parcel permeability. This non-compliance has been subject of discussion. The proposals importantly retain a hierarchy of height and massing, stepping down away from the Ridgeway and Neighbourhood Park. Pedestrian desire lines are also not significantly affected by the large block sizes. The architectural design of the blocks is also effective in reducing the apparent massing and scale of the blocks, and introduces a finer-grain rhythm to surrounding streets. As such the height and massing is considered acceptable.
- 7.44 Ground floor apartments face the street and most are individually accessed from the street, which will help activate the street and is welcomed. However, many ground floor units only have access to the street, resulting in long walking distances to secure bike storage.
- 7.45 Further details of ground floor boundary treatments are requested.
- 7.46 Ground levels across the blocks vary by almost 1m and further detail on the interface of the site and the level floor plate is requested, to demonstrate all units can have level access.
- 7.47 The architectural treatment of blocks is supported.
- 7.48 Some internal routes appear convoluted, and on upper floors there are long double-loaded corridors, some without natural daylight. There is a serious concern that the lobbies and corridors will feel restrictive and oppressive. These should be designed out as far as possible. The use of double height lobbies should be explored.
- 7.49 Spaces between blocks include soft planting, overlooking and lighting to soften and secure these spaces. This is supported.
- 7.50 Access to the podium and car park is acceptable.
- 7.51 Almost all apartments are single aspect. Concerns about daylighting and overheating have been addressed by careful detailing and material choices, including balcony arrangements and window sizes. Whilst these elements are welcomed, the large number of single-aspect units remains a

concerns. Assessment of overheating requires scrutiny by the Sustainability Officer.

- 7.52 Conditions are recommended in relation to materials, design of flank elevation features, and a management and maintenance plan.

Comments 24 February 2022

- 7.53 The applicant has clarified that the S1 ecology buffer is not proposed to be publicly accessible. Clarity sought over boundary treatment.
- 7.54 The proposals have been amended to show flank wall treatments to the end of terrace units on S2, which is acceptable.
- 7.55 The applicant has provided further detail on travel distances from ground floor apartments to bike stores, with the longest distances varying from 67m to 145m from front door to bike store. This represents a significant detour. Ground floor residents may bring bikes into their apartments or store them outside. This may take up valuable internal space, or lead to clutter outside.
- 7.56 There is still concern in relation to the 20m back-to-back distance between the S2 houses and apartments facing them, with single aspect apartments overlooking houses being a different condition to two rows of houses. The cross-sections highlight the importance of trees along this street, and the advice of the landscape officer is sought to ensure the size, species, and planting conditions of trees is sufficient to provide sufficient privacy.
- 7.57 Concerns remain about the number of double loaded and largely windowless corridors within the apartment blocks.
- 7.58 The advice of the Sustainability Officer is sought in relation to whether the large number of single-aspect units proposed is acceptable.

Comments 17 March 2022

- 7.59 Concerns regarding level changes and details of thresholds around apartments have been addressed.
- 7.60 SCDC Housing Officer – No objection**
- 7.61 Affordable Key Worker units have been provided elsewhere in the development as per the outline application S/1886/11. Parts of the Housing Annex and national guidance relevant to affordable housing are not applicable to this scheme.
- 7.62 The applicant has confirmed that tenancies will be offered for 6 months to 5 years and longer if the tenant requests it.

- 7.63 The applicant has declined to agree to a fixed covenant period but confirms that they intend to manage the scheme for a long-term period.
- 7.64 The applicant has provided a BtR Market Research Report with the application that shows the highest need for one, two & three bed units with a small number of 4 bed units.
- 7.65 The applicant has confirmed that all BtR units will meet or exceed the Nationally Described Space Standards . All residents will have access to communal gardens, a pavilion and a games court. All of the BtR units will be managed by Present Made. There will be daily on-site management.
- 7.66 The Housing Strategy Team supports this application. It will provide much needed quality affordable private homes for those who are unable to access suitable accommodation on the Council's waiting list or who cannot or do not want to purchase a home. at this current time.
- 7.67 County Archaeology – No objection**
- 7.68 Archaeological matters have previously been addressed under the associated outline planning permissions 11/1114/OUT and S/1886/11.
- 7.69 GCSP Sustainability Officer – No objection**

Comments 08 October 2021

- 7.70 The Sustainability Strategy is supported and includes connections to the site-wide district heating system, and extensive use of photovoltaic panels (1.35kWp per apartment and 4 kWp per home); connection to the site-wide non-potable water network; the minimisation of construction waste including through the use of modern methods of construction; Use of green roofs; and Integration of production planting and gardens.
- 7.71 Overheating risk and ventilation were discussed extensively at pre-app.
- 7.72 The DAS and Sustainability and Energy Statement detail that parametric modelling of each building and façade to determine the optimum approach to a range of environmental considerations including overheating and daylighting. The response to this analysis sees variation in façade design, glazing ratios, window reveals, and balcony design depending on the elevation. For south-west and west facing facades, dumbbell balconies allow enhanced ventilation. The approach to design and modelling is welcomed. In addition to this modelling, a sample of units have been assessed using the CIBSE TM59 overheating analysis, with apartments tested against 2020, 2050, and 2080 climate scenarios. All spaces are compliant without mechanical cooling for 2020 and 2050, with some spaces failing the assessment criteria under the 2080 scenario. Clarification of what additional measures and future potential retrofit have been considered would be welcome.

- 7.73 It is noted that some units are subject to noise constraints where mechanical cooling will be used. Clarification would be helpful on whether acoustically attenuated natural cooling has been considered, as has been used elsewhere in Eddington, as well as which units are affected, and the system proposed for all affected apartments and houses.
- 7.74 The outline planning permission requires compliance with Level 5 of the Code for Sustainable Homes. A pre-assessment has been included within the Sustainability Statement showing a minimum score of 85.08% is achievable. It is recommended additional points are targeted to provide a buffer. It should also be clarified what housing typology the pre-assessment relates to, and it would have been useful to see a pre-assessment for different typologies.
- 7.75 The scheme is supported subject to clarification of the above points.

Comments 16 February 2022

- 7.76 Previous queries have been satisfactorily addressed.
- 7.77 On the approach being taken to the ancillary uses, it is recognised that it would be difficult at this stage to provide complete details, and given the area of floorspace, their requirements will be relatively small in comparison to the rest of the scheme. It would be useful if the applicant could set out a high-level commitment to ensuring that these spaces are as energy efficient as possible and utilise sustainable materials and construction techniques, connecting to site wide infrastructure where appropriate.

7.78 GCSP Landscape Officer – No objection

Comments 31 October 2021

- 7.79 Although Blocks A and B are five storeys and more than envisaged in the Design Code, they are compliant with the Code and Parameter Plans in terms of height. From a landscape and visual impact perspective the height is acceptable.
- 7.80 The overriding landscape/ public realm design concept has been to create shared spaces to promote community living and has been subject to lengthy pre-application discussions. The proposed built-to-rent scheme will be supported by a robust management regime, managed by the applicant.
- 7.81 S1 Landscape – The use of the proposed shared spaces are crucial to their success. The main circulation street has a relatively tight, variable configuration which somewhat blurs the vehicle/pedestrian edges with planting beds which interrupts the line of the carriageway and should foster slow and careful driving. The design of the street is not compliant with the Design Code but is expected to foster a place for people and landscape and is supported. Tracking diagrams have been provided, however additional sections are requested.

- 7.82 The two liveable streets have an even tighter configuration, and rely on 'green paving' to demarcate sinuous and traffic calmed routes. There remains a concern that vegetation will not survive during dry periods in green paving.
- 7.83 Garden boundaries such as those along the green lane are not high enough to preclude some views but are high enough for privacy.
- 7.84 Further information is requested on the ecological buffer, and protection of existing trees.
- 7.85 The success of the proposed flank wall treatments such as follies will rely on the quality of materials used etc. Details of flank wall treatments should be provided, and this can be secured by condition.
- 7.86 The podium courtyard, use of biodiverse roods, planting palette, use of soils and hard surfacing are supported. Automatic irrigation is recommended. Self-binding gravel can become loose and its use should be reviewed.

Comments 28 February 2022

- 7.87 With regard to S1, there remains concern that the landscaped areas in such a tightly configured arrangement will be free of overrun and intense wear.
- 7.88 We note the commitment to landscape management and maintenance. The cost of management and maintenance will be considerably higher than a traditional development. Adequate maintenance will be needed through the lifetime of the development to ensure planting is retained and the development does not acquire a scruffy appearance.
- 7.89 We previously requested dimensioned sections of the streets, a number of which have been provided. An informative cross section would have been through the parking spaces between the semi-detached units where there remain concerns about damage to planting beds (see comments 14 March 2022).
- 7.90 Concerns about the long-term maintenance of the green paving remain.
- 7.91 Stockholm soil depths should be reviewed.
- 7.92 The utilities general arrangement appears to show conflict between utilities and tree locations. This should be reviewed and coordinated. This should not be left to the construction stage when little can be done to resolve any issues.
- 7.93 We need details of if/how utilities will need additional protection where they share space with Stockholm soils. This can be conditioned.

- 7.94 We still require further technical details of ponds, swales, headwalls, etc. within the ecological buffer. This can be conditioned.
- 7.95 An arboricultural assessment has been provided. An arboricultural method statement can be conditioned.
- 7.96 The choice of materials is fully supported, except perhaps the self-binding gravel which may have a loose and slippery surface. This should be tested before being used site-wide.
- 7.97 Further information on the appearance of solar panels and mitigation of their landscape and visual impact should be provided.
- 7.98 Issues with S2 landscape have been resolved. The inclusion of an automatic irrigation system for the podium is welcomed.
- 7.99 Conditions are recommended on hard and soft landscaping, tree protection, and roof planting irrigation systems.

Comments 17 March 2022

- 7.100 The additional cross section across the parking areas of the semi-detached housing of S1 is very useful. It addresses the issue of the rain garden being run over by car wheels. Conditions can address other areas of clarification.
- 7.101 GCSP Ecology Officer – No objection**
- 7.102 The survey effort, landscaping and biodiversity enhancements proposed are acceptable.
- 7.103 I welcome proposed planting to support biodiversity. I also support the proposed number, specification and locations of integrated bird box provision, in excess of that required by the approved site wide Biodiversity Strategy.
- 7.104 I agree that the proposals for Lots S1 and S2 of the North West Cambridge Development are in accordance with the aims and objectives of the site wide Biodiversity Strategy, and are also predicted to deliver an on-site net gain for biodiversity if the proposed habitats are subject to a suitable management plan. I note that this BNG does not include additional wetland and grassland habitat already enhance or created on site as part of the wider site landscaping and SUDs along the West Pit brook, prior to measurable Biodiversity Net Gain requirements.
- 7.105 I note a previously closed badger sett may be active or occupied prior to construction and agree with current monitoring proposals to inform a further Natural England closure license as required. If minded to approve

we could request a condition that asks for either a copy of the relevant license prior to closure or evidence that a license is not required.

- 7.106 If minded to approve I would also recommend a standard Ecological and Landscape Management Plan to ensure the proposed habitats are established and maintained to achieve the condition on which the BNG target relies.

7.107 Shared Waste Service

- 7.108 Full tracking documents are needed to understand the journey of the vehicle.
- 7.109 There do appear to be trees beside a number of the bins which need to be avoided as it will interfere with the crane operation
- 7.110 The strip from the bend at Tertiary Street down towards Milne Avenue has the potential to be problematic as it shows rows of car charging points, a substation and a loading zone. The set of bins on the bend may be inaccessible if there is insufficient space for our vehicle to line up with the bins. The bin platforms must not open onto the sub-station or charging points.
- 7.111 There appear to be a number of raised traffic calming areas beside bins and street furniture which may provide an obstruction. Road surfaces beside the bins must be flat and level and each set of bins needs to have pressure pads for vehicle feet.
- 7.112 We need a breakdown of flats/houses/number of beds in order to look at capacities.
- 7.113 N.B. The proposals have subsequently been discussed and amended to the satisfaction of officers.

7.114 Natural England – No objection

- 7.115 No objection

7.116 GCSP Tree Officer – No objection

Comments 07 October 2021

- 7.117 There are no arboricultural or hedgerow objections to this application.
- 7.118 Trees on or adjacent site have no statutory protection.
- 7.119 Tree and hedgerow information: An Arboricultural Impact Assessment (dated July 2021) has been submitted along with a draft Tree Protection Plan (ref. 4727/01/21-0352 V1). As these documents are indicative etc

they do not contain some the essential detail required, such as fencing specifications. These documents are sufficient for this stage of the application, but a further detailed Tree Protection Plan will be required if the application is approved.

- 7.120 Defer to the opinion of the consultee Landscape Architect on proposed planting

Comments 11 March 2022

- 7.121 No objection subject to conditions requiring an Arboricultural Method Statement and Tree Protection Plan.

7.122 National Highways – No objection

- 7.123 No objection – The principle of development has been established through the variation to the outline planning permission (S/2036/13/VC). The reserved matters addressed in this application would not have a material impact on the Strategic Road Network. Consequently, we offer no objection

7.124 SCDC Environmental Health (Contamination) - No objection

- 7.125 There are no details submitted that required comment from a contaminated land officer. Our conditions and the relevant details are being dealt with in separate applications for this site.

7.126 SCDC Environmental Health (Air Quality) – No objection

- 7.127 The air quality implications have been considered. A condition is recommended to secure the EV charging provision as set out within the DAS.

7.128 Police Architectural Liaison Officer – No objection

- 7.129 We have had early consultation with the applicant and discussed a Secured by Design application. The applicant is targeting SBD Silver accreditation. No further comments.

7.130 Cambs Fire & Rescue – No objection

- 7.131 With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants.
- 7.132 Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access.

7.133 If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required

7.134 Airport Safeguarding (Marshalls) – No objection

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

7.136 Sustrans – No objection

7.137 National Cycle Network sits about 150 meters to the north-east side of the planning site

7.138 It is important that the commitment to walking and cycling on site is provided to by the developer. These include: maximize the use of sustainable travel, with priority given to cycling and walking; bike parking is provided in the garden of houses and throughout the lot; residential lobby entrances provide direct connection from the main pedestrian and cycling route

7.139 Design Review Panel meeting of 28 January 2021

7.140 The proposals were presented to the Quality Panel prior to submission of a formal application. The main conclusions and recommendations of the Panel were:

- 1) The Panel would have welcomed plans, sections and elevations in order to better understand how the proposals would work.
- 2) The aspirational proposals need editing to calm the design.
- 3) The Panel were impressed with the SUDs proposals.
- 4) The landscape vision approach, tree planting and community gardens are welcome.
- 5) There is built in conflict in the community spaces that may require significant maintenance and management if not resolved.

7.141 A copy of the review letter is attached in full at appendix 2.

8.0 Third party representations

8.0 Representations have been received objecting to the development from 11 addresses:

- Arcady, Huntingdon Road
- Arcady Halt, Huntingdon Road
- Westchester, Huntingdon Road
- Middlefield, Huntingdon Road,
- Farmfield, Huntingdon Road

- Huntingfields, Huntingdon Road
- Howelands, Huntingdon Road
- College Holt, Huntingdon Road
- New Hayes, Huntingdon Road
- 38 Thornton Road, Girton
- Church Cottage, Pitcot Lane, Owslebury (owner of land adjacent to the site)

8.1 Those in objection to the proposal have raised the following issues:

Scale, Layout, landscaping

- Concerns about the scale, mass, and density of development proposed which relates poorly to the existing residential character along Huntingdon Road and in Girton, including that the proposed 5-storey block is a departure from the Design Code.
- Concerns about the use of terraced housing along the boundary with Arcady.
- Concern about the impact of the development on existing trees and fencing on/close to the site boundary, and request that high-quality and secure fencing is provided.

Flood Risk & Drainage

- Concern about the impact of the proposed drainage features within the wildlife corridor and associated risk of flooding neighbouring properties.

Transport and access

- Concern about the lack of traffic analysis.
- Concerns that the right of residents to use the track to the rear of their properties hasn't been considered.
- Suggestion that there should be better linkages between the neighbourhood park and the ecological buffer.

Residential amenity

- Concerns about the lack of a construction management plan, and that the provisions of the site wide construction management plan are inadequate, in particular that construction hours should be limited to 8:30am to 5pm Monday-Friday only, and noise muffling is used for vehicles, alongside monitoring of dust and noise and a 24/7 contact for residents.
- Concerns that poor construction management practice on other parcels within Eddington will also be experienced with the current proposals.
- Concerns about the large spoil mounds which have caused significant disruption for a number of years, and a request any spoil is not added to the existing mounds.
- Concern that existing trees and planting are being relied upon to provide a barrier to overlooking and noise etc.

- Concern about the lack of mature evergreen planting proposed for the wildlife buffer

Accuracy of plans

- Concerns that submitted CGIs significantly overstate the extent of tree cover within neighbouring gardens.
- Concerns over the accuracy of the application red line boundary, particularly in relation to the neighbouring dwelling 'Arcady'

7.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

9.0 Member Representations

9.0 No comments have been received from District, City, or County Councillors.

10.0 Planning Assessment

10.1 Principle of Development and compliance with the outline planning permission S/2036/13/VC

Compliance with outline planning permission and parameter plans

- 10.2 The parameter plan requirements relevant to this site are:
- Parameter Plan 3 –Open Land and Landscape Areas – the Secondary Street (Milne Avenue) has been delivered, the proposal will not prejudice the delivery of the pedestrian/cycle route or green corridor where they borders the site – **compliant**.
 - Parameter Plan 4 – Land Use – The site is zoned for C3 and C4 residential uses – **compliant**.
 - Parameter Plan 5 – Building Zones:

Parameter Plan Element	Parameter Plan requirement (max-min)	S1 (Zone H)	S2 (Zone E)
Building Frontage	4-150m	14-51m	44-86m
Building Depth	4-25m	9-11.5m	9-19m
Building Height	3-10m (Zone H) 3-18m (Zone E)	8.3-9.5m	10.3-16m

As can be seen in table 1 above, the proposals are **compliant** with Parameter Plan 5.

- Parameter Plan 6 – Building heights – the maximum height permitted S1 is 33.5m AOD, and the maximum building height proposed is 33m AOD. Within S2 the maximum height permitted is 39m AOD and the maximum building height proposed is 39m AOD
– **Compliant**

- 10.3 On the basis of the above the proposed development is considered compliant with the parameter plans.

Design Code

- 10.4 The Design Code for Eddington sets out a detailed set of requirements and guidance ranging from defining character areas, block typologies, to details such as indicative planting mixes. There are a number of areas where the proposals do diverge from the Design Code, which is discussed further in the Design section below.

Conditions

- 10.5 There are a number of planning conditions attached to the outline planning permission which set requirements for reserved matters applications.

Those relevant to this site are:

- Condition 1 – Reserved matters details
- Condition 6 – Environmental statement compliance
- Condition 8 – Design Code compliance statement
- Condition 11 – Landscaping details
- Condition 12 – Tree surveys and assessment
- Condition 20 – Plan showing distribution of market and keyworker units
- Condition 22 – Lifetime Home standards
- Condition 23 – Code for Sustainable Homes
- Condition 27 – Detailed surface water strategy
- Condition 35 – Biodiversity survey and assessment
- Condition 40 – Car parking
- Condition 43 – Cycle parking details
- Condition 50 – Noise attenuation scheme
- Condition 51 – Lighting details
- Condition 53 – Construction method statement
- Condition 54 – Detailed waste management plan
- Condition 55 – Waste and recycling details
- Condition 64 – Public art
- Condition 65 – Fire hydrants

- 10.6 Compliance with these conditions is discussed further in the relevant sections below.

Uses

- 10.7 The development proposal is for 373 dwellings. Whilst officers note that the development is proposed specifically for Built to Rent (BtR), the proposed houses and apartments are all dwellinghouses captured within Use Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and as such, the proposal sits within the scope of what was approved under the outline planning permission, and thus will satisfy delivery of part of the 1,500 market dwellings approved under it.
- 10.8 The proposals include a number of other facilities including a bike workshop/ kiosk within S1; a pavilion within the podium garden; a games court, and communal amenity space. These facilities and amenities are limited in scale and primarily for the use of residents and are considered to be ancillary to the main residential use of the site.

10.9 Housing Provision

- 10.10 The development proposes a total of 373 dwellings across lots S1 and S2, split between 112 houses and 261 apartments. All units within the site are proposed as market housing, as a 'built-to-rent' (BtR) scheme where the applicant (Present Made) has confirmed it intends to retain ownership and management of the housing.

Tenure

- 10.11 The tenure mix at Eddington was determined through the outline planning applications, which requires the housing (Use Class C3) would be split 50:50 between open market housing and 'keyworker' housing for staff of the University and associated institutions, in lieu of other conventional forms of affordable housing. Provision for housing for older people and 2,000 postgraduate rooms is also made under the outline planning permission.
- 10.12 Eddington, similar to other fringe sites across Cambridge, has developed to be a desirable location and the prices of market houses mean they are out of reach for many. The supporting documentation which accompanies the application confirms that Present Made has been chosen by the University to deliver private rented accommodation as a means to try and make Eddington accessible to those who cannot afford to buy, and who aren't are not eligible for 'Keyworker' accommodation for University staff.
- 10.13 Officers note that the outline planning permission does not set any requirements in relation to any form of private rented accommodation, moreover there are no policies in the SCDC Local Plan or NWCAAP relating to BtR developments. Annex 9 of the Greater Cambridge Housing Strategy sets out how future BtR schemes will be assessed building on National Planning Practice Guidance (PPG). The PPG and Annex 9 are primarily outside the scope of the planning assessment because both are applicable to full planning applications and for the associated provision of

'affordable private rent' units, and therefore not relevant to the consideration of this reserved matters application.

- 10.14 Parts of Annex 9 and the PPG which, nevertheless, are relevant to proposal include requirements that BtR housing should be built to the same standard as conventional for sale housing, and that developments should include communal facilities and other amenities for residents. As discussed below, the development is proposed to be built to a high standard, meeting or exceeding the requirements of the outline planning permission. Additionally, a range of amenities are proposed for residents including a bike workshop, pavilion, and games court.
- 10.15 National Guidance (PPG) recommends that a condition is applied to private rented accommodation giving tenants the option of seeking longer tenancies of 3 years or more thus, providing improved security of tenure. A condition is proposed to secure details of longer tenancies and management of the scheme (**Condition 14**).
- 10.16 In addition, the PPG states that consideration should be given to the creation of a covenant (through a planning obligation) requiring private rented units to be retained for private rent for a period of time – commonly referred to as a “covenant period”. Such a requirement is not applicable to this reserved matters application because no affordable housing has been lost as a consequence of delivering this 100% BtR scheme. Officers are therefore satisfied that the occupation of this particular development can be adequately and properly managed through the use of conditions making it neither appropriate nor necessary to secure any covenant period through s106 planning obligation.
- 10.17 No 'keyworker' housing is proposed within this parcel. The main requirements of the outline permission in relation to housing mix are set through the outline planning permission and specifically condition 20 which requires details of the distribution of market and 'keyworker' housing to be provided within any residential reserved matters application, and that *“the number of total key worker units...that have a frontage (on) any street shall not exceed 25 units,”* with no corresponding limit specified for market housing.
- 10.18 Other than a reserved matters scheme on Lot 4 which has not been implemented, no development lots within Eddington have been for a mixed tenure. The application sets out that a single management structure is essential to the success of the BtR scheme, to ensure the site is well-managed in the long-term, and to support the provision of amenities for residents, which is proposed to be secured by condition (condition 14). This is consistent with the Council's Housing Strategy Annex 9 which requires BtR schemes to be under single management, and is therefore an approach which is supported by officers.

- 10.19 Within the context of the wider site, it is considered the provision of BtR accommodation will increase the diversity and choice of housing within Eddington and as such the proposals are considered to support the delivery of a mixed and balanced community.

Mix

- 10.20 A detailed breakdown of the proposed housing mix is set out in the table below:

Type/Block	1-bed	2-bed	3-bed	4-bed	Total units
Block A	45	24	0	0	69
Block B	35	43	0	0	78
Block C	32	37	4	0	73
Block D	25	14	2	0	41
Apartments	137	118	6	0	261
Houses	0	0	100	12	112
Total	137	118	106	12	373
Total %	37%	32%	28%	3%	100%

- 10.21 As shown in the table above, the proposed development is weighted towards smaller units. This mix is based on market research by the applicant to understand local demographics and demand within the private rented sector.

- 10.22 The Council commissioned Savills to produce Build to Rent Market Demand, which was completed in 2020. This indicated the demand for private rented accommodation is weighted towards single people and couples without children compared to the general population. Eddington is also a relatively high-density development, with a significant proportion of keyworker accommodation and a higher proportion of small units than the wider Cambridge area. On this basis the mix is considered to reflect local demand and the character of North West Cambridge and as such is considered acceptable.

Accessible Homes

- 10.23 The outline planning permission requires that 50% of dwellings are built to the Lifetime Homes standard. All dwellings are proposed to be built to the Lifetime Homes Standard, as well as the optional Building Regulations M4(2) standard for Accessible and adaptable dwellings thus exceeding the requirements of the outline planning permission an outcome, which is welcomed by officers and supported.

Conclusion on housing provision

- 10.24 Details of the housing provision have been provided and are considered acceptable and sufficient to discharge condition 20 of the outline planning permission in relation to this site.
- 10.25 The development has been reviewed by the Council's Housing Strategy Team who support the proposals. It is considered the development will increase the diversity housing provision within the wider site and support the delivery of a mixed and balanced community at Eddington, in the context of the NWCAAP vision of creating a new University Quarter in North West Cambridge. The proposals offer a range of housing sizes and types for different groups, and which are designed to be accessible and adaptable to individual's needs. On this basis, and subject to a condition to secure longer tenancies and details of site management (**Condition 14**), the proposals are considered to comply with the outline planning permission, Local Plan Policies HQ/1 & H/9 and NWCAAP Policies NW2 & NW7

10.26 Appearance, Layout, Scale and Landscaping

- 10.27 A detailed Design Code was approved under condition 7 of the outline planning permission which includes detailed guidance on the delivery of a sustainable mixed-use new community in North West Cambridge. The Design Code recognises that future designs may come forward which are not fully Design Code compliant, and that any areas of non-compliance should be clearly justified.

Layout, scale, and massing of houses

- 10.28 The Design Code specifies that housing along the development edge should generally be 2-3 storeys, with semi-detached, detached, and terraced houses permitted. Two storey semi-detached dwellings are proposed, with 2-storey terraces along the southeast boundary with the neighbouring dwelling, Arcady. The layout, scale, and massing of houses along the boundary is considered to be in compliance with the Design Code. A 20m buffer is also proposed between the site boundary and the proposed dwellings as required by the Design Code.
- 10.29 One key topic where the proposal is not consistent with the Design Code is in relation to car parking, with parking for a number of houses proposed as on-plot driveway parking to the front or rear. This in turn results in houses in the central part of S1 being set back behind parking spaces, rather than 2m privacy strips. This approach was discussed extensively through the pre-application process, with the proposals amended to significantly reduce the amount of on-plot parking and to introduce more vehicle-free routes. Benefits of the proposed layout include facilitating a landscape-led approach, with houses set back, generating space for larger trees. The relatively open garden arrangement also allows them to act as social spaces, to foster a sense of community. Following amendments to the scheme to the layout secured through pre-application discussions, it is

considered that parking will not be a dominant feature within the street scene. As such whilst this is a departure from the Design Code the layout is considered acceptable, a view shared by the Council's Urban Design and Landscape Officers.

10.30 Concerns have been raised by neighbours that development along the site edge is out of character with existing development along Huntingdon Road, particularly in relation to the proposed terraces. Officers acknowledge that the development has its own distinct character which differs to neighbouring development, particularly given the development along Huntingdon Road is exceptionally to a low density. The proposed layout of the site is considered to provide an appropriate transition to existing development, with 2-storey houses along the development edge, a 20m landscape buffer, and a mix of semi-detached houses and short terraces which is consistent with the Design Code. On this basis, Officers consider that the design response is appropriate given the circumstances.

10.31 Overall, the layout, scale, and massing of the proposed houses is considered acceptable.

Layout, scale, and massing of apartment blocks

10.32 The apartments on S2 are proposed to be arranged in a perimeter block of four buildings set around a central podium, stepping up from 4 storeys with the top floor set back on the northeast elevation, to 5 storeys on the southern and southwestern elevations.

10.33 The apartment blocks do diverge from the Design Code in a number of respects. Guidance on storeys for this part of the site range from '4 storeys generally' fronting the Ridgeway, '3 storeys generally' fronting the green corridor and Neighbourhood Park, and '2/3 storeys generally' for the rest of S2. The proposals also exceed the Design Code's guidance on frontages which recommends frontages of 30-60m fronting the green corridor and Neighbourhood Park, and with 12-30m for other frontages. The closest block typology in the Design Codes to the proposals is the apartment led 'residential perimeter block, however this is not recommended for this part of the site, with finer-grained typologies which combine houses as well as apartments instead being recommended. The Design Code also envisages that this block would be broken up, with tertiary/ mews access routes within it.

10.34 The proposals have been subject of significant discussion at pre-application stage with Officers advocating a finer grained form of development as specified by the Design Code, however it is understood this would not be a viable option for a developer. Some amendments have been made to the scale and massing of apartments, with the primary change being to set back the top floor of Block B along Dobb Terrace given this street is lower in the urban hierarchy than the Ridgeway.

- 10.35 A number of design features are used to reduce the perceived scale and massing of the proposed apartment blocks. Firstly, the top floor on parts of Blocks B, C, and D have been set back. For Blocks A and B metal cladding is proposed to the top floor to contrast with the predominately brick facade and given the top floor a lighter appearance. The facades of the buildings are also proposed to be articulated by a series of bays, with a concrete frame and balconies also used to further break up the elevations. In combination, these elements serve to reduce the perceived scale and massing of the buildings.
- 10.36 It is important that the scale and massing of Lot S2 is considered in its context. The Ridgeway frontage is proposed to face a wedge-shaped park with a width of 25-50m, whilst the green corridor and neighbourhood park have a width of 30-45m. The taller blocks are intended to frame these open spaces. The buildings are considered to be appropriate scale to define the urban fabric and create a sense of place, as set out in the Design Code.
- 10.37 There is also a benefit in the proposed block structure in that it allows for a substantial podium garden, with the capacity to accommodate a greater range of planting and amenities than would be achievable with finer grained blocks and a more fragmented space.
- 10.38 On the basis of the above, it is considered the scale and massing of the blocks is acceptable.
- 10.39 Officer's note that the Urban Design Officer has unresolved concern about the amount of single aspect apartments accessed off double-loaded corridors, with 79% of apartments single-aspect. The layout of the apartment blocks reflects the demand for private rented accommodation, which as discussed above is weighted towards 1-2 bedroom units, with significant challenges to designing smaller dual-aspect units at a high density. Rather than designing out single-aspect units, the apartments have therefore been designed to address the problems of daylighting and ventilation which are commonly associated with single-aspect apartments. On the basis that these issues have been addressed to the satisfaction of the GCSP Principal Sustainability Officer (as elaborated upon in section 10.82 below), the incorporation of single aspect apartments is considered acceptable in relation to this development.
- 10.40 Internal corridors are also considered to be reasonably sized with most benefiting from natural light, with two corridors not benefiting from natural light (Block C east core first and second floor, serving 16 units). It should also be noted that all ground floor and inward facing first floor units have direct access from the street/podium and the corridor only provides a secondary access. On this basis the layout of apartment blocks is considered acceptable.
- 10.41 The layout of the apartment blocks is designed to ensure active frontages and to be permeable for pedestrians with ground floor units having direct

access from the street. The courtyard access is also accessible via steps from Milne Avenue, with a gate to restrict access at night. This is considered a reasonable balance between making the site accessible whilst also secure. Entrances to cores and the podium garden are well defined with most cores being accessed through landscaped courts.

- 10.42 The concerns of the Urban Design Officer with respect to walking distances to cycle parking is noted. The furthest distance to a bike store from an apartment is approximately 100m, with distances for most units significantly shorter. Due to differences in levels between the car park and adjacent blocks, introducing additional entrances to seek to resolve this would require extensive areas taken up for ramps. Whilst the provision of on-plot cycle parking for ground floor apartments was discussed during the pre-application stage, it was found to be unfeasible for most units given the relatively narrow privacy strips. Officers are of the view that this element should also be considered within the context of the design as a whole, with ground floor flats designed to be accessed from the street which will provide active frontages on to all surrounding streets.

Density

- 10.43 The outline planning permission and Design Code do not set specific requirements in relation to density, instead supporting a design-led approach in accordance with SCDC Local Plan Policy NW5 of the NWCAAP which sets out that an overall minimum density of 50dph will be achieved across the wider site, with higher densities around the local centre, and development at an appropriate scale and form where it adjoins existing housing.
- 10.44 The red line site area is approximately 4.88ha, with a proposed density of approximately 75 dwellings per hectare (dph). This comprises a density of approximately 35dph for the area of houses, and 165dph for the apartments. For comparison apartments on Lot S3 (overlooking the Park & Ride) have a density of 260dph, whilst the approved scheme on Lot 4, with a mix of houses and apartments, has a density of 120dph.
- 10.45 The density generated by the proposed for the apartments is considered appropriate, reflecting higher density development towards the Ridgeway and close to the local centre. Housing immediately neighbouring the site along Huntingdon Road is exceptionally low density, and density varies significantly within the surrounding area. With the provision of a landscape buffer, the proposed density for the houses is considered an appropriate balance between respecting local character and ensuring the efficient use of land.
- 10.46 Landscaping, open space and amenities

- 10.47 The outline planning permission sets out that the primary open space within Eddington will be delivered in the Western Edge Parkland, the green gap between Phase 1 and the eastern part of the site, and through a series of green corridors which lead into the Western Edge. The site is adjacent to a neighbourhood park and green corridor, as well as being adjacent to the Ridgeway which is anticipated to deliver an additional park to the southwest of the site.
- 10.48 Within the site the primary open space proposed is the podium garden, which is typically 38m wide and is over 110m long. This space will provide a high-quality shared amenity space, with a pavilion and games court also proposed for use by residents. The podium will also support a range of planting including larger tree species with canopies of up to 8-12m. Sections have been provided to demonstrate that the podium will have sufficient soil depth to support the mix of trees and planting proposed. The provision and design of the podium garden is supported.
- 10.49 Privacy strips are proposed around the edges of the apartment blocks, which vary depending on the elevation to reflect different street/ public realm designs and uses. These are typically 1.5-2m deep with gravel and paving behind hedgerows. These privacy strips are considered compliant with the Design Code and will ground the development and provide some privacy.
- 10.50 A landscape-led approach has been taken to Lot S1, and the houses on S2. The design seeks to maximise planting within the site with car-free green streets, and with rain gardens and green paving used to calm traffic as well as green paving to parking spaces and other area. Hedging and climbing plants are proposed boundaries and flank walls. Tree planting has been carefully considered in the street design to seek to resolve conflicts between trees and vehicles, as well as underground services. The landscape design has been subject to extensive discussion through the pre-application process to seek to ensure the vision for the site is deliverable.
- 10.51 Water management and biodiversity have been effectively integrated into the landscape proposals with a typically 10m wide 'wet woodland' ecology buffer proposed along the edge of the site, rain gardens, species rich turf, and biodiverse green roofs all also proposed.
- 10.52 As well as the facilities in the podium courtyard, a bike workshop/kiosk is proposed on the corner of the Ridgeway and Milne Avenue. This is intended to be a flexible space which could be used as a bike workshop, café, exhibition space etc. This building will activate this corner and is considered a positive addition to the scheme.

- 10.53 One concern which has been subject to extensive discussion through the pre-application process, and which is noted by the Landscape Officer in their comments is that the landscape proposals are detailed and complex requiring regular ongoing maintenance to ensure they are maintained to a high standard, which is particularly important given that the landscape proposals are a key component of the development, particularly within Lot S1. Under the BtR to Rent model, the development will be under single ownership and management, including the internal streets and landscaped areas, facilitating the long-term maintenance of landscape works. A landscape and ecological management plan is proposed to be secured by condition **(Condition 7)**, detailing the management and maintenance regime. Officers are satisfied that this will ensure the appropriate future maintenance of the development.
- 10.54 An important focus during pre-application discussions and the application itself has been to ensure that the landscape proposals are genuinely deliverable. Clarification has been sought by the Landscape Officer in relation to a number of points including additional detailed sections and to ensure that utilities do not clash with tree pits etc. Further information has been submitted to address these concerns. Outstanding issues, principally details of landscape features such as flank wall treatments, and details of irrigation are proposed to be secured by condition **(Conditions 5, 6 & 10)**.
- 10.55 Overall, the landscape design is considered to be high quality, with a wide mix of planting amenities to support biodiversity, water management as well as making a positive contribution to the character and appearance of the development and amenity of existing and future residents. A condition **(Condition 7)** is recommended to secure a detailed landscape and ecological management plan for the site. Conditions are also recommended in relation to details of landscape features **(Conditions 5 and 6)**, proposed amenity buildings **(Condition 4)**, details of roof planting irrigation **(Condition 10)**, and implementation of landscape works **(Condition 9)**.
- 10.56 Architectural Design
- 10.57 Three house types in a contemporary style are proposed across the site, with a mix of pitched and flat roofs. Buildings are proposed to be finished in textured buff brick with a varied brick pattern to add interest. Grey slate tiles are proposed for pitched roofs. Windows, window panels, railings, and other metalwork are proposed to be finished in a bronze colour which will be similar in appearance to that used in the neighbouring Athena development.
- 10.58 Whilst only three house types are proposed, there is variation in how they are proposed to be arranged, with more formal and defined frontage to the Ridgeway and Milne Avenue, and with houses staggered and set back within the site. All of the house types have blank flank walls, which was raised as a concern during pre-application discussions. In response, the

applicant has proposed a range of flank wall treatments to activate the sides of buildings, including climbing plants, public art and amenity features such as alcove seating. The proposed bike workshop/kiosk will also help to define the Milne Avenue/ Ridgeway corner. Whilst these elements will require long-term maintenance, they are considered an innovative and interesting feature and an acceptable means to add visual interest to flank walls.

- 10.59 Each of the apartment blocks is proposed with a different combination of bays, balconies, a light brick frame, and different styles of brick panels in grey and buff tones. The top storey on Blocks A and B are proposed to be finished in a bronze metal cladding, which matches windows, railings and other metal work. A 'signature building' with a rounded corner is proposed on Block A to define the primary pedestrian entrance to the site, adjacent to steps up to the podium garden.
- 10.60 The proposed architectural design of the apartment buildings is considered to be well-considered, helping to significantly break up the massing of the buildings. Whilst there are a wide range of design elements proposed, these are tied together by a constrained material palette. As with the houses, the proposed design and detailing reflects the contemporary character established within Phase 1 of Eddington, whilst also introducing some variation.
- 10.61** Overall, the proposed appearance of both the houses and the apartment buildings are considered high-quality and is supported. Conditions are recommended to secure details of materials for the houses and apartments (**Conditions 2 and 3**).

Accessibility

- 10.62 As set out above, all dwellings are designed to meet the Lifetime Homes Standard and Building Regulations M4(2). Level thresholds are proposed to all dwellings, as well as for all balconies and private amenity areas. The podium garden on S2 is at first floor level with the primary access being a set of steps. There is however a lift access to the podium from each of the Blocks, including from close to the main access stairs.
- 10.63 Eight parking spaces in the podium car park are proposed to be designated accessible bays. Whilst not formally marked-up as such, most on-plot parking spaces for houses across S1 and S2 are sized and designed to be wheelchair accessible. Therefore, the proposed level of accessible parking, at 35% of spaces across the site, is well in excess of the 5% NWCAAP requirement.
- 10.64 The streets within the site have been designed with accessibility in mind, with segregated pedestrian paths through most of the development, and a largely level surface to allow ease of access for all users. Shared surfaces are proposed within the site, however dedicated pedestrian footways are

provided on the loop road within S1, whilst the green lanes will have very limited traffic.

Public art

- 10.65 A Public Art Strategy was secured as part of the outline planning application, which will deliver a number of commissions across the wider site. Whilst public art is envisaged to be delivered along the Ridgeway, the site-wide strategy does not propose any public art within this particular site. Public art is however proposed to be incorporated into the flank wall treatment for houses. Details of this will be secured by way of a condition (**Condition 5**).

Conclusion on design

- 10.66 Details of compliance with the Design Code are included in the Design and Access Statement, which is considered acceptable and sufficient to discharge condition 8 of the outline planning permission in relation to the site. Details of hard and soft landscaping and public art which have been included in the application are considered sufficient to discharge conditions 11 and 64 of the outline planning permission.
- 10.67 The proposals have been reviewed by the Cambridgeshire Quality Panel who expressed support for many of the ideas and broad principles of the scheme, although expressed some concerns, primarily around the potential for conflict between different design elements, the long term-management of the scheme, as well as the use of single aspect apartments. As set out above these issues have been subject to further discussion and clarification through the pre-application and application processes and are now considered to be satisfactorily addressed, subject to conditions.
- 10.68 Some elements of the proposals do diverge from the Design Code in a number of respects as discussed above. However, the Design Code does allow departure from it. It is considered this is sufficiently justified with appropriate scale and massing for the site, a layout which is designed around walkability, and is landscape-led. The layout, scale, massing, and detailed design of the development is considered to represent a high standard of architectural design and the development will make a positive contribution to the character and appearance of the area. The development is considered to comply with the outline planning permission, Local Plan Policies HQ/1, HQ/2, H/8 and NWCAAP Policies NW2, NW5, & NW22

10.69 Trees

- 10.70 A tree survey accompanies the application. There are a number of trees within the site, the majority of which are trees which have been planted along the length of Milne Avenue. There are also a number of established

trees and hedging along the boundaries of the dwellings along Huntingdon Road, including a Category A Cedar.

- 10.71 The majority of trees within the site are proposed to be retained through the course of the development, although eight trees along Milne Avenue are proposed to be removed to facilitate changes to junctions etc. along Milne Avenue. The loss of these trees will be compensated by replacement planting. One large group of Category C trees (mostly Elm and Hawthorn) is proposed to be reduced. The 20m offset from the boundary for buildings will limit the potential for any impact on retained trees along the boundary and in neighbouring properties.
- 10.72 A tree protection plan has been submitted which shows Tree Protection Fencing is to be installed around the root areas of retained trees. Construction works, including creating of drainage features and any regrading of the site will only be permitted outside of the protective fencing. A detailed Arboricultural Method Statement has also been submitted which provides further detail on how any potential impacts on retained trees will be mitigated. The submitted information is considered sufficient to discharge Condition 12 of the outline planning permission in relation to the site.
- 10.73 Subject to a condition securing implementation of the proposed tree protection measures (Condition 11), the impact on trees is considered acceptable in accordance with the outline planning permission, Local Plan Policy HQ/1 and NWCAAP Policy NW2.

10.74 Heritage Assets

- 10.75 The nearest designated heritage assets are the Grade II* Listed Girton College, and Grade II Listed Girton College Lodge, located approximately 300m to the northwest of the site along Huntingdon Road. Given the distance to these buildings and intervening development, it is not considered the proposals will have any material impact on the setting of these heritage assets.
- 10.76 A detailed archaeological assessment of the wider development site was undertaken as part of the outline planning application, and as confirmed by the County Council archaeological officer, it is not considered any further archaeological works are required in relation to the development on this site as a result of the proposal.
- 10.77 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the area or any heritage assets and is compliant with the provisions of the outline planning permission, the NPPF and Local Plan Policy NH/14.

10.78 Carbon Reduction and Sustainable Design

Sustainable design & construction

- 10.79 The outline planning permission requires all dwellings to be built to Code for Sustainable Homes Level 5. Whilst the Code has been withdrawn it continues to apply to legacy developments such as this at Eddington. For comparison with current policy, Code Level 5 requires, amongst other things, measures equivalent to a 100% cut in carbon dioxide emissions in relation to space heating, water heating, and lighting compared to a dwelling built to Building Regulations minimum standards; and to limit water use of 80 litres per dwelling per day. This standard exceeds the recent updates to Building Regulations Part L
- 10.80 All dwellings are proposed to meet Code for Sustainable Homes Level 5. Photovoltaic panels are proposed to all roofs, with 4kWhp for each house and 1.35kWhp per apartment. All dwellings are also proposed to be connected to the site-wide district heating and non-potable water networks.
- 10.81 Modern Methods of Construction are proposed for the houses, with modules constructed off-site. This will assist in achieving high levels of airtightness and reduced construction waste compared to traditional construction.

Ventilation & Overheating

- 10.82 The Design Code sets out that buildings should be designed to make use of passive ventilation, with mechanical ventilation only used where passive measures are not possible.
- 10.83 All houses have the opportunity for through ventilation; mechanical cooling is only proposed where homes are exposed to higher noise levels.
- 10.84 The majority (79%) of the apartments are proposed to be single-aspect limiting the effectiveness of passive ventilation. As discussed above, this is a consequence of the demand for private rented accommodation being weighted towards 1-2 bed dwellings, making it difficult to design out single-aspect units. The need to ensure adequate daylighting for northern facing units, and to control heating in more southern facing units has been considered from an early stage of development, through discussions with the Council's Sustainability Officer. Rather than seeking to reduce the number of single-aspect apartments, the applicant has instead, sought to address the problems of overheating and daylighting typically associated with single-aspect dwellings through detailed consideration of their design.
- 10.85 The applicant has analysed different balcony types, glazing ratios, and glass type and the effect these have on daylight performance, heating demand, and overheating risk. This has resulted in two main apartment typologies with recessed balconies in front of living areas used on south-east and west facades to provide shade and reduce the risk of overheating. On the north and north-west facades, exposed balconies

positioned in front of bedrooms are designed to ensure adequate daylighting to living areas in winter. Side windows are also proposed to open onto balconies for all apartment types to provide exposure to different wind directions and improve natural ventilation.

- 10.86 A sample of units have been assessed for their overheating potential using the industry standard CIBSE TM59 methodology. This assessment has also accounted for units which are exposed to higher noise levels where opening windows may not be a preference for residents. The assessment has been reviewed by Sustainability Officer who has confirmed that the development complies with the assessment criteria, with all units compliant without the need for mechanical ventilation under the 2020 and 2050 climate scenarios. Mechanical cooling is proposed for those units which are expected to be subject to elevated noise levels from the M11, where residents may not want to keep windows open.
- 10.87 Officers note that the new Building Regulations Part O (Overheating) allows dynamic thermal modelling to be used to assess overheating risk, using TM59 methodology, with which the development complies as set out above.
- 10.88 Overall, whilst the proposed development includes a significant number of single-aspect apartments, the design of apartments has been carefully considered to minimise the risk of overheating and ensure adequate daylighting for all units. The proposals have been subject to extensive discussion through the pre-application process and the Council's Sustainability Officer is satisfied with the proposed approach. The proposals are considered to ensure adequate ventilation and address the risk of overheating.

Electric Vehicles

- 10.89 The outline consent was approved under the Cambridge Local Plan 2008 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 any EV charging points within the development. The provision of EV charging points does not fall within the legal definition of any reserved matters to which the assessment is limited for the current application. This legacy situation means that it is not lawful to apply adopted SCDC Local Plan 2018 Policy SC/12.
- 10.90 Notwithstanding this the applicant is proposing active EV charging points are proposed for all parking spaces on S1 and the houses on S2 and 10% of spaces within the podium (16 spaces) A condition is recommended to secure the provision of EV charging points (**Condition 8**). Given that the provision exceeds the requirements of the outline consent, it is supported by officers. Officers support the inclusion of EV charging provision into the development.

10.91 On the basis of the above evaluation, Officers are satisfied that the applicant has suitably addressed the issue of sustainability and renewable energy and subject to conditions the proposal is compliant with the outline planning permission, Local Plan policies CC/1, CC/3, CC/4, HQ/1 and NWCAAP Policies NW2, & NW24.

10.92 Biodiversity

10.93 A site-wide biodiversity strategy was approved as part of the outline planning permission, the primary requirement of which with respect to residential parcels is incorporating bird boxes. Hedgehog holes are proposed through fences. The proposed development is considered to be compliant with the site-wide biodiversity strategy, providing bird box provision in excess of that required. A range of features such as rain gardens and biodiverse green roofs are also proposed which will support biodiversity. Conditions are recommended to secure implementation of landscape works and for a landscape and ecological management plan **(Conditions 7 and 9)**.

10.94 Although not a requirement of the outline planning permission, the site is anticipated to achieve a biodiversity net gain with a 1.6% increase in habitat units and a gain of 2.1 hedgerow units, which is supported.

10.95 The submitted information is considered sufficient to discharge condition 35 of the outline planning permission in relation to the site. With respect to biodiversity the development is considered in compliance with the outline planning permission, Local Plan Policy NH/4, and NWCAAP Policy NW2.

10.96 Water Management and Flood Risk

10.97 The site is in Flood Zone 1 where there is a low risk of flooding from rivers. The site was subject to a detailed flood risk assessment at the outline planning application stage. A site-wide drainage strategy has been developed which is designed to accommodate a 1 in 100 year storm, together with a 30% climate change allowance. Surface water from the site is directed to the Washpit Brook via a series of swales within green corridors, and with attenuation basins within the western edge.

10.98 As part of the wider sustainability measures for the site, dwellings are designed to achieve water consumption of 80 litres per person per day, including through the use of a non-potable water system which is fed by surface water from the site.

10.99 The surface water drainage system for S1 proposes to use shallow attenuation features including permeable paving and attenuation tanks, as well as an attenuation pond in the wildlife corridor, which then gravity feed into the site-wide drainage system. Within S2 permeable paving, an attenuation tank and the podium garden are proposed as attenuation features which will then drain into the site-wide drainage system.

- 10.100 Attenuation ponds and swales within the wildlife corridor will be lined and are not considered likely to increase the risk of flooding to any neighbouring properties. The applicant has also tested exceedance flow routes for a storm event which exceeds the 1 in 100 year plus 30% climate change allowance design, or for blockages. This shows exceedance flows will be directed towards streets and on to swales with proposed buildings and neighbouring properties not impacted.
- 10.101 Additional surface water drainage features including rain gardens and green roofs are proposed, which have not been included in the drainage design, and which will provide additional surface water attenuation.
- 10.102 Foul water is proposed to be conveyed using a gravity system into the existing site network within Milne Avenue, with onward flows into the wider public foul sewer network.
- 10.103 Following the submission of additional information by the application, Anglian Water have confirmed they have no objection to the proposals.
- 10.104 The applicant has submitted further details on the proposed surface water drainage system, on the basis of which the Lead Local Flood Authority has confirmed they have no objection to the proposals. The submitted information is considered sufficient to discharge Condition 27 of the outline planning permission in relation to the site.
- 10.105 The applicants have suitably addressed the issues of water management and flood risk, and therefore the proposal is in accordance with the outline planning permission, Local Plan policies CC/7, CC/8 & CC/9 and NWCAAP Policies NW25, NW26, and NW27.

10.106 Transport, access, and parking

Strategic Routes

- 10.107 The site is adjacent to the Ridgeway, an off-road walking and cycling route through the site providing connections to Girton via Bunker's Hill, and towards the City centre via Storey's Way. The Ridgeway has been provided in a temporary form, with the design of the permanent Ridgeway anticipated to be delivered as part of the future reserved matters application for wider Infrastructure works. Whilst a reserved matters application has not yet been submitted for these works, this will be required prior to completion of this development in order to provide access from the Ridgeway frontage.
- 10.108 Concerns have been raised by local residents about the impact of the development on the route of the Ridgeway, following amendment to the site's red-line boundary. Indicative plans for the Ridgeway have been included on the submitted plans, however these do not form part of this reserved matters application. Properties fronting the Ridgeway will be set

back from Bunker's Hill and it is considered that the amendment to the red-line plan will not obstruct the delivery of the permanent Ridgeway to a design which complies with the Design Code.

- 10.109 Vehicular access to the site is via Milne Avenue, which has already been provided and which exists and connects to Eddington Avenue. Part of Dobb Terrace is also proposed to be delivered as part of the proposals and has been designed in accordance with the Design Code. Transport and traffic impacts were considered at the outline planning permission stage and with appropriate mitigation secured. The County Council as highways authority have not raised any objection to the proposal. Given the limited level of parking proposed and the promotion of active travel measures, it is considered that the development is not likely to result in a significant increase in traffic using Milne Avenue and therefore no further assessment is required.

Internal Streets and Access

- 10.110 The development proposes a hierarchy of streets which differ in their design to the tertiary street set out in the Design Code. The Design Code sets out that tertiary streets should be either be a shared space at least 6m wide with a service strip either side, or should be a conventional street with a typical width of 15m overall comprising a 5m wide carriageway, and with footpaths on either side.
- 10.111 The loop road is intended to be a shared space with a typical width of 8m including a 5.5m wide carriageway and a 2m footpath on one side. Liveable streets are proposed off the loop road and Dobb Terrace with a typical width of 6m, with green paving and planting used to provide a winding path for vehicles. A green lane and green spine are also proposed through the site, providing dedicated routes for pedestrians and cyclists.
- 10.112 The implications of this proposed street hierarchy on the character of the development and landscaping is discussed above. The design of the streets with narrow carriageways and extensive traffic calming measures is intended to slow vehicles and ensure the streets are usable by pedestrians and cyclists, with the loop road having a design speed of 10mph.
- 10.113 Footways and motor green routes allow pedestrians to navigate the site without sharing space with motor vehicles, other than on the liveable streets which have a very low design speed of 5mph.
- 10.114 Vehicle tracking diagrams have been provided to show the site can be accessed safely by refuse vehicles, fire engines, and delivery vans. These have been reviewed by Officers including from the Shared Waste and Landscape teams the conclusion is they are considered acceptable.

- 10.115 Whilst departing from the Design Code, the design of the internal streets is considered to provide a safe environment for all users which supports active travel and as such is considered acceptable.
- 10.116 Cycle Parking
- 10.117 The Design Code sets out that cycle parking should be secure and conveniently located in accordance with the NWCAAP cycle parking standards of 1 space per bedroom for dwellings of up to 3 bedrooms, 3 space per dwelling for 4-bed units, alongside unspecified visitor parking provision.
- 10.118 For houses on S1 and S2, an external cycle store is proposed for each dwelling providing 3 spaces for 3-bed units, and 4 spaces for 4-bed units, for a total of 348 resident spaces.
- 10.119 For the apartments on S2 a range of cycle parking is provided for residents, with a cycle store for each Block and additional shared stands within the car park. Four hundews and eighteen resident cycle parking spaces are proposed, in excess of the 391 required. The submitted plans show 318 spaces to be provided as gas-assisted two-tier stands, 98 as Sheffield type stands, and 12 spaces for cargo bikes/ oversized cycles.
- 10.120 As well as dedicated resident cycle parking, 22 visitor cycle parking spaces are proposed, in addition to existing visitor cycle parking adjacent to the site. There is also potential for a cycle and scooter hire point at the bike workshop/ kiosk building on S1.
- 10.121 Cycle parking for housing is conveniently located within gardens. Cycle parking for apartments is generally located close to stair/lift cores, with cyclists able to access the Ridgeway directly or use the vehicular access onto Dobb Terrace. As most ground floor units are designed to have active frontages with front doors directly opening onto the street without direct access to the podium, walking distances for residents are longer, with residents of ground floor units in Block C having to walk up to 145m to access their dedicated cycle stores, although this only affects a small number of units.
- 10.122 The overall level of cycle parking provision exceeds that required by the Design Code and NWCAAP and is supported. Cycle parking is also considered to be generally conveniently located, and the cycle stores for houses are considered acceptable. Seventy-five per cent of cycle parking proposed within S2 is in the form of gas-assisted two-tier stands, and 25% Sheffield type stands. The cycle parking details submitted are considered sufficient to discharge condition 43 of the outline planning application in relation to the site.

Car Parking

- 10.123 Condition 40 of the outline planning permission requires that car parking is provided in accordance with the standards in the NWCAAP, which sets a maximum parking level of 1 space for dwellings up to 2 bedrooms, and up to 2 spaces for dwellings with 3 or more bedrooms. The standards also require visitor parking provision of 1 space for every 4 dwellings, and 5% of spaces to be accessible. The NWCAAP permits lower levels of parking provision for highly sustainable sites and where reduced car use can be controlled.
- 10.124 One hundred and fifty parking bays are proposed within the podium car park, including 8 dedicated accessible parking bays. There are 76 on-plot driveway parking spaces for houses, whilst there are also 7 off-plot parking spaces for residents within S1. Although not marked up as dedicated accessible bays, on-plot parking spaces are designed to be accessible.
- 10.125 As the site will be owned and managed by a single operator, houses without on-plot parking, and apartments will have the option of renting a parking space. Across the site, the level of resident parking provision will be 0.6 spaces per dwelling. For context, the parking ratio for Keyworker housing approved as part of Phase 1 of Eddington is approximately 0.2 spaces per dwelling.
- 10.126 There are also currently 18 visitor parking bays on Milne Avenue and 4 proposed on Dobb Terrace. There is active monitoring in place to prevent inappropriate parking within the site. There is a car club in operation at Eddington which has been delivered through the outline planning permission. The developer intends to operate a car club as part of its offer to prospective tenants. The site is highly accessible, with good active travel and public transport links, as well as a range of facilities on site. As the site is proposed to be managed by a single operator parking within the podium can be pooled, rather than tied to individual houses or flats so that the spaces will be used efficiently, with the operator able to use pricing and other controls to manage demand. Subject to a condition to secure a parking management strategy (Condition 13), the level of car parking provision is considered acceptable.
- 10.127 The use of a podium car park is considered acceptable and in accordance with the Design Code. The Design Code specifies that driveway parking should only be used for detached dwellings, with garages or other parking structures such as basements used elsewhere. Officers have worked with the applicants through the pre-application process to reduce the amount of driveway parking proposed, including the removal of parking from units facing Milne Avenue.
- 10.128 The developer has also designed the parking spaces to be flexible so that if residents do not own a car they can easily convert parking bays into additional garden space. Combined with the site layout and proposed landscaping works, it is considered that parking will not be a dominant

feature in the street scene and will not encourage car use over sustainable modes of transport.

Conclusion on transport, access, and parking

- 10.129 Overall; it is considered the proposals are designed to support the use of sustainable modes of travel, with adequate car and cycle parking, and are consistent with the parameters of the outline planning permission, Local Plan Policy TI/2, and NWCAAP Policies NW11, NW17, and NW18.

10.130 Residential Amenity

Neighbouring Residences

- 10.131 The Design Code specifies that a 20m buffer should be provided between the boundary of properties neighbouring the site and the proposed buildings, to minimise any potential impact on neighbours.
- 10.132 Dwellings along the edge of the development are proposed to be 2-storey; a 20m buffer to the boundary is proposed in compliance with the Design Code, which includes a restricted-access wet woodland corridor within the buffer zone will further limiting any potential disturbance of neighbours. The distance to the nearest existing neighbours, with most existing dwellings being over 40m away from proposed dwellings, is considered sufficient to ensure no unacceptable impact on residential amenity neighbouring dwellings along Huntingdon is likely.
- 10.133 The site is adjacent to dwellings within lots within Hill's Athena development at Eddington. Based on the proposed layout of the site, it is considered the proposed development will not have a significant impact on the amenity of current/future developments of this neighbouring development.
- 10.134 A 1.2m post-and-rail fence is proposed along the boundary with the properties on Huntingdon Road to further secure and mark the boundary. The wet woodland corridor will be gated with access intended to only be for maintenance.
- 10.135 The distances between apartments and neighbouring dwellings to the east is in excess of 50m. Houses are either side on, or continue the terrace for the neighbouring houses under construction on the M1/M2 (Athena) development, providing adequate separation.
- 10.136 It is not considered that the development will result in any significant loss of privacy or loss of light to any existing neighbouring dwellings.

Privacy and amenity of future occupants

- 10.137 Distances between houses across the site vary, with back-to-back distances of 18m or more, and at least 22m where there are 3-storey dwellings proposed. These separation distances are considered adequate to ensure acceptable levels of privacy for residents. The extensive tree planting proposals will enhance privacy through much of the year.
- 10.138 Due to the large podium garden proposed, distances between internal facing apartments is in excess of 36m which is considered acceptable. The distance between houses on S2 and apartments in Block C is approximately 22m. This exceeds the typical 18m back-to-back distances specified in the Design Code. This separation distance is considered acceptable, given the fourth storey apartments will be set back by approximately 7m.
- 10.139 The design of the scheme, with constrained distances between houses and garden boundaries typically defined by 1.5m high timber screens or hedging is relatively open. This will to some extent limit the privacy of these spaces and, in particular where gardens for houses on S2 are overlooked by apartments. This is however an intentional design choice to maximise the effect of proposed planting and to foster a sense of community amongst residents. On this basis, the relatively open nature of gardens is considered acceptable.

Space standards and private amenity space

- 10.140 All dwellings within the site have been designed to comply with the Nationally Described Space Standards, as set out in the table below:

House/ Flat type*	Gross Internal Area**	NDSS requirement	Private amenity space (not part of the NDSS requirement)***
House Type A (3b5p)	93sqm	93sqm	Private garden
House Type B (3b5p)	114.7sqm	93sqm	Private garden
House Type C (4b8p)	194.3sqm	124sqm	19sqm terrace and private garden
Apartment Type A (1b2p)	50.1sqm	50sqm	5.3sqm balcony
Apartment Type B (1b2p)	50.2sqm	50sqm	5.2sqm balcony
Apartment Type D (2b4p)	73.1sqm	70sqm	7sqm balcony
Apartment Type E (2b4p)	70.6sqm	70sqm	6.8sqm balcony
Apartment Type G (3b6p)	98.3sqm	95sqm	7sqm balcony

Apartment Type H (3b6p)	101.7sqm	95sqm	7sqm balcony
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*Non-standard flats are not listed above, however are all meet or exceed the NDSS requirements.

**All units have built-in storage in excess of the NDSS requirements.

*** Terraces for ground floor and podium apartments typically range from between approximately 10-30sqm. Top floor apartments on Blocks C and D also benefit from private terraces.

- 10.141 As well as meeting or exceeding nationally described spaces standards, all dwellings benefit from private amenity space in the form of a balcony or terrace for apartments and gardens for houses, some of which also benefit from terraces. Balconies are of a sufficient size to accommodate a table and chairs etc. and are considered acceptable. Gardens for houses are generally well-sized at typically 50sqm or more. There are a small number of houses which have a more limited garden space, the smallest being approximately 27sqm but this, which is still considered acceptable as it provides sufficient space to be usable by residents.
- 10.142 Residents will also have access to communal facilities including the podium garden, as well as easy access to a range of open space within the wider site.
- 10.143 The outline planning permission requires that at least 50% of dwellings delivered across Eddington are built to Lifetime Homes standards. Whilst the Lifetime Homes standard has been withdrawn, all dwellings are proposed to be compliant with the standard, as well as complying with the Building Regulations Part M4(2) standard for accessible and adaptable dwellings.
- 10.144 Overall, the proposed development is considered to ensure existing and future residents will benefit from acceptable privacy and amenity in accordance with the outline planning permission, Local Plan Policies HQ/1 and H/12, and NWCAAP Policy NW2.

10.145 Construction Impacts and Environmental Health

10.146 Construction Management

- 10.147 A site wide Construction Environmental Management Plan (CEMP) was agreed under Condition 52 of the outline planning application to address the environmental impacts of the construction phase, including in relation to noise and dust. Amongst other things, this sets out approved construction working hours, dust suppression methods, and liaison with local residents.

- 10.148 Condition 53 requires submission of a site-specific construction method statement to demonstrate compliance with the site-wide CEMP. A construction method statement has not been submitted as part of this reserved matters application, but will need to be submitted and approved prior to commencement.
- 10.149 A number of residents have raised concerns relating to construction management, including in relation to working hours, noise suppression, and observing there has been poor compliance with construction management standards on other parcels. As details such as construction working hours have already been agreed at the outline stage, and reflect standard industry practice and standard conditions, it is not considered reasonable to impose stricter requirements in relation to this specific parcel. The combination of a 20m buffer to the boundary and proposed use of modular construction methods are likely to limit the potential for and duration of any disturbance as a consequence of construction activities.
- 10.150 Residents have also raised concerns about the existing earth mounds which are located to the northwest of the site, close to the boundary with properties along Huntington Road. These existing earthworks are not part of the current reserved matters application. As the site is largely relatively level and no basement is proposed, it is not anticipated that this reserved matters application is likely to generate significant spoil, or require the importation of significant soil volumes. One of the elements required as part of any construction method statement is details of soil management (including storage or importation), and as such any soil movements to or from the site will require the prior approval of the local planning authority.
- 10.151 On the basis of the above, subject to submission of a construction method statement as required by Condition 53 of the outline planning permission, it is considered the development is not likely to have an unacceptable impact on local residents or the local environment during construction.

Pollution and contamination

- 10.152 The potential for contamination to be present has been considered through the determination leading to the outline planning permission and that no further site investigation or remediation work is required as part of this reserved matters application.
- 10.153 The proposed surface water drainage system is designed to feed into the site-wide drainage network, minimising the risk of groundwater pollution. Pollution during the construction stage can be adequately managed through the submission of a Construction Method Statement as required by Condition 53 of the outline planning permission.

Noise

- 10.154 A noise assessment was undertaken as part of the Environmental Statement which accompanied the outline planning application. This

identified noise from the M11, the A14, Huntingdon Road, and internal site roads also has the potential to be a disturbance for residents, with the M11 being the primary source of noise.

- 10.155 The application is accompanied by a noise survey and acoustic design statement. This has identified that when windows are open, some units on the southern and western elevations will experience elevated noise levels, primarily from the M11. With windows closed noise levels will be acceptable, assuming standard double glazing to windows. Noise levels are likely to reduce in the future as further parcels are built out. However all units will be fitted with mechanical ventilation, as well as mechanical cooling where required, in order to achieve acceptable ventilation and comfort levels. The noise attenuation measures proposed are considered acceptable, and sufficient to discharge Condition 50 of the outline planning permission in relation to this site.

Air quality

- 10.156 Air quality has been considered at a site-wide level through the outline planning permission application. The primary sources of air pollution in the development are the district heating system, which is outside the scope of this application, and vehicle emissions. The outline planning permission does not set any specific requirements in relation to Electric Vehicle (EV) charging to reduce emissions, however as discussed in section 10.89 above, EV charging is proposed to all on-plot parking spaces, whilst 10% of spaces under the podium will have EV charging points. This is supported by Officers.

Conclusion on Construction and Environmental Health

- 10.157 The associated construction and environmental impacts of the development would be acceptable in accordance with the outline planning permission, Local Plan Policies CC/6, CC/7, SC/9, SC/10, SC/12 and SC/14, and NWCAAP Policy NW28.

10.158 Other Matters

Waste and recycling

- 10.159 Eddington uses an underground waste collection system for recycling and residual waste, and which is proposed to be used for the site, with bin points located within S1 as well as Milne Avenue and Dobb Terrace. Vehicle tracking has been undertaken to demonstrate that a refuse vehicle can safely navigate the refuse collection routes within the site. Since submission, the proposals have been updated following discussion with the Shared Waste Team to ensure sufficient clearance around bin points, and review of vehicle tracking.

- 10.160 The Design Code states that the external distance from building entrances to bin points should be no more than 35m for at least 70% of dwellings, and should be no more than 50m for all dwellings.
- 10.161 Seventy percent of units have walking distances from entrances of 30m or less to bins, whilst 20% have walking distances in excess of 50m. Travel distances for some apartments are up to 88m from their main entrance lobby, however, residents will be able to reduce this to 60m or less by using an alternative core.
- 10.162 The key reason for most units having walking distances more than the Design Code recommendation is that the site is constrained by the wider masterplan, with an assumption that no underground bin points will be installed along the Ridgeway. As such for the apartments the longer walking distance is a trade-off for the benefits of having entrances opening onto the Ridgeway. It is also important to note that bin points are located on or are in close proximity to walking routes into the local centre, so residents will be able combine depositing refuse in the bins with a journey to the local centre. Based on the above, walking distances to bins are considered acceptable.
- 10.163 In terms of green waste, houses are proposed to be provided with compost bins. The podium garden will be centrally maintained and as such it is not expected that residents will require green waste bins. However there are designated bulky waste areas underneath the podium which could accommodate green waste bins. If food waste collection is extended to the site in the future there is space within gardens for houses to store individual food waste bins, and communal food waste bins for flats can be accommodated underneath the podium.
- 10.164 The provision of waste and recycling facilities proposed is considered acceptable in accordance with the outline planning permission, with the information submitted considered sufficient to discharge Condition 55 of the outline planning permission in relation to this site.

Broadband

- 10.165 A site-wide broadband strategy was secured as part of Condition 21 of the outline planning permission. Broadband is proposed to be provided to all units on occupation. Present Made intend to offer Broadband as part of rental offer, meaning individual tenants will not need to secure their own connection individually.

Lighting

- 10.166 The application is accompanied by a Lighting Concept Report which details the proposed lighting strategy for the internal streets and the apartment blocks. Street Lighting for Milne Avenue has already been

separately approved. Lighting for the permanent Ridgeway and other surrounding streets will be considered as part of future applications.

- 10.167 The proposed lighting strategy proposes higher levels of lighting to more trafficked parts of the site including the loop road and accesses to the apartment blocks and podium, with lower-level lighting focusing on pathways and key features is proposed elsewhere. This approach is supported. The information submitted is considered sufficient to discharge Condition 51 of the outline planning permission in relation to this site.

Fire Strategy

- 10.168 Fire alarms and sprinklers are proposed for all flats and communal areas for the Blocks on S2, and corridors will be smoke vented. The car park will be fire separated from the rest of the building and will be smoke vented. All houses will be fitted with fire alarms in accordance with Building Regulations Approved Document B.
- 10.169 Condition 65 of the outline planning permission requires submission of a scheme for the provision of fire hydrants as part of any reserved matters application. Plans have been submitted showing the proposed locations of fire hydrants. This is considered acceptable sufficient to discharge outline Condition 65 in relation to this site.

Security and safety

- 10.170 The proposed development has been designed with secure design principles in mind. The apartment Blocks are designed to provide good natural surveillance with gaps between Blocks designed to be suitably lit and overlooked. The podium garden is proposed to be open during the day and locked overnight, which is considered to provide a good balance between security and opening the development up to the wider community.
- 10.171 Houses on S1 are designed to have relatively open gardens, with low boundary treatments. The private amenity spaces, as well as communal spaces are however well overlooked. The active management of the site will also assist in ensuring it provides a safe environment for residents.

10.172 Third party representations

- 10.173 The majority of issues raised by residents are addressed in the sections in this report.
- 10.174 Some residents have raised concern about the potential loss of rear access to their properties along Huntingdon Road. Any right of access is a civil matter and is outside the scope of this application. The parameter plans do not require provision of any access route along the boundary.

The proposals do not prejudice the delivery of any potential future access to the west from the Ridgeway.

10.175 Public Sector Equality Duty

- 10.176 Under the Equality Act 2010, all public authorities, including Local Planning Authorities, must have due regard in exercising its functions for the Public Sector Equality Duty under s149 of that Act.
- 10.177 The development will contribute to the delivery of a range of types of housing to meet the needs of different groups of people across Eddington, alongside a range of communal facilities which will appeal to other groups. The need for housing to meet the diverse needs of people with a disability, as well as people such as parents with pushchairs has also been considered in the design and assessment of the scheme.

10.178 Planning Balance

- 10.179 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).
- 10.180 The assessment of this application is limited to the reserved matters relating to layout, scale, landscaping and appearance; and to compliance with the outline planning permission. The reserved matters are considered in the context of the outline consent, and development plan policies and other material considerations where applicable.
- 10.181 The development is considered to be in general compliance with the outline planning permission and the approved Design Code, although the proposal does diverge from it in a number of areas as discussed in this report. However, the proposed scale and massing, layout, and appearance of the site is considered acceptable, with a distinctive landscape-led character to the houses which will make a positive contribution to the wider Eddington development, and apartment buildings which respond to their emerging context.
- 10.182 The development is designed to be highly sustainable, minimising energy use with all dwellings built to Code for Sustainable Homes Level 5, supporting sustainable modes of transport, delivering a demonstrable biodiversity net gain, and incorporating sustainable water management including SuDS features and an estimated potable water use of 80 litres per person per day. The development will provide a mix of high quality and accessible housing which all complies with the Nationally Described Space Standards, Lifetime Homes, Building Regulations M4(2), and CIBSE TM59 assessment criteria, adding to the diversity of housing provision at Eddington and supporting the development of a new community, whilst also minimising any potential harmful impacts on existing residents.

10.183 Having taken into account the provisions of the outline planning permission, the development plan, the NPPF and NPPG Guidance, the views of statutory consultees and wider stakeholders, as well as together with all other material planning considerations, the proposed development is recommended for approval.

11.0 Recommendation

11.1 **(i) Approve reserved matters application reference 21/04036/REM** subject to:

the planning conditions and Informatives as set out in Appendix 1 of this report with authority delegated to Officers to undertake appropriate minor amendments to any of those conditions and /or Informatives prior to issue of the planning permission.

(ii) Approve the part discharge of the following outline planning conditions (planning application reference S/2036/13/VC) in so far as they relate to this reserved matters application site according to the recommendations for each condition set out in the table below

Condition	Recommendation
8 – Design Code Compliance Statement	Part Discharge
11 – Hard and Soft Landscaping	Part Discharge
12 – Arboricultural Survey	Part Discharge
20 - Distribution of Market & Keyworker Housing	Part Discharge
27 – Detailed Surface Water Drainage Strategy	Part Discharge
35 – Biodiversity Survey & Assessment	Part Discharge
43 – Cycle Parking Details	Part Discharge
50 – Noise Attenuation/ Insulation	Part Discharge
51 – Lighting Scheme	Part Discharge
55 – Waste & Recycling Details	Part Discharge
64 – Public Art	Part Discharge
65 – Fire Hydrants	Part Discharge

12.0 Appendices

12.1 Appendix 1 – Conditions and Informatives
Appendix 2 – Cambridgeshire Quality Panel Report

21/04036/REM – Eddington S1/S2

Conditions

Approved Drawings

1. 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.

Materials (houses)

2. No development of the houses shall take place above ground level until details of all the materials for the external surfaces of the houses to be constructed have been submitted to and approved in writing by the local planning authority.

Details to be submitted shall include bricks, cladding, roof tiles, and features such as windows, doors, balconies, soffits, porches/entrances, coping, roof verges, and any visible rainwater goods. 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 HQ/1 of the South Cambridgeshire Local Plan 2018 and North West Cambridge Area Action Plan Policy NW2

Materials (apartments)

3. No development of the apartment buildings shall take place above ground level until details of all the materials for the external surfaces of the buildings to be constructed have been submitted to and approved in writing by the local planning authority.

Details to be submitted shall include bricks, cladding, roof tiles, and features such as windows, doors, balconies, soffits, porches/entrances, coping, roof verges, and any visible rainwater goods. 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 HQ/1 of the South Cambridgeshire Local Plan 2018 and North West Cambridge Area Action Plan Policy NW2

Amenity buildings

4. No development of the following structures, as specified in the Design & Access Statement dated January 2022, shall take place until details of their design and proposed operation are submitted to and approved in writing by the Local Planning Authority:

- The Bicycle Workshop within S1
- Pavilion within S2
- Sunken games court within S2

The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area and in the interest of residential amenity in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and North West Cambridge Area Action Plan Policy NW2.

Landscape features (houses)

5. Prior to occupation of any houses details of landscape features, other than in relation to the apartment podium and entrance courts, including flank wall treatments (as shown in the Design & Access Statement January 2022), external cycle stores, and street furniture such as benches and sculptures shall be submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area.in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and North West Cambridge Area Action Plan Policy NW2

Landscape features (apartments)

6. Prior to occupation of any part of the apartment buildings details of any street furniture within the podium and entrance courts such as benches and sculptures shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area.in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and North West Cambridge Area Action Plan Policy NW2

Ecological and Landscape Management Plan

7. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority The LEMP shall include the following.
 - a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organisation responsible for implementation of the plan.

h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

EV Charging

8. Prior to the provision of Electric Vehicle Charging Points for all on plot parking spaces as set out in section 6.15 of the submitted Design and Access Statement, Site Wide Strategies, Car Parking dated 19 July 2021, an implementation plan shall be first submitted to and approved in writing by the Local Planning Authority. The details to be provided within the implantation plan shall include the location of charging unit, capacity, charge rate, details of model, location of cabling, electric infrastructure drawings and a programme for delivery. (Note: The slow charge points shall provide a power transfer of between 2.4kW and 7.3kW. The chargers shall be either Mode 2 (3.6kW) or Mode 3 (7.2kW))

The development shall be carried out in accordance with the approved measures and retained as such.

Reason: In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport in accordance with Policies SC/12 and TI/2 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

Landscape Implementation

9. All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works 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.

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

Roof planting irrigation system

10. Prior to occupation of the development, details of the irrigation system for roof gardens and green roofs should be submitted and approved in writing by the local planning authority.

Details should include water delivery system to planting beds, water source, automatic control system, times and amounts of water to planting beds, system maintenance details (to be included within the Management Plan).

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development in accordance with South Cambridgeshire Local Plan 2018 Policies NH/2 and HQ/1.

Tree Protection

11. The tree protection measures shall be installed in accordance with the approved Arboricultural Method Statement, Arboricultural Impact Plan and Tree Protection Works dated January 2022 before any works commence on site. The tree protection measures shall remain in place throughout the construction period and may only be removed following completion of all construction works.

Reason: To ensure the retention of existing trees in accordance with Policies HQ/1, & NH/4 of the South Cambridgeshire Local Plan 2018.

Underground bins

12. The underground waste and recycling bins serving this development shall be provided as shown on the approved plans and brought into use prior to occupation of the dwellings they serve.

Reason: To ensure the provision of waste collection infrastructure on site and to protect the amenities of nearby residents, and in the interests of visual amenity in accordance with South Cambridgeshire Local Plan 2018 Policy HQ/1 and North West Cambridge Area Action Plan Policy NW2.

Parking Management Scheme

13. Prior to occupation of the development, details shall be submitted and approved in writing by the local planning authority of parking management for the scheme. This will include how parking spaces will be allocated, details of parking controls for resident and visitor parking spaces within the site and details of any car club spaces. The development shall be carried out in accordance with the approved details.

To prevent inappropriate parking, protect visual and residential amenity and to promote sustainable travel in accordance with South Cambridgeshire Local Plan 2018 Policies HQ/1 & TI/3, and North West Cambridge Area Action Plan Policies NW2 & NW11

Build to Rent

14. Prior to occupation of the development, details shall be submitted and approved in writing by the local planning authority of the long-term management of the scheme in accordance with the Build to Rent Position Statement July 2022. The details shall include:

- Details of longer tenancies to be offered to residents.
- Details of contingencies for management of the scheme and security of tenure for residents in the event of a change in operator or decommissioning of the development.
- Details of the ongoing management of services and amenities for residents.

The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: In the interests of amenity and the character of the development, and to support the development of a mixed and balanced community in accordance with South Cambridgeshire Local Plan Policies HQ/1 and H/9, North West Cambridge Area Action Plan Policies NW2 and NW7, and the National Planning Policy Framework.

Informatives

Pollution Control

1. 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 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.

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

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

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

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained.

Roof water shall not pass through the interceptor.

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

Foul Water Drainage:

3. 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.

Contaminated Land:

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

General Informatives:

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.

Cranes

6. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/wpcontent/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

Soil management plan

7. The soil management plan/ strategy within the Construction Management Plan to be submitted under condition 53 of the outline planning permission

shall specify that any excavated soil shall not be stored close to existing residences.

Discharge of outline planning conditions

8. For the avoidance of doubt, details required under conditions 1, 8, 11, 12, 20, 27, 35, 43, 50, 51, 55, 64, & 65 of outline planning permission 13/1402/S73 are considered to have been approved as part of this consent.

Details will need to be submitted for approval in relation to conditions 23 (final certificate), 32, & 53 for Lot 4 as set out in the decision notice for the outline planning permission.

Approved Drawings and Documents

Drawings:

0632-JCA-ST-RF-DR-A-04100 – P03 - Existing Site Location Plan
0632-JCA-ST-G0-DR-A-04101 - P03 - Proposed Site Plan - Ground Floor
0632-JCA-ST-RF-DR-A-04102 - P03 - Proposed Site Plan – Roof
0632-JCA-S1-G0-DR-A-00110 - P04 - S1 General Arrangement Ground Floor Part 1
0632-JCA-S1-G0-DR-A-00111 - P04 - S1 General Arrangement Ground Floor Part 2
0632-JCA-S1-RF-DR-A-00116 - P04 - S1 General Arrangement Roof Part 1
0632-JCA-S1-RF-DR-A-00117 - P04 - S1 General Arrangement Roof Part 2
0632-JCA-S1-XX-DR-A-00210- S1 General Arrangement Elevations 1/2
0632-JCA-S1-XX-DR-A-00211- S1 General Arrangement Elevations 2/2
0632-JCA-TA-ZZ-DR-A-70310 - P01 - House Type A
0632-JCA-TB-ZZ-DR-A-70311 - P01 - House Type B
0632-JCA-TC-ZZ-DR-A-70312 - P01 - House Type C

0632-JCA-S2-G0-DR-A-00120 - P05 - S2 General Arrangement Ground Floor

0632-JCA-S2-01-DR-A-00121 - P04 - S2 General Arrangement Level 01

0632-JCA-S2-02-DR-A-00122 - P04 - S2 General Arrangement Level 02

0632-JCA-S2-03-DR-A-00123 - P04 - S2 General Arrangement Level 03

0632-JCA-S2-04-DR-A-00124 - P04 - S2 General Arrangement Level 04

0632-JCA-S2-RF-DR-A-00125 - P04 - S2 General Arrangement Roof

0632-JCA-S2-XX-DR-A-00220 - P05 - S2 The Avenue General Arrangement Elevations

0632-JCA-S2-XX-DR-A-00221 - P05 - S2 The Ridgeway General Arrangement Elevation

0632-JCA-S2-XX-DR-A-00222 - P05 - S2 Courtyard General Arrangement Elevations

0632-JCA-S2-XX-DR-A-00300 - P03 - General Arrangement Sections

0632-JCA-S2-XX-DR-A-00301 - P03 - General Arrangement Sections

0632-JCA-S2-ZZ-DR-A-70120 - P01 - S2 Apartment Layouts Type A, D and G

0632-JCA-S2-ZZ-DR-A-70121 - P01 - S2 Apartment Layouts Type B, E and H

0632-JCA-S2-ZZ-DR-A-70122 - P01 - S2 Apartment Layouts Non-Standard

Landscape Plans:

566-CTF-S1-GF-DR-L-1001-P05 – S1 Landscape Plan 1 of 3

566-CTF-S1-GF-DR-L-1002-P05 – S1 Landscape Plan 2 of 3

566-CTF-S1-GF-DR-L-1003-P03 – S1 Landscape Plan 3 of 3

566-CTF-S1-GF-DR-L-2000-P03 - S1 Site Sections

566-CTF-S1-GF-DR-L-2001-P03 - S1 Site Section C

566-CTF-S1-GF-DR-L-2009-P03 - S1 Site Sections Street Typologies

566-CTF-S1-GF-DR-L-2011-P01 – S1 Site Sections driveways)

566-CTF-S1-GF-DR-L-5000-P02 – S1 Tree & Climber Planting Plan 1/3

566-CTF-S1-GF-DR-L-5001-P03 – S1 Tree & Climber Planting Plan 2/3

566-CTF-S1-GF-DR-L-5002-P03 – S1 Tree & Climber Planting Plan 1/3

566-CTF-S1-GF-DR-L-5003--P04 – S1 Planting Plan 1/3

566-CTF-S1-GF-DR-L-5004-P04 – S1 Planting Plan 2/3

566-CTF-S1-GF-DR-L-5008-P03 – S1 Planting Plan 3/3

566-CTF-S1-GF-DR-L-5100-P03 – S1 Constraints Plan 1/3

566-CTF-S1-GF-DR-L-5101-P03 – S1 Constraints Plan 2/3
566-CTF-S1-GF-DR-L-5002-P02 – S1 Constraints Plan 3/3
566-CTF-S1-RF-DR-L-1010-P03 – S1 Roof Planting Plan 1/2
566-CTF-S1-RF-DR-L-1011-P03 – S1 Roof Planting Plan 2/2

566-CTF-S2-GF-DR-L-1003-P07- S2 Landscape Plan GF 1/2
566-CTF-S2-GF-DR-L-1004-P07- S2 Landscape Plan GF 2/2
566-CTF-S2-01-DR-L-1005-P01 – S2 Landscape Plan Podium
566-CTF-S2-01-DR-L-2001-P01 – S2 Podium Sections 2
566-CTF-S2-GF-DR-L-5005-P01 – S2 Planting Plan GF 1/2
566-CTF-S2-GF-DR-L-5006-P01 – S2 Planting Plan GF 2/2
566-CTF-S2-01-DR-L-5007-P01 – S2 Planting Plan – Podium
566-CTF-S2-RF-DR-L-1012-P01 – S2 Planting Plan GF 1/2
566-CTF-S2-RF-DR-L-1013-P01 – S2 Roof Planting Plan 2/2

Drainage Plans:

0632-RBG-S1-00-DR-CV-X92220 - P02– Lot S1 Drainage Strategy General Arrangement Sheet 1
0632-RBG-S1-00-DR-CV-X92221 - P02– Lot S1 Drainage Strategy General Arrangement Sheet 2
0632-RBG-S1-00-DR-CV-X92100 - P02– Lot S1 Proposed Drainage General Arrangement Plan Sheet 1
0632-RBG-S1-00-DR-CV-X92101 - P02– Lot S1 Proposed Drainage General Arrangement Plan Sheet 2
4525-RBG-ZZ-00-DR-CV-87001 – P03 – S1 & S2 Surface Water Exceedance Flow Route
4525-RBG-S1-GF-SK-CV-000028 – P06 – Lot S1 Below Ground Combined Services General Arrangement
4525-RBG-S2-GF-SK-CV-89001 – P01 – Lot S2 Below Ground Combined Services General Arrangement

Documents and reports:

Lot S1 and S2 Drainage Strategy July 2021 prepared by Robert Bird Group

Foul Water Planning Addendum January 2022 prepared by Robert Bird Group
Environmental Noise Survey and Acoustic Design Statement Report January 2022
prepared by Hann Tucker Associates
Biodiversity Survey and Assessment V2, prepared by MD Ecology
Sustainability and Energy Statement, prepared by Hurley Palmer Flatt
Lighting Concept Report, prepared by Studio Fractal
Arboricultural Method Statement January 2022 prepared by Lockhart Garratt
4727/01/21-1360 - Tree Protection Plan v2

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Cambridgeshire Quality Panel

Eddington Lots S1 & S2

Thursday 28th January 2021

Virtual Meeting

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities

against the four core principles of the Charter: connectivity, character, climate, and community.

Scheme Description

Architect/Designer: Jo Cowen Architects

Applicant: Present Made

Planning status: Pre Application for Reserve Matters Application

Issue date: 9th February 2021

Declarations of Interest

Panel members are required to declare any interests they may have in relation to the development before the Panel and any such interests are recorded here.

None.

Previous Panel Reviews

The Panel has reviewed a number of applications that relate to the Cambridge North West development, referred to as Eddington. This has included the Design Code, and a number of reserve matters.

Development Overview

Lots S1 and S2 form the northern edge of the Phase 1 development of Eddington, North West Cambridge scheme. It is proposed to submit a reserved matters application pursuant to the outline planning permission (LPA ref: S/1886/11 and variation LPA ref: S/2036/13/VC), for circa 111 houses and 249 apartments, alongside an ecological corridor along the northern boundary, a landscaped podium garden court, car and cycle parking and sustainable urban drainages systems. The proposals are for 100% market housing which will be owned and managed under a build-to-rent model.

Both Lots have frontages onto The Ridgeway (primary pedestrian/cycle route), The Avenue (secondary road) and Neighbourhood Park. Lot S1 shares a boundary with existing residential dwellings along Huntingdon Road.

Cambridgeshire Quality Panel views

The Panel has been issued with background reference information from the applicant and local planning authority ahead of the review session. This information is listed at Appendix A.

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

Overall, the Panel was pleased to see the thoroughness of the preparatory design work and the early engagement of the landscape architect however the overall impression created by the drawings and the lack of detailed plans, sections and elevations raised concerns, possibly unjustifiably, that other aspects had not been fully considered.

Community – *“places where people live out of choice and not necessity, creating healthy communities with a good quality of life”*

The Panel had concerns the layout will promote conflict between different users. It was noted the proposals included ambassadors on site, but the spaces would need to be very carefully managed. For the houses on S1, there were questions as to whether the liveable streets were trying to do too much. A number of landscape features, providing play spaces as depicted in the delightful images, whilst also providing vehicular access for residents' on-plot car parking and refuse collection. How would this work in detail?

The aspiration of the S2 Podium garden court is very welcome but the Panel could foresee conflict; for example noisy play and parties in the podium garden could create a nuisance to other residents.

The inclusion of the kitchen garden on the podium was welcome but the Panel was concerned about the impact of overshadowing.

The sunken podium games court has potential but was rather difficult to comprehend. Whilst a good amenity, there were concerns whether there would be enough light.

Connectivity – “*places that are well-connected enable easy access for all to jobs and services using sustainable modes*”

The Panel wanted to better understand traffic movement generally and how people would circulate within S1. More detailed plans of the Liveable Streets and the Tertiary Roads on S1 would have helped the Panel understand what the streets are catering for.

It was noted that swept paths for refuse vehicles had been considered as part of the design but the Panel was sceptical about the winding routes through the liveable streets in S1.

The proposals for SUDs is very welcome. There was however some caution as to the use of the grasscrete-like product as it only really works as overflow parking. It was noted the proposals were to use a structural soil base and Stockholm tree planting approach.

Character – “*Places with distinctive neighbourhoods and where people create ‘pride of place’*”

The Panel felt there were lots of good ideas, but there was a need to filter/edit these to calm down the design. The developer needs to demonstrate how the landscape and public realm will work. The aspiration is very welcome but it has to be deliverable and maintainable.

There are some tight spaces in the development and some of the proposals will be costly to deliver. The Panel was concerned it will be difficult for the residents to enjoy the landscaped routes without a large management cost.

With a single entrance to the car park as part of S2, it gives the impression of a gated community.

The modular forms of the houses in S1 create difficulties turning the blocks around corners but the Panel thought the modules could be applied in S2. However, if the closed perimeter block typology of S2 was further broken down, this could provide

clearer entrances to apartments, reduce the length of the corridors and provide views in, out and through in different directions.

Climate – “Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact”

The Panel liked the surface water treatment and SUDs plans which is likely to be cost effective as well as having a lower carbon footprint. The quantum of trees in S1 was welcome too.

The Panel were divided on the treatment of the buffer zone on the north boundary of S1. Whether this was a missed opportunity for the greater enjoyment of the residents, or shut off as proposed.

The Panel was delighted to see that orientation had been taken into account in the design of the elevations but were frustrated they were not able to appreciate the impact these studies had had on the architecture as a result of the lack of comparative elevations.

It was noted the orientation of roofs had been optimised for PV panels and battery storage is being considered as part of the houses in S1. The houses will be connected to the district heating system.

The Panel was concerned about overheating in the south and west facing apartments in S2, noting there were a lack of shading. Most of the apartments are single aspect with less opportunity for natural ventilation.

Panel Conclusions and Recommendations

In summary, the main conclusions and recommendations of the Panel were:

- 1) The Panel would have welcomed plans, sections and elevations in order to better understand how the proposals would work.
- 2) The aspirational proposals need editing to calm the design.
- 3) The Panel were impressed with the SUDs proposals.
- 4) The landscape vision approach, tree planting and community gardens are welcome.
- 5) There is built in conflict in the community spaces that may require significant maintenance and management if not resolved.

- 6) The Liveable Streets in S1 need detail design to show how they would work.
- 7) Detailed traffic movement plans are needed.
- 8) Potential conflict in the S2 Podium court needs to be resolved.
- 9) Potential overheating in S2 apartments is a concern.
- 10) Can the continuous nature of the blocks in S2 be broken up?

References

-

Next Steps

The Panel would welcome the opportunity for ongoing engagement with the developer and design team as proposals for this site progress.

Attendees

Chair: Robin Nicholson

Panel Members: John Dales

Simon Carne

Kirk Archibald

Lindsey Wilkinson

Steve Platt

Panel Support: Judit Carballo and David Carford

Local Authority: Guy Wilson– Planner, Greater Cambridge Shared Planning

Chris Carter – Delivery Manager, Greater Cambridge Shared Planning

Annemarie de Boom – Urban Design, Greater Cambridge Shared Planning

Dinah Foley-Norman – Landscape Architecture, Greater Cambridge Shared Planning

Applicant Team: Alan Penfold, Family Director (Applicant – Present Made)

Chris Hollidge, Development Manager (Applicant – Present Made)

Joanne Cowen, CEO – Jo Cowen Architects (Architect)

Gareth Smith, Associate – Jo Cowen Architects (Architect)

Andrew Thornhill, Director – Churchman Thornhill Finch (Landscape Architect)

Guy Kaddish, Planning Partner – Bidwells (Planning Agent)

Rebecca Smith, Principal Planner – Bidwells (Planning Agent)

Gustavo Brunelli, Associate Director – Hurley Palmer Flatt (Sustainability)

Glynn Irvine - Robert Bird (Civil Engineering)

Observers: Louise Lord - Sustainable Communities and Wellbeing, South Cambridgeshire District Council

Appendix A – Background Information List and Plan

- Main presentation
- Local authority background note
- Developers cover note

Documents may be available on request, subject to restrictions/confidentiality.

Plans

S1



S2





App ref. no. 22/02591/FUL – RSC 40 and Land South Of Robinson Way, Addenbrookes Hospital

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/Parish: Queen Ediths

Proposal: Retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 years.

Applicant: Cambridge University Hospitals NHS Foundation Trust

Presenting officer: James Truett

Reason presented to committee: The site area exceeds 1 hectare and the floor space to be created by the development exceeds 1,000 square metres.

Member site visit date: N/A

Key issues:

1. Principle of development
2. Design, layout, scale and landscaping
3. Carbon reduction and sustainable design
4. Biodiversity
5. Water management and flood risk
6. Car and Cycle parking
7. Amenity/ Environmental Considerations

Recommendation: Approve subject to conditions and informatives, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission).

Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
4	Relevant site history
5	Policy
6	Consultations
7	Third party representations
8	Planning background
9	Assessment
10	Principle of development
11	Design, layout, scale and landscaping
12	Trees
13	Carbon reduction and sustainable design
14	Biodiversity
15	Water management and flood risk
16	Highway safety and transport
17	Cycle and car parking provision
18	Amenity
19	Fire Strategy
20	Planning balance
21	Recommendation
22	Planning conditions and informatives

Table 1 Contents of report

1. Executive summary

- 1.1 The application seeks to retain the Regional Surge Centre 40 (RSC 40), for a temporary period of 10 years, until the 31st December 2032, extend the existing buildings by adding front and rear linking extensions and a new theatre to the west (increasing the floor area by 1,810 sqm), and changing the use to provide surgical care. As part of the proposed extension, new and realigned vehicular access, and associated infrastructure will be provided.
- 1.2 The proposed extension and retention of the RSC 40 would meet an identified local and regional healthcare need on the Addenbrookes Campus. It offers a suitable 'meanwhile use' which would help to increase

capacity, addressing the backlog of elective surgeries as a result of the coronavirus pandemic.

- 1.3 The proposals would deliver a new west wing theatre, with front and rear linking extensions. The new western wing extension will house: 3no. new theatres, 8no. recovery bays, a physiotherapy room, an X-ray room, pharmacy drop off, patient waiting area, staff changing facilities, and associated storage. There would also be additional ancillary buildings to the south to enable the functions of the proposed facilities.
- 1.4 The proposed development targets high sustainable design and construction standards (minimum BREEAM 'Very good', aspiring 'Excellent') with air source heat pumps for heating and cooling as well as hot water, providing an all-electric energy strategy.
- 1.5 Considering the temporary nature of the proposals, which will provide an essential facility to help deal with the backlog of elective surgeries as a result of impacts of the coronavirus pandemic, Officers recommend that the Joint Development Control Committee **approve planning permission for application 21/02581/FUL, subject to the conditions and informatives set out in Section 21 of this report**

2. Site description and context

- 2.1 The site is located within the Addenbrooke's Hospital Campus, on the southern edge of Cambridge. The site occupies land located off Robinsons Way and Dame Mary Archer Way. It lies to the South East of the multi-storey car park 2 and to the North of the Addenbrooke's Hospital Helipad.
- 2.2 The existing site comprises of a serviced plot containing two single storey modular pre-fabricated temporary facilities with a separate plant room/energy centre.
- 2.3 2no. 20 bed wards and ancillary plant buildings, hard surfacing with parking spaces, and grass/scrubland (some of which is currently being used as a site compound for construction of adjoining developments).
- 2.4 The site is within the Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change covered by Cambridge Local Plan (2018) policy 17.

3. The proposal

- 3.1 Retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated landscaping and infrastructure for a temporary period of 10 years. The site area is 1.4 hectares and will increase the floor area by 1,810 sqm to 3,627.9 sqm. The use class for the proposed is C2, Residential Institutions (Hospitals), this is a change from the existing emergency Coronavirus use.
- 3.2 The design of the RSC 40 remains a modular, pre-fabricated space with the proposed extensions and existing buildings being externally clad in matching materials.
- 3.3 The proposed new extension to the West will be 8.1 metres high, 21.4 metres wide, and 64.4 metres long. This proposed extension will be used to provide additional orthopaedic theatres and wards. It will be connected to the existing RSC 40 with front and rear links. In addition, the proposed western wing extension will house: 3no. new theatres, 8no. recovery bays, a physiotherapy room, an X-ray room, Pharmacy drop off, patient waiting area, staff changing facilities, and associate storage.
- 3.4 The proposals will provide, an additional 32no. on-plot cycle spaces, 6no. vehicular drop off bays, 1no. ambulance parking bay, and 1no. motorcycle parking bay.
- 3.5 The supporting information which accompanies the application identifies that proposal is a response to the significant increase in the size of the NHS waiting list, and aims to provide increased capacity for elective surgery.

Pre-application

- 3.6 The proposals were subject to extensive pre-application discussions with officers of the shared planning service prior to the submission of this application.

Application documents

- 3.7 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
- Preliminary Sustainability Statement (including BREEAM pre-Assessment)
- Noise Assessment
- Contaminated land (Phase 1 desktop study, Phase 2 intrusive investigations)
- Transport Statement
- Utilities and Topographical Plan
- Biodiversity Survey
- Landscape plans, schedule, and maintenance plans
- Archaeology statement
- Flood risk and drainage statement
- Environmental Impact Assessment Screening Report

Amended Plans and Additional Information

3.8 The application has been amended to address representations and further consultations have been carried out as appropriate. This included clarification of the brick used, amendments to the entrance of the RSC 40 building, and the Man Safe roof system (which provide anchor points for maintenance). The following plans have been provided/updated:

- Proposed Site Plan
- Roof Plan and Loadings

3.9 The details of these amendments and additional information is discussed further in the relevant sections of this report.

4. Relevant site history

Reference	Description	Outcome
06/0796/OUT	Up to 215,000sqm floor space (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1	Granted permission – 15 October 2009

	(crèches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure	
21/02526/S73	Retention and continued use of Regional Surge Centre 40 (RSC 40), ancillary buildings and infrastructure constructed pursuant to planning permission granted under Schedule 2, Part 12 A, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) without compliance with conditions A.2. (b) (time period) and condition A.2(c) (use of land) of that planning permission	Granted Permission – 13 October 2021
21/04336/REM	Reserved Matters application pursuant to 06/0796/OUT (as amended by 21/01584/S73) for a new Cambridge Children's Hospital (CCH), hard and soft landscaping, internal roads, and ancillary infrastructure. Discharge of Condition 14 (Amenity Space Strategy) pursuant to outline approval 06/0796/OUT	Granted Permission – 18 March 2022
21/04337/FUL	Construction of an underground service corridor to serve the proposed new Cambridge Children's Hospital (CCH)	Granted Permission – 17 March 2022
20/05291/FUL	Retention of Addenbrooke's Hospital helicopter landing pad following the expiration of temporary permission granted under application ref:10/0094/FUL and replacement lighting at land South of Dame Mary Archer Way, Cambridge.	Granted Permission – 20 May 2021

Table 2 Relevant site history

5. Policy

5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 3: Spatial strategy for the location of residential development

Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) 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 30: Energy-efficiency improvements in existing dwellings

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 from noise and vibration

Policy 36: Air quality, odour and dust

Policy 38: Hazardous installations

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 58: Altering and extending existing buildings

Policy 59: Designing landscape and the public realm

Policy 71: Trees
Policy 75: Healthcare facilities
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.3 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

5.4 Other guidance

Greater Cambridge Housing Strategy 2019 – 2023

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

Greater Cambridge Sustainable Design and Construction SPD (2020)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cycle Parking Guide for New Residential Developments (2010)

6. Consultations

County Highways

- 6.1 No objection. As Robinson Way is a private road, no significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

County Transport Team

- 6.2 No objection. The Transport Assessment Team would raise no objections to this proposal. A planning condition requiring submission of a travel plan is recommended.

Lead Local Flood Authority

- 6.3 No Objection. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS

Manual. A Condition is recommended requiring a detailed surface water drainage scheme, and informative regarding pollution control.

Environment Agency

- 6.4 No objection. The Environment Agency are satisfied that there should be no loss of floodplain or increase in flood risk elsewhere as a result of the proposed development.

Urban Design

- 6.5 As amended, no objection. The Urban Design Team have reviewed the amended site layout and roof plan information submitted in response to our previous comments and proposals are now considered acceptable in design terms. The applicant has confirmed that the selected brick will match those already used on the development. This approach is considered acceptable in design terms.
- 6.6 As submitted. The proposed scheme is generally acceptable in design terms with the proposed elevational design and materials supported in design terms. The applicant should provide the following clarifications and/or amendments; details of the man-safe roof system, change the red brick to a buff brick, widen the hardstanding to the north of the entrance to better accommodate flows and useability.

County Archaeology

- 6.7 No objection. We have no objection to this proposal and would not consider archaeological works, secured by condition, to be necessary

Sustainability Officer

- 6.8 No objection. The proposed scheme is supported in sustainable construction terms. The target of BREEAM 'very good' with aspirations of 'excellent' is below the requirement of policy 28, it is supported due to the temporary nature of the buildings. Conditions recommended related to BREEAM design stage and post construction certification.

Landscape Officer

- 6.9 As amended. No objection. We have reviewed the updated site plan and welcome the additional of seating. As mentioned in previous comments hard and soft landscaping scheme should be subject to conditions.

- 6.10 As submitted: Comments provided which should be reviewed as part of landscaping scheme conditions, including; Northern Entrance, Planting plans, biodiversity baseline/swale improvements, and amenity grass improvements.

Cadent Gas

- 6.11 No Objection. Informative recommended to prevent damage to nearby assets.

Fire Authority

- 6.12 No objection. With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

Health and Safety Executive Construction Division

- 6.13 No objection. This development is considered to be low risk with threat to health also low.

Cambridge Airport

- 6.14 No objection. We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. Comments also regarding crane licence should a crane be required.

Environmental Health

- 6.15 No objection. The development proposed is acceptable subject to the imposition of conditions and Informatives. These conditions are in relation to, Construction/demolition hours, Demolition/construction collections/deliveries, piling, unexpected contamination, operational noise compliance, noise insulation scheme, standby emergency backup generator operation, and servicing collections and delivery times.

Police Architectural Liaison Officer

- 6.16 No objection. This development is considered to be low risk with threat to health also low.

7. Third party representations

- 7.1 No representations have been received.
- 7.2 No comments have been received from ward members.
- 7.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

8. Planning background

- 8.1 The existing RSC 40 buildings were built on the Cambridge University Hospital (CUH) Addenbrooke's site as permitted development, under Schedule 2, Part 12 A, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 as inserted by the Town and Country Planning (General Permitted Development) (Coronavirus) (England) (Amendment) Order 2020 ('the GPDO'). The RSC 40 buildings, along with 2no. other surge centres built on the CUH campus (RSC20 and RSC56) were built as regional specialist centres to respond to the Coronavirus pandemic.
- 8.2 In September 2021 a section 73 planning application (21/02526/S73) was approved seeking to vary relevant conditions attached to a planning permission which was granted by a Development Order - namely Schedule 2, Part 12 A, Class A of the GPDO. The approved variation extended the temporary nature of the RSC 40 to enable its use up to the 31 December 2024, with the removal and restoration of land required by 31 December 2025.
- 8.3 The existing RSC 40 buildings are currently used for emergency Coronavirus use, the proposed use for the development is Class C2, Residential Institutions (Hospitals).

9. Assessment

- 9.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of development
 - Design, layout, scale and landscaping
 - Trees
 - Carbon reduction and sustainable design

- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Car and cycle parking
- Amenity/ Environmental Considerations
- Planning balance
- Recommendation
- Planning conditions

10. Principle of Development

- 10.1 The principle of development is established under policy 17 of the Cambridge Local Plan 2018 relating to the Cambridge Biomedical Campus Area of Major Change. This policy supports development where it can be demonstrated that it is required to meet a local, regional or national health care need or for biomedical and biotechnological research and development activities within class B1(b), related higher education and sui generis medical research institutes.
- 10.2 The retention, change of use and extension of RSC 40 helps to meet local, and regional health care needs by responding to the healthcare crisis caused by the Coronavirus pandemic, by providing facilities to address the backlog in elective surgery and increase to the capacity required by the National Health Service. Officers are therefore satisfied that the principle of development is therefore acceptable.
- 10.3 The proposed use class change provides clarity and affirms the use class of the development being C2 residential institutions (hospitals), Town and Country Planning (Use Classes) Order 1987 (as amended), from the emergency COVID use.

Cambridge University Hospital Masterplan (January 2010), Outline Planning Permission (06/0796/OUT)

- 10.4 The site falls within the outline approval 06/0796/OUT (amended by section 73 approval 17/2258/S73) for the Cambridge Biomedical Campus Phase 1 Land. A strategic vision set out in a masterplan for the CUH Addenbrooke's site and prepared by Allies & Morrison was published in January 2010. This set out guiding principles for restructuring and site, externalising entrances, and activating a street-based approach to the campus. The strategic masterplan establishes the guiding principles to support the development of the wider Cambridge Biomedical Campus and

sets the direction to ensure integration of development on the CBC Phase 1 land and within the wider CBC Campus.

- 10.5 Whilst the CUH masterplan was not formally adopted by the Council, reference is made to it at paragraph 8 of the supporting text to Policy 17 of the Cambridge Local Plan (2018). Discussions on an update to the masterplan are ongoing.
- 10.6 Although the proposals do not form part of the approved CUH masterplan, given the 10 year temporary nature, officers are satisfied that the proposals do offer a suitable “meanwhile” use for the short and medium term to meet an immediate healthcare need. During the course of the pre-application dialogue, alterations to the proposals were undertaken to ensure that the development does not impact the delivery of the wider masterplan, including the relocation of the access to enable the delivery of the neighbouring green corridor (approved under application 21/04336/REM for the new Cambridge Children’s Hospital).
- 10.7 The principle of the development is therefore considered acceptable and in accordance with policy 17 of the Cambridge Local Plan 2018.

Environmental Impact Assessment

- 10.8 The outline planning application for the development of Phase 1 of the CBC, which the proposed site sits within, fell within the remit of the Town and Country Planning Environmental Impact Regulations (‘the EIA Regulations’). An Environmental Statement (ES) was submitted with that application, which identified the likely significant environmental effects of that development.
- 10.9 The application proposals are not considered to result in any significant environmental impacts which were considered over and above the original Environmental Statement which accompanied the outline planning permission (06/0796/OUT). An EIA Screening Report was submitted as part of this application.
- 10.10 The site is not considered to be schedule 1 EIA development under the EIA Regulations 2017. The submitted EIA Screening Report considers the proposed development falls within Schedule 2 under 13(b) of the EIA regulations ‘Changes and Extension’, in line with paragraph 10(b), as the proposed development includes more than 1ha of urban development which is not a dwelling house. The report concludes by stating that there

will be no significant environmental effect due to the proposed development. Having undertaken a screening assessment under the EIA Regulations, officers agree with this conclusion and as a result, the proposed development is not considered to constitute EIA development.

11. Design, layout, scale and landscaping

- 11.1 The site is located on land between Robinsons Way and Dame Mary Archer Way, west of the recently consented Children's Hospital (21/04336/REM). The existing RSC 40 comprises of two single-storey modular, pre-fabricated temporary facilities with a separate plant room/energy centre.
- 11.2 The proposed site layout extends the existing RSC 40 buildings providing the new theatre extension to the West with front and rear linking extension. This will provide an additional 1,810 sqm of floor area. To the south additional ancillary buildings necessary for the operation of the facility are proposed, this follows the existing layout which currently has plant and ancillary buildings necessary for the current functions of the RSC 40 building. East of the RSC 40 buildings is an area of hard standing currently used for refuse collection, deliveries, and maintenance access. This arrangement is proposed to be retained. West of the proposed theatre extension is an emergency access road provided for fire tender vehicles.
- 11.3 The existing building and extensions will be clad with insulated metal-faced cladding panels in 5 different greys with a straw/yellow panel used to develop a rhythm. Similar cladding is used on the neighbouring C2 carpark and future Children's Hospital. A plant screen has been designed to conceal the plant required, and a brick screen is proposed around the entrance, matching the red brick already used on site, and for the ancillary buildings to the south. This design approach is supported by officers as it appropriately considers and interfaces with the existing context.
- 11.4 The southern ancillary buildings would be visible from Dame Mary Archer Way. In pre-application discussions it was expressed that a good edge to the development would be required. A timber fence with climbing plants is proposed which will help ameliorate the impact of these structures. Considering the temporary nature of this development the proposed screening is considered acceptable. The boundary treatments are secured in the details of **condition 8** for hard and soft landscaping.
- 11.5 The scale of the proposals is limited within the context of the existing and proposed surrounding area, the proposed retention, change of use and

extension of the RSC 40 offers a suitable scale for a 'meanwhile use' of the site ahead of the wider redevelopment as part of the Cambridge Biomedical Campus phase 1.

- 11.6 Following initial comments from officers, amendments were made to the main entrance way. This consisted of increasing the area of hard surfacing to better accommodate users entering and leaving the facility. In addition to this a bench and visitor cycle stands were also included in the design of the scheme. This helps to improve the functionality of this area and is supported by officers. Additionally, further clarification was provided regarding the Man-Safe roof system (which provide anchor points for maintenance). This update and clarification has been reviewed by the Urban Design Officer who is satisfied that the design is acceptable, noting that the roof system will be set back from the roof edge so will not be easily visible.
- 11.7 The existing vegetation on the site consists of a swale between the two RSC 40 buildings, amenity grassland to the north of the site, and improved grassland to the southeast and southwest of the site. These elements will be retained, and additional planting is to be provided to the north and west of the site. The proposals include shrub planting, climbers, wildflower meadows, and mixed planting, however, the details of this are still to be agreed. The recommended **Condition 8** for hard and soft landscaping includes the requirement for planting details, boundary treatments, hard surfacing, and maintenance and management. The management, maintenance, and implementation of the hard and soft landscaping are recommended in **Condition 9**.
- 11.8 Considering the temporary nature of the development, the proposals conform with Policies 55 and 56 in respect of context of site, design and external spaces. The proposals are supported by the council's Urban Design Officer and the Landscape Officer subject to the relevant hard and soft landscaping conditions as described above.
- 11.9 Overall, the proposed extension and retention of the RSC 40 provides a suitable 'meanwhile use' which has appropriate design, layout and scale considering the temporary 10-year nature of the development. Subject to conditions as appropriate the proposal would accord with the Cambridge Local Plan (2018) policies 17, 55, and 56 and the NPPF.

12. Trees

- 12.1 Policy 71 of the Cambridge Local Plan (2018) seeks to preserve, protect and enhance existing trees and hedges. Para. 131 of the NPPF seeks for existing trees to be retained wherever possible.
- 12.2 There are no existing trees on the site, and the existing structural planting to the south will be retained. The proposal accords with policy 71 of the Cambridge Local Plan (2018)

13. Carbon reduction and sustainable design

- 13.1 The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by policy 28 of the Cambridge Local Plan (2018).
- 13.2 The proposed temporary development aims to target a BREEAM certification of 'Very good' with an aspiration for 'excellent'. This is below the requirements of policy 28, for non-residential schemes to achieve an 'excellent' rating. The proposed scheme is seeking an all-electric approach, targeting at least 4 credits in relation to energy and meeting the mandatory requirements for energy for 'excellent' accreditation. Considering this alongside the temporary nature of the proposed development is acceptable.
- 13.3 Additionally, the development is targeting a minimum of 3Wat01 credits for water efficiency with the potential to achieve 4, the clinical nature of the building would prevent this achieving maximum BREEAM credits as water reuse is not possible. This scheme is supported by the Sustainability Officer subject to **Conditions 6 and 7** relating to Design Stage and Post Construction BREEAM certification.
- 13.4 Policy 31 of the Cambridge Local Plan (2018) requires any flat roofs to be a green or brown roof to support a sustainable drainage solution. The application document advises that this is not structurally possible and there is limited space due to the additional plant required. Given the temporary nature of the scheme and feasibility issues raised above, it is considered acceptable for the scheme to exclude a green or brown roof.
- 13.5 Officers consider that the applicants have suitably addressed the issue of sustainability and renewable energy and subject to conditions the

proposal is compliant with Local Plan policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

14. Biodiversity

- 14.1 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with policies 69 and 70 of the Cambridge Local Plan (2018) which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 14.2 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a preliminary ecological appraisal which sets out that the estimated net gain would be 74.38%, exceeding the 20% goal of the emerging joint local plan. This is achieved through the creation of shrub planting, a green wall, and wildflower meadow planting. Whilst this represents a temporary gain for the development, the future redevelopment of the site will address the need for a long-term biodiversity net gain. This is referenced throughout the submitted documents as being a 20% net gain for the lifetime of any future permission.
- 14.3 The site is considered to have very limited value for biodiversity and no suitable habitats for protected or notable species. Considering the location within the wider Cambridge Biomedical Campus, the proposed measures are welcomed for the lifetime of the development.
- 14.4 Although there are 2 no. SSSI within 2km of the site boundary (1,700 metres) and 13 non-statutory locally protected sites, it is considered that both the construction and operation of the development, would cause no significant negative impacts on these protected sites.
- 14.5 Formal comments were not gained from the Council's Ecology Officer. However, the proposals have been discussed with and accepted by the Council's Ecology Officer, therefore, Officers are satisfied that the proposed development complies with policies 69 and 70, the Biodiversity SPD 2022.

15. Water management and flood risk

- 15.1 Policies 31 and 32 of the Cambridge Local Plan (2018) require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.
- 15.2 Part of the site is in Flood Zone 3, though the majority of the site is within flood zone 1. The submitted Flood Risk Assessment (221042 [Rev02], June 2022) shows that the site is considered 'Very low' and 'low' risk of flooding from all sources. There is an existing swale on the site which sits between the RSC 40 buildings.
- 15.3 National policy requires developments to be located in areas away from areas at high risk of flooding, or which would cause increased risk of flooding elsewhere. The site is allocated in the Cambridge Local Plan (2018), and it would not be reasonable to locate the development elsewhere as the footprint of the proposal buildings is within Flood Zone 1, only the very Northeastern corner of the site is within Flood Zone 3, and is limited to the plot entrance and the north of the carpark. Additionally, the site is considered by the Environment Agency to be at low risk of flooding.
- 15.4 Paragraph 164 of the National Planning Policy Framework requires applications within, or partly within, flood zone 2 or 3 to provide wider sustainability benefits and ensure the development will be safe for its lifetime, without increasing flood risk elsewhere. The proposals would provide essential facilities required to help the hospital meet a wider capacity issue as a result of the Coronavirus, furthermore the finished floor levels of the existing RSC 40 buildings are 300mm above the surrounding ground levels, with the proposed extensions set to match the finished floor levels of the existing buildings. A condition for a detailed surface water drainage scheme (**Condition 5**) is recommended to ensure that the details of the development are acceptable with regard to surface water flooding. On this basis it is considered to pass the sequential and exception tests.
- 15.5 The proposed surface water drainage strategy includes; permeable paving on the access roads, filter drainage will be provided for the pedestrian hardstanding, and permeable paving underdrainage for the roof runoff. The systems from the existing and proposed drainage will flow into the existing swale located along the southern boundary of the site. The foul water drainage will connect to the existing private network.
- 15.6 The Environment Agency provides no objection to the proposed scheme as the previous flood risk assessment taken to support Outline Planning

Permission 06/0796/OUT shows that flows remain within the channel of Hobson's Brook during a 1 in 100 year flood event, including an allowance for climate change. As such there should be no loss of floodplain or increased risk of flooding elsewhere as a result of the proposals.

- 15.7 The Local Lead Flood Authority has advised that they have no objection to the proposals subject to the **Recommendation of Condition 5** requiring a detailed scheme for surface water drainage.
- 15.8 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with the Cambridge Local Plan (2018) policies 31 and 32, and NPPF advice.

16. Highway safety and transport impacts

- 16.1 Policy 81 of the Cambridge Local Plan (2018) states that developments will only be permitted where they do not have an unacceptable transport impact.
- 16.2 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 16.3 The application is supported by a Transport Statement. This concludes that the retention and extension to RSC 40 will not cause significant transport impacts. There are 3no bus stops within 400metres of the site. The transport statement submitted indicates that the busiest hour for trip generation will be between 7am and 8am when staff arrive and when 6 patients arrive for the first in 2no slots for surgery.
- 16.4 The proposals include barriers as a control measure, these are included in the existing site, but are being relocated in conjunction with the adjustments to the vehicular access to the site. The barriers were a reactive measure to prevent users of the hospital parking in this area.
- 16.5 Policy 17 of the Cambridge Local Plan (2018) requires developments to include measures to enhance access to the Cambridge Biomedical Campus including cyclists and pedestrians. The proposals will provide additional cycle parking, including off-gauge cycle parking, and the provision of pedestrian access to the north and east of the site.
- 16.6 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport

Assessment Team, who raise no objection to the proposal subject to a travel plan condition (**Condition 4**).

- 16.7 Considering the scale and temporary nature of the proposals, and subject to conditions, the proposal accords with the objectives of policies 17, 80 and 81 of the Local Plan and is compliant with NPPF advice, and is not considered to cause a significant adverse impact upon the highway safety.

17. Car and cycle provision

- 17.1 Policy 82 of the Cambridge Local Plan (2018) sets out the car and cycle parking standards. Cycle parking should be provided to at least the minimum standards and be of good, high quality and accessible.

Cycle parking

- 17.2 The proposals include 32no. additional cycle parking spaces, including 2no. off-gauge (cargo bike) spaces. 4no. visitor spaces are proposed at the main entrance, and 28no. staff spaces are proposed to the east. There is also a cycle maintenance stand proposed adjacent to the staff cycle parking area. This is consistent with the approach taken on the neighbouring Children's Hospital. The staff cycle parking provision would be consistent with the Appendix L of the Cambridge Local Plan (2018).
- 17.3 The 4no. visitor cycle parking spaces would not provide enough spaces to also accommodate the potential visitors (6 spaces for the 40 existing beds, and 1 space for the 7 recovery bays), this is not consistent with Appendix L of the Cambridge Local Plan (2018). Taking into consideration the temporary nature of this application and the projected use of this site the 4no. visitor parking spaces is accepted, in addition, there is extensive cycle parking available on the wider CBC campus, notably opposite the entrance to the site on Robinsons Way. This is around 15 metres from the edge of the site and 40 metres from the existing RSC 40 building.
- 17.4 Considering the above the proposed 32 cycle parking spaces is acceptable. Further details of the Cycle parking provision are proposed to be secured under **condition 8** for hard and soft landscaping under minor artefacts and structures.

Car parking

- 17.5 The development proposes no staff car parking on site, instead proposes 6no. visitor drop off bays, 1no. ambulance parking bay, and 1no. motorcycle parking bay. The Cambridge Local Plan (2018) Appendix L suggests that parking provision for hospital buildings should be provided on merit. The submitted Transport Statement details the current Campus wide staff parking permit system and expresses that additional parking demand will be minimal (12 parking spaces) and can be accommodated through the existing parking permit system across the campus.
- 17.6 Considering the temporary nature of the proposals the car and cycle parking provision is considered acceptable, subject to details relating to conditions 8 (hard and soft landscaping) and 4 (Travel Plan), as the proposed parking accommodates the operational needs of the buildings.

18. Amenity/Environmental Considerations

- 18.1 Policies 35 and 36, sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.
- 18.2 The existing and proposed buildings will sit around 20 metres back from Robinsons Way, and therefore is over 50 metres from the Existing Rosie hospital, around 24 metres from the existing C2 multistorey car park, and over 40 metres from the future Children's hospital. As a result and considering the size and nature of the development and the surroundings, it is considered that the proposed development will not be affected by or cause significant overshadowing or overlooking. Additionally, a low level of lighting is proposed for the site, and considering the context this raises no concerns with the Environmental Health Team.

Construction and environmental health impacts

- 18.3 The land contamination, air quality and noise and vibrational impacts associated with the construction and occupation of the site are addressed by Local Plan policies 33, 34, 35, 36. Paragraphs 183 - 188 of the NPPF are relevant.
- 18.4 A preliminary contamination assessment for the wider Cambridge Biomedical Campus (06/0796/OUT) identified that the wider site is affected by contamination. The Environmental Health Team has advised that the application site is unlikely to be contaminated and is suitable for

use without the need for any further risk assessment or remediation, however **condition 13** relating to unexpected contamination is recommended as a precaution.

- 18.5 The proposals have the potential to have an adverse impact on the local area, in terms of noise and vibration, which is sensitive given the nature of the Hospital Campus. The development is considered acceptable as appropriate mitigation measures have been proposed to minimise background noise increase in the area. The Council's Environmental Health Team have assessed the application and consider the proposals to be acceptable subject to the **recommended Conditions 12, 14, 15, and 16** to ensure noise compliance and noise insulation, and emergency backup generator.
- 18.6 During construction/demolition the development has the potential to affect the amenity of surrounding properties in regard to pollution if not controlled properly. Further, due to the proximity of the proposed servicing deliveries/collections to the noise sensitive receptors, there is concern that this might give rise to adverse noise impacts. Therefore, the following **recommended conditions 10, 11 and 17** relating to construction/demolition/delivery noise/hours and piling to mitigate any potential impacts. This will not limit the arrival and departure of emergency vehicles.
- 18.7 The provision of heat and hot water for the proposed development will be electric, via air source heat pumps, and therefore no combustion emissions are anticipated for this provision. In addition, there will be no new parking spaces and vehicle movements will be integrated into the existing strategy. The Environmental Health Team pose no objections on grounds of air quality and it is therefore considered acceptable.

Impact on Residential Amenity

- 18.8 The proposed retention and extension of the RSC 40 development is considered to be acceptable in terms of the impact upon residential amenity as there are no residential dwellings adjacent to the site.

Waste

- 18.9 The internal layout and external servicing arrangements, and accesses, have been informed by the waste needs of the wider hospital, and the proposed RSC 40. Dedicated space has been provided for waste storage containers to the south of the site. The existing refuse collection methods are proposed to be retained on the proposed application. This is considered to be acceptable and sufficient space is provided, via a area in

the south of the eastern hardstanding, to enable the refuse vehicles to safely operate.

Summary

- 18.10 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policy 55 of the Cambridge Local Plan (2018). The associated construction and environmental impacts would be acceptable in accordance with policies 33, 34, 35, and 36 of the Local Plan.

19. Fire Strategy

- 19.1 Whilst matters relating to fire safety fall under Building Regulations a planning condition has been recommended which requires details of fire hydrants to be approved prior to the occupation of development (**Condition 18**).

20. Planning balance

- 20.1 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).
- 20.2 The principle of the proposed development is established under policy 17 of the Cambridge Local Plan 2018 relating to the Cambridge Biomedical Campus Area of Major Change. This supports development where it can be demonstrated that development is required to meet a local, regional or national health care need or for biomedical and biotechnological research and development activities within class B1(b), related higher education and sui generis medical research institutes.
- 20.3 The proposed extension, retention and change of use of the RSC 40 buildings to provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 years, offers a high quality and sustainable development. The targeted high sustainability aspirations are welcomed, and the scale, massing, and design are appropriate considering the nature and timescale for the proposals.

- 20.4 The number of visitor parking provision (4no. spaces) is not compliant with Appendix L of the Cambridge Local Plan (2018), however, considering the temporary nature and the sites proximity to the adjacent alternative cycle parking the proposals are acceptable.
- 20.5 The proposed scheme also falls short of the requirements of Policy 28 of the Cambridge Local Plan (2018), targeting BREEAM 'Very Good' and aspiring for 'Excellent'. The scheme is however considered appropriate and supported by the Council's Sustainability officer due to the temporary nature, the all-electric approach, and the high water efficiency targets.
- 20.6 On the basis of the above evaluation and considering the temporary nature of the proposals, which will provide an essential facility to help deal with the backlog of elective surgeries as a result of impacts of the coronavirus pandemic, it is considered appropriate to approve the proposed development subject to conditions.
- 20.7 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for Approval.

21. Recommendation

- 21.1 **Approve planning permission for application 22/02591/FUL**, subject to:
- (i) The planning conditions and informatives as set out below.
 - (ii) With delegated authority to officers to carry out minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission).

22. Planning conditions

1. Time Limits

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).

2. Temporary Time Period

The use of the development hereby approved shall cease on or before the 31st December 2032.

The development hereby approved shall be removed and the land restored to a serviced development plot with underground services and connections retained, within 12 months from cessation of the use, in accordance with a scheme of work that has been submitted to and approved in writing by the local planning authority prior to the commencement of restoration works.

Reason: In the interests of the character and amenity of the area, and to ensure the development does not impact the delivery of the wider masterplan for the Cambridge Biomedical Campus (Cambridge Local Plan policies 1, 55 and 57).

3. Plans Compliance

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.

4. Travel Plan

No occupation of the RSC 40 extension shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods 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 and reported to 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).

5. Surface Water Drainage scheme

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment prepared by Rossi Long Consulting (221042, Rev 02) dated June 2022 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 first use of the building for the purposes hereby approved.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

6. BREEAM Design Stage Certification

Within 6 months of commencement of development, a BRE issued 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 at least 3 credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted justifying the shortfall. 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).

7. BREEAM Post Construction Certification

Within six months of first use of the building for the purposes hereby approved a BRE issued 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).

8. Hard and Soft Landscaping scheme

No hard or soft landscape works, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports), where relevant;

b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

9. Hard and Soft Landscaping Maintenance

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out in the first planting season after first occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

10. Construction and Demolition hours

No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

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

11. Demolition and Construction deliveries

There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

12. Piling

No piling shall be carried out until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

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

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

13. Unexpected Contamination

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).

14. Operational Noise Compliance - Plant and Equipment

The external building façade noise insulation standard and all operational plant and equipment of the development hereby approved shall be constructed / installed, operated, and maintained at all times in accordance with the noise mitigation recommendations and cumulative operational noise emission limits as detailed in the submitted Hoare Lea report titled “Addenbrooke's Hospital RSC40 & Theatre Extension. Cambridge. ACOUSTICS NOISE CONTROL STRATEGY REVISION 02 – 25 MAY 2022 by Hoare Lea’ or such other noise control strategy as may be agreed in writing by the Local Planning Authority.

Reason: In the interests of safeguarding amenity/quality of life at nearby properties and local areas in accordance with Cambridge Local Plan 2018 policy 35.

15. Noise Insulation Scheme - Post Construction / Installation Verification & Completion Report

Within six months of first operation of any plant/equipment, a noise insulation/attenuation scheme post construction/installation verification and completion report for plant/equipment installed, with measured / predicted noise levels to demonstrate compliance with the submitted Hoare Lea report titled “Addenbrooke's Hospital RSC40 & Theatre Extension. Cambridge. ACOUSTICS NOISE CONTROL STRATEGY REVISION 02 – 25 MAY 2022 by Hoare Lea’, or such other noise control strategy as may be agreed in writing by the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

The noise insulation/attenuation scheme verification and completion report shall include details of the mitigation of noise emissions from all plant / equipment including any emergency standby generators and HV substation. The noise insulation/attenuation scheme as approved shall thereafter be maintained in accordance with the approved details.

Reason: In the interests of safeguarding amenity/quality of life at nearby properties and local areas in accordance with Cambridge Local Plan 2018 policy 35.

16. Standby Emergency Backup Generator Operation

Any emergency backup generator shall only operate as follows:

(i) Emergency Use Only

Any emergency backup generator shall only be used in the event of standard mains electricity supply interruption / failure or in accordance with (ii) below. It shall not be used to supplement general energy demand, to feed electricity into the utility grid or as an alternative supply in the event of disconnection from the mains supply following for example non-payment or similar.

(ii) Hours of Running for Testing, Maintenance & Repair

Running of any backup generator as part of routine periodic testing, maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am – 6pm Monday to Friday, 9am – 1pm Saturday and at no time on Sunday or Public Holidays. Periodic testing, maintenance and repair shall only occur for a maximum duration of 25 hours in any calendar year. Accurate records of any testing shall be kept on site and shall be available for inspection at the request of the local planning authority.

Reason: In the interests of safeguarding amenity in accordance with Policies 35 and 36 of the Cambridge Local Plan 2018.

17. Servicing Collections and Deliveries Times

Servicing dispatches from / collections and deliveries to the development as approved including to service yards/compounds, waste collection points and the Vacuum Insulated Evaporator (VIE) compound are only permitted between 0700 to 1900 hrs. For avoidance of doubt this does not include the arrival and departure of emergency vehicles or related activities.

Reason: In the interests of safeguarding amenity/quality of life at nearby properties and local areas in accordance with Cambridge Local Plan 2018 policy 35.

18. Fire Hydrants

Prior to the first use of the building for the purposes hereby approved of the RSC 40 extension a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

Reason: To ensure an adequate water supply is available for emergency use.

Informatives

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.

Food safety informative

If the proposed building includes the preparation and provision of food to staff / patients / the public, the applicant is reminded that under the Food Safety Act 1990 (as amended) such premises will need to register with Cambridge City Council as food businesses. In order to avoid additional costs, it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation before construction / fit out starts. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 email: commercial@cambridge.gov.uk for further advice and information.



22/01966/S73 - Land North of Cherry Hinton, Coldhams Lane, Cambridge

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Cherry Hinton Ward

Proposal: Section 73 application to vary conditions 5 (Compliance with Plans), 13 (Accessible and Adaptable Dwellings), 14 (Wheel Chair User Dwellings) and 17 (Sustainability Statement) of S/1231/18/OL (Outline Planning Application (all matters reserved except means of access in respect of junction arrangements onto Coldhams Lane Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)) a local center comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2 primary and secondary schools community facilities open spaces allotments landscaping and associated infrastructure) to allow for a variation to the approved parameter plans and to amend condition wording

Applicant: Bellway Latimer Cherry Hinton LLP

Presenting officer: Rebecca Ward, Principal Planner

Reason presented to committee: Application raises special planning policy or other considerations

Member site visit date: No

Key issues: 1. Design and Layout

2. Housing standards

3. Sustainability

Recommendation: Approve subject to conditions and S106

22/01967/S73- Land North of Cherry Hinton, Coldhams Lane, Cambridge

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Teversham Parish

Proposal: Section 73 application to vary conditions 5 (Compliance with Plans), 13 (Accessible and Adaptable Dwellings), 14 (Wheel Chair User Dwellings) and 17 (Sustainability Statement) of S/1231/18/OL (Outline Planning Application (all matters reserved except means of access in respect of junction arrangements onto Coldhams Lane Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)) a local center comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2 primary and secondary schools community facilities open spaces allotments landscaping and associated infrastructure) to allow for a variation to the approved parameter plans and to amend condition wording

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Key issues: 1. Design and Layout

2. Housing standards

3. Sustainability

Recommendation: Approve subject to conditions and S106

1. Executive summary

- 1.1 Outline planning permission was granted on the site in December 2020 for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure. Three principal access junctions to the site were also approved in full. The applicant now seeks to make a series of minor material amendments to these approved details.
- 1.1 The proposals have been discussed with the Council's officers as part of detailed pre-application work which was undertaken since summer 2021 along with a series of public engagement sessions.
- 1.2 The key changes include:
- An amendment to Condition 5 (Compliance with Parameter Plans) amongst other things to improve and enhance open spaces and connections through the site.
 - An amendment to Condition 13 (M42 Accessible and Adaptable Homes) to allow for a new 'coach house' housing typology to be introduced.
 - An amendment to Condition 14 (M43 Wheel-chair user dwellings) to allow for an amendment to the percentage required.
 - An amendment to Condition 17 (Sustainability Statement) to allow for an alternative approach to be taken to carbon reduction on site.
- 1.3 The proposed changes are acceptable, and the development as proposed would continue to comply with the relevant policies in the Cambridge City Local Plan and South Cambridgeshire Local Plan and the details secured under the outline consent. The only exception to this is Condition 14 (M42). Whilst officers note there would be a deviation from the normal application of Policy 51 of the Cambridge Local Plan, given the scale of the development scheme of up to 1,200 homes and the need for a mix of housing types/styles, officers consider the amendment as proposed would be acceptable.
- 1.4 Officers recommend that the Joint Development Control Committee approve the amendments.

2.0 Site Description and Context

- 2.1 The Site is a parcel of land approximately 56 hectares in size which is located on the eastern side of Cambridge, to the north of Coldhams Lane and Cherry Hinton. It is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council.
- 2.2 The majority of the Site (approximately 32 hectares) falls within Cambridge City (Cherry Hinton Ward). The village of Teversham, which is within South Cambridgeshire District, is situated to the north/north-east of the Site.
- 2.3 To the west and north of the Site is Cambridge Airport and associated land. The southern side of the Site borders existing dwellings along Teversham Drift, March Lane, Reilly Way and Church End. The eastern boundary of the Site is formed by Cherry Hinton Road and Airport Way. To the immediate north of the Site is agricultural land which is within the Cambridge Green Belt. Coldhams Lane forms the southern Site boundary.
- 2.4 The Site includes arable fields and semi-improved grassland. Large open arable fields are supported on the north-eastern side of the Site, some of which are bounded by fragmented hedgerows and scattered hedgerow trees. The west and south-western side of the Site comprises airport land and is managed as open grassland. This part of the Site includes an existing building associated with the airport activities, which is connected by a track to Cambridge Airport.
- 2.5 A public right of way crosses the Site in a south to north direction, connecting Teversham and Cherry Hinton.
- 2.6 The Site generally falls in a north-westerly direction with highest elevations in the south-west and south-east corners. There is a shallow ridge to the east, where land slopes north-eastwards towards Airport Way and land west of the ridge slopes north-westwards towards a watercourse.

3.0 The Proposal

- 3.1 Outline planning permission was granted on the site in December 2020 for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure. Three principal access junctions to the site were also approved in full. The applicant now seeks to make a series of minor material amendments to these approved details.

- 3.2 The section 73 applications were submitted to both Cambridge City Council and South Cambridgeshire District Council on 26 April 2022. Formal amendments were made to the application in June 2022 which included some minor alterations to the parameter plans following consultee comments and the inclusion of condition 14 (Wheelchair user dwellings) to the application. We formally re-consulted on these amendments. Further additional information was then submitted in relation to the 'coach house' typology and responding to questions on the sustainability statement following the Joint Development Control Committee meeting. Although two separate applications have been submitted, this is to reflect the cross-authority boundary nature of the proposed development and is for administrative purposes only.
- 3.3 The proposals have been discussed with the Councils officers as part of detailed pre-application work which was undertaken since summer 2021. As part of this dialogue there have been a number of developer led public exhibitions held in the local community. Prior to the submission of the applications, a developer presentation was also made to the Joint Development Control Committee (JDCC) on the 16 March 2022.
- 3.4 The Applications seeks approval for variation of outline permission consents. In summary the following conditions and details have been amended:

Conditions 5 (Compliance with Plans)

- Reposition primary pedestrian and cycling movement network.
- Amendments to the geometry of the street network most noticeably around the Village Green.
- Increased quantum and diversity of public open space.
- Adjust location of the retail uses to become for visible.
- Simplification of proposed character areas, to 3 distinct areas formed around a central village green
- Adjustment to school boundaries

Condition 13 (Accessible and Adaptable Dwellings)

- Amend the condition wording to read that 'At least 95% of all residential dwellings within each reserved matters phase shall be designed to meet the accessible and adaptable dwellings M4(2)'. This is a reduction from that previously secured where the provision was 100%

Condition 14 (Wheel-chair User Dwellings)

- Amend the condition wording to read that '5% of the Affordable Housing within each reserved matters phase shall be designed to meet M4(3)'.

Condition 17 (Sustainability Statement)

- To deviate from the requirement for a small number of homes to meet Passivhaus standard and replace with the requirement to provide heat pump technology to all dwellings, enabling a 70% carbon dioxide reduction when compared to Building Regulations Part L and several Fabric First enhancements.

3.5 The application has been amended to address representations and further consultations have been carried out as appropriate.

4.0 Relevant Site History

Reference	Description	Outcome
16/5256/PREEIA and S/2105/16/E2	Request for a Scoping Opinion, Proposed Urban Extension including approximately 1200 dwellings, primary school, secondary school and local centre.	Joint Scoping Opinion issued October 2016
18/0481/OUT and S/12231/18/OL	Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.	Approved December 2020

Table 1 Relevant site history

5.0 Policy

5.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 South Cambridgeshire Local Plan 2018

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/4 – Cambridge Green Belt

S/5 – Provision of New Jobs and Homes

SS/3 – Cambridge East

CC/1 – Mitigation and Adaption to Climate Change

CC/3 – Renewable and Low Carbon Energy in New Developments

CC/4 – Water Efficiency

CC/6 – Construction Methods

CC/7 – Water Quality

CC/8 – Sustainable Drainage Systems

CC/9 – Managing Flood Risk

HQ/1 – Design Principles

HQ/2 – Public Art and New Development

NH/2 – Protecting and Enhancing Landscape Character

NH/3 – Protecting Agricultural Land

NH/4 – Biodiversity

NH/6 – Green Infrastructure

NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt

H/8 – Housing Density

H/9 – Housing Mix

H/10 – Affordable Housing

H/12 – Residential Space Standards

SC/7 – Outdoor Play Space, Informal Open Space & New Developments

TI/2 – Planning for Sustainable Travel

TI/8 – Infrastructure and New Developments

TI/9 - Education facilities

TI/10 – Broadband

5.3 Cambridge City Local Plan 2018

Policy 1: The presumption in favour of sustainable development
 Policy 2: Spatial strategy for the location of employment development
 Policy 3: Spatial strategy for the location of residential development
 Policy 4: The Cambridge Green Belt
 Policy 5: Sustainable transport and infrastructure
 Policy 8: Setting of the city
 Policy 13: Cambridge East
 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 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
 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 59: Designing landscape and the public realm
 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

5.4 **Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022
 Sustainable Design and Construction SPD – Adopted January 2020
 Land North of Cherry Hinton – Adopted October 2018
 Cambridgeshire Flood and Water SPD – Adopted November 2016
 Cambridge East Area Action Plan 2008

- 5.5 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Health Impact Assessment SPD – Adopted March 2011
 Landscape in New Developments SPD – Adopted March 2010
 District Design Guide SPD – Adopted March 2010
 Affordable Housing SPD – Adopted March 2010

Open Space in New Developments SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

5.6 **Other Guidance**

5.7 Greater Cambridge Housing Strategy 2019 – 2023

6.0 **Consultations**

Parish Council

6.1 Teversham Parish Council - No objection

County Highways Development Management

6.2 1st comment - No objection.

County Transport Team

6.3 1st comment - No objection.

County Education

6.4 1st comment - No objection to adjustments in school site boundary.

County Definitive Map Officer (Public Right of Way)

6.5 1st comment - No objections.

County Lead Local Flood Authority

6.6 1st comment - No objection.

Environment Agency

6.7 No comments received.

Urban Design

6.8 2nd comment - No objection. The variations to condition 5 and condition 13 on the existing outline permission are supported in urban design terms. We have suggested a change to the condition wording to reflect the uplift strategy for the coach houses.

Sustainability Officer

6.9 1st comment - No objection. The amended proposal represents a significant improvement in energy and carbon performance for all the homes on the site and as such it is considered that this provides

justification to move away from the original solution to only provide a small number of homes meeting an enhanced standard. Condition wording 17 should be amended.

Landscape Officer

- 6.10 2nd comment - No objection. The proposed changes are in line with the recent and ongoing pre-application discussions and will enhance and improve the masterplan. The submission includes an addendum to the Environmental Statement Landscape Visual Impact Assessment. The proposed changes are considered to have a minor impact of the verified views in this assessment.

Ecology Officer

- 6.11 1st comment - No objection.

Cambridgeshire Quality Panel Meeting of December 2021

- 6.12 The Panel were encouraged by the steps taken to tweak the masterplan and generally improve the consented outline scheme. The tweak in design to the area outside the primary school to include the green and community hub works much better and will be a nicer space for people to meet and greet.
- 6.13 The change from providing a small number of homes to Passivhaus standard and the rest to regulatory compliance, to one of enhancing all homes to a higher standard was broadly supported.
- 6.14 A copy of the review letter is attached in full at **appendix 1**.

7.0 Third Party Representations

- 7.1 Two representations have been received.
- 7.2 Those in objection have raised the following issues:

- Principle of development
- Character, appearance, and scale
- Density and overdevelopment
- Residential amenity impact (noise and disturbance, light pollution)
- Construction impacts
- Highway safety
- Loss of biodiversity
- Impact on and loss of trees
- Drainage and flooding

8.0 Member Representations

8.1 None made.

9.0 Local Groups / Petitions

9.1 Cambridge Past Present and Future has made a representation supporting the application on the following grounds:

- The new alignment of the primary route will support the viability of the central square and have lesser impact on the amenity of the village green.

9.2 Cambridge Group, Ramblers has made a representation objecting to the application on the grounds:

- The proposed variation shows multiple interactions between the proposed development and the footpaths.
- No plans have been made to keep the footpaths open during the development/construction.

9.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

10.0 Assessment

Principle of Development

10.1 The principle of the development was agreed through the allocation the site for housing in Policy 13 of the adopted Cambridge Local Plan 20218 and Policy SS/3 South Cambridgeshire Local Plan 20118 and the subsequent outline planning permission that was granted on the site in December 2020. The principle of the development has therefore been established and is not being re-visited by this application. The application is to solely make a series of minor material amendments to the approved plans and condition details.

Environmental Impact Assessment – Update

10.2 The application has been re-screened under the EIA Directives and Regulations given this is a new application for planning permission. The developer has also submitted an EIA Addendum Report with the application.

10.3 When considering the alterations to the development proposed within the Section 73 applications, the change would not result in environmental effects to the extent that they would require an updated assessment. The only technical issue which was deemed to require further assessment was

the Landscape and Visual Impact (LVIA) for which a more detailed assessment has been reviewed by officers in the relevant section of this report.

- 10.4 In summary the following conclusion was made in the 2019 Environmental Statement:

‘Overall, the Permanent Adverse landscape and visual effects are considered to be limited to changes to the character of the Site itself and its immediate context; and to those visual receptors in close proximity to the Site.’

This is considered to remain valid. Officers are satisfied that there are no resultant material changes to the finding of the original 2019 Environmental Statement and this continues to remain relevant.

Condition 5 - Amendment to Parameter Plans

- 10.5 The outline planning permission fixed the key principles for development on the site. The parameter plans securing these principles were included within Condition 5 - Approved Plans. The applicant now wishes to make some minor material amendments to the parameter plans following subsequent discussions on the Design Code.
- 10.6 This Section 73 applications are accompanied by a comprehensive design statement which provides a clear and thorough justification of the rationale for the proposed revisions to the original parameter plans.
- 10.7 The changes to the parameter plans have been developed collaboratively with officers. The key changes to the parameter plans were presented to the Cambridgeshire Quality Panel on 7th December 2021 who were supportive of the revisions. The following paragraphs highlight the key changes.
- 10.8 Proposed Land use Parameter Plan
- 10.9 The changes to the landuse parameter plan establish a high-level spatial structure that creates a better connected and integrated network of strategic green infrastructure throughout the site, in comparison to the approved outline application parameter plan. The number of smaller open spaces and equipped play areas remains consistent with the approved outline parameter plan, with only a slight adjustment to the locations of the ‘small’ and ‘medium’ open spaces proposed so that they are more central to the neighbourhoods, which are considered to be more clearly defined. An overlay has been provided with the application to demonstrate the differences (see drawing CHE-PTE-ZZ-XX-DR-A-10040 rev C1).
- 10.10 The refinement to the extent of the residential landuse area around the northern secondary access point has the potential to produce a more coherent building frontage along the eastern boundary. The open space

that was previously set back at the entry to the secondary street location has been redistributed along the eastern edge, resulting in the strategic open space here increasing in depth.

- 10.11 The adjustment to the western boundary and northern boundary of the primary school is supported which creates the potential for a more continuous residential frontage along the primary street and for residential uses to back onto the western edge of the primary school site. The adjustments have also been agreed by the County Council Education department.
- 10.12 The adjustments to the mixed use/local centre area are positive and create a more spatially contained primary square. The adjustments to the alignment of the secondary street (discussed further below) allows for the new Primary School to terminate key views and become a civic focal point with the local centre. The variation to this plan is therefore supported.
- 10.13 Proposed Movement and Access Parameter Plan
- 10.14 The proposed new indicative alignment of the Primary Street through the local centre establishes a car free frontage for the Primary School strengthening the relationship with the central open space and primary square. The realignment also removes cars from the key place where important active travel routes converge between the primary school and primary square.
- 10.15 The north-south cycle pedestrian route linking the existing community to the secondary school, is greatly enhanced over the existing parameter plans, with the principle of informal open space now integrated with this key route. The submitted Design Code fixes this green link as a car free route through the eastern part of the site.
- 10.16 The Public Right of Way (PROW) is retained through the centre of the development site as per original plans. The indicative layout does show one crossing point with the Primary Road, but this has not changed since the outline applications were approved. Subsequent Reserved Matters applications will provide a more detailed layout.
- 10.17 Officers consider that the proposed strategic greenways in this application have been enhanced in a holistic way bringing together the green, blue and movement networks. The variation to this plan is therefore supported.
- 10.18 Proposed Building Heights
- 10.19 There are no changes proposed to the overall heights of each parameter zone, with only minor adjustments proposed to the boundaries of the areas. The overlays demonstrate that the proposed new boundaries for the 5 different height parameter zones, follow the extent of the original approved parameters, except for a small area around the northern eastern

secondary access point (south of the secondary school) and minor adjustments at the north western and most northerly corner.

- 10.20 Most of the developable edges of these building height zones have therefore not moved closer to the site boundary. The refinements to the locations of the strategic open spaces along the western edge are considered by officers to be unlikely to significantly alter the massing envelope of LVIA Viewpoint 3 that was modelled as part of the original outline permission.
- 10.21 It is considered that the proposed adjustments will have little or no impact outside of the development over what was approved at the outline application stage. The variation to this plan is therefore supported.
- 10.22 Proposed Landscape and Green Infrastructure Parameter Plan
- 10.23 The changes to the parameter plans establish a much greener high level spatial structure to LNCH (Land North of Cherry Hinton), which creates an improved green and blue network that is better connected and integrated throughout the site. The Public Open Space provision will increase from 15.2ha to 16.5ha and therefore offer additional space for biodiversity, trees and hedgerows to establish. These are positive changes that will help the site be more climate change resilient and offer more green space for health and wellbeing. The variation to this plan is therefore supported.
- 10.24 Urban Form Proposed Parameter Plan
- 10.25 The Urban Form parameter plan has been refined to reflect the changes made to the other thematic parameter plans and continues to bring together in one place key spatial design principles. The variation to this plan is therefore supported.
- 10.26 Conclusion
- 10.27 Overall, the proposed development is an enhancement of the outline scheme originally approved and will continue to have potential to be a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposals therefore comply with policies 13, 55, 56, 57 and 58 of the Cambridge Local Plan, policy SS/3 and HQ/3 of the South Cambridge Local Plan, the Cambridge East AAP, the LNCH SPD and the NPPF.
- 10.28 Officers therefore agree to the variation of Condition 5 to refer to the updated plans (**Condition 5 – Plans**).

Condition 13 - M4(2) - Category 2 - Accessible and Adaptable dwellings

- 10.29 Condition 13 of the outline planning permission required 100% of all homes on site to meet M4(2) 'Accessible and Adaptable dwellings'. The

proposed variation seeks to amend this provision to 95% with the remaining 5% meeting a bespoke housing type 'the coach house' as set out in submitted document Section 73 - Coach House design 13 July 2022.

- 10.30 Policy 51 of the Cambridge Local Plan requires that all housing developments should be of a size and configuration to enable Building Regulations requirement of M4 (2) to be met. South Cambridgeshire Local Plan Policy H/9, requires significantly less at 5%. The main aim of this policy is to ensure homes support the changing needs of residents raising children through to mobility issues faced with old age or disability.
- 10.31 In this instance, the proposal seeks to introduce a small number of 'coach houses' as part of a wider toolkit of housing types. These will form a maximum of 5% of the total number of homes across the site (approx. 60 homes) and will be fully compliant with M4(2) standards except for providing a WC on the ground floor and a habitual room on the ground floor. This housing type will effectively form an apartment or a maisonette over garages that serve both the coach house and neighbouring homes.
- 10.32 These types of units can be commonly found across the city on sites including Eddington and Marleigh. The Urban Design Officer has advised that they play an important role to the creation of a new community facilitating car free frontages, links and public spaces which work to establish a low traffic neighbourhood. They also appeal to the lower price bracket of the housing market in being small but at the same time giving owners their own front doors and access to private outdoor terrace areas. If this coach house type was not included, the units would need to be within apartment blocks with lift access, and would thus potentially limit the housing stock on offer.
- 10.33 As such, whilst there would be a deviation from the normal application of Policy 51 of the Cambridge Local Plan, given the sheer scale of the scheme of up to 1,200 homes and the need for a mix of housing types/styles officers consider this amendment to be acceptable based on the remaining 5% meeting the enhanced standards set out in the submitted document (**Condition 13 - M4(2)**). As such there will continue to be a range of homes on offer to support changing needs to future occupiers as per the main aim of the Policy 51.

Condition 14 - M4(3) Category 3 - Wheelchair User Dwellings

- 10.34 Condition 14 of the outline planning permission required 5% of all homes on the site to meet M4(3) 'Wheel-chair Accessible' standard. The proposed variation seeks to amend this provision back to 5% all affordable homes on site to meet M4(3), as set out in Policy 51(b) of the Cambridge Local Plan. South Cambridgeshire Local Plan is silent on a fixed requirement for M4(3) homes.

- 10.35 Policy 51(b) is underpinned by National Planning Policy Guidance (paragraph 9) which states that Local Plan policies for wheelchair accessible homes should be applied only to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling. However, in the interest of creating mixed and balanced communities the policy encourages developers to also build wheelchair accessible homes.
- 10.36 In this instance the developer wishes to revert to the the policy compliant scheme. In their opinion, this approach would make better use of the space on the site, reducing the requirement for several homes having to need very large redundant hallways and store areas.
- 10.37 In this instance, the amendment of the condition 14 back to meet the criteria of Policy 51(b) of the Cambridge Local Plan is considered acceptable (**Condition 14 – M4(3)**). Whilst the Council's Accessibility Officer continues to encourage the developer to deliver a higher percentage onsite, they have remained neutral on this point given that the policy context does not require provision beyond 5% of affordable homes.

Condition 17 - Carbon Reduction and Sustainable Design

- 10.38 Policy CE/28 of the Cambridge East AAP requires proposals to include exemplar projects in sustainable development, including energy efficiency measures. The original outline application included an addendum to the Sustainability Statement which secured the commitment to delivering a portion of residential units to Passivhaus standard as the exemplar project. This was secured in Condition 17 of the planning permission.
- 10.39 The variation to the condition now requested has been developed collaboratively with the Councils Sustainability Officer and has included a presentation to the Cambridgeshire Quality Panel.
- 10.40 The Section 73 application is supported by a Sustainability Statement Addendum and Design Statement setting out the applicants new preferred scenario (scenario 2) which is to apply enhanced fabric standards and air source heat pumps to all homes. This is appraised against the original scenario (scenario 1) of building 100 homes to Passivhaus with the remainder being built to comply with policy from the Cambridge East Area Action Plan.
- 10.1 Whereas scenario 1 delivers average carbon reduction of 32% compared to Part L 2021, scenario 2 delivers an average of 72% carbon reduction compared to a Part L 2021 compliant baseline. This represents a significant improvement in energy and carbon performance for all the homes on site and as such it is considered that this provides justification to move away from a situation where only a small number of homes would benefit from enhanced standards.

- 10.2 The original outline scheme was modelled against Part L 2013, and as such only required a 19% improvement in carbon emissions and utilised gas boilers for heating and hot water. The revised scheme is now using the Part L 2021 requirements, which as a baseline requires a 31% improvement on Part L 2013. The energy strategy proposed as part of this S73 application improves upon this baseline requirement, delivering, as referenced above, an average of 72% reduction in carbon emissions. This is primarily achieved by taking an all electric approach to heating, using air source heat pumps. The fabric specification has also been improved which will include noticeable improvements to all home's ground flooring, external walls, roofs, air permeability and ventilation. The specification will achieve over and above that required in the current Part L (2021).
- 10.3 It is also noted that the Design Statement refers to ongoing monitoring of building performance being undertaken, an approach that will help to ensure that the buildings and associated energy strategy are performing as intended. This approach is welcomed and will be secured within the condition wording.
- 10.4 The applicants have suitably addressed the issue of sustainability and renewable energy and subject to conditions the proposal is in accordance with policies 28, 29, 30 and 31 of the Cambridge Local Plan, policies CC/1, CC/2, CC/3, CC/4 and CC/5 of the South Cambridgeshire Local Plan, policies CE/22, CE/24, CE/25, CE/27 and CE/28 of the Cambridge East AAP, the LNCH SPD and guidance contained in the Greater Cambridge Sustainable Design and Construction SPD (**Condition 17 – Sustainability Statement**).

Biodiversity

- 10.5 The applications have been subject to formal consultation with the Councils Biodiversity Officer, who raises no objection to the proposed variations. The proposals will therefore continue to be compliant with policy NH/14 of the South Cambridgeshire Local Plan, Policy 69 of the Cambridge Local Plan and Circular 06/2005.

Drainage

- 10.6 The applications have been subject to formal consultation with the Councils Drainage Officer in terms of future adoption and the Lead Local Flood and Water Authority, who raise no objection to the proposed variations. The proposals will therefore continue to be compliant with policy CC/8 and CC/9 of the South Cambridgeshire Local Plan and policy 31 and 32 of the Cambridge Local Plan.

Highway Safety and Transport Impacts

- 10.7 The applications have been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposed variations. The

proposals will therefore continue to be compliant with policy HQ/1 and TI/2 of the South Cambridgeshire Local Plan and policy 55 and 81 of the Cambridge Local Plan.

Third Party Representations

- 10.8 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third Party Comment	Officer Response
Principle of development	Established at outline stage. Not being re-considered in this Section 73 application.
Amount and density of the development	Established at outline stage. Not being re-considered in this Section 73 application.
Scale, Design and Appearance	The design and appearance of the units will start to be established through the Design Code, but the main detail will come through the Reserved Matters applications which will follow. This is not a consideration in these Section 73 applications.
Highway Impact	Established at outline stage. Not being re-considered in these Section 73 applications. Mitigation measures (including contributions towards cycle-way improvements) secured will continue to apply. No additional impact as a result of the changes.
Public Right of Way	<p>The indicative route of the PROW will only cross a road at a single point within the village green. There will be some interaction with footways and cycle routes in the village green area, but this would not give rise of any safety concerns. Detailed proposals will be secured at Reserved Matters stage.</p> <p>Construction phasing will be considered as part of Condition 4 (Phasing) and Condition 52 (Construction Environmental Management Plan). It is not a detail that is being considered in this Section 73 application.</p>
Open Space	The open space provision has improved since the original outline consent. The developer now seeks to secure 16.6ha (compared to the previous 15.2ha). This leaves more room for

	trees, biodiversity and hedgerows. The revised parameter plans are an improvement in this regard.
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10.9 **Other Matters**

- 10.10 A Deed of Variation is required for these applications to the original S106 agreement to remain in place but to change the Land Use plan. (informative X).
- 10.11 Officers note that some of the planning conditions on the outline planning permissions have already been approved. As such the following conditions will be compliance conditions to those agreed details:

Outline application reference S/12231/18/OL:

Condition 16 Archaeology - Part 1 Approved

Condition 52 Traffic Management Plan - Approved

Condition 65 Contamination Preliminary Investigation - Approved

Condition 66 Contamination Completion Preliminary Scheme - Approved

Condition 67 Contamination Site Wide Remediation - Part Approved

Condition 68 Contamination Site Wide Monitoring - Part Approved

Outline application reference 18/0481/OUT:

Condition 16 Archaeology - Part 1 Approved

Condition 52 Traffic Management Plan - Approved

Condition 65 Contamination Preliminary Investigation - Approved

Condition 66 Contamination Completion Preliminary Scheme - Approved

Condition 67 Contamination Site Wide Remediation - Part Approved

Condition 68 Contamination Site Wide Monitoring - Part Approved

10.12 **Planning Balance**

- 10.13 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).
- 10.14 The proposed amendment to the parameter plans condition 5 'Compliance with Parameter Plans' are an enhancement to the outline planning permissions. The changes will improve connections through the site and enhance the open spaces and would therefore be of a benefit.
- 10.15 The proposed amendment to condition 13 M4(2) 'Accessible and Adaptable dwellings' would be a deviation from the normal application of Policy 51 of the Cambridge Local Plan given that the scheme would provide 95% M42 dwellings rather than the 100% required by policy. The remaining 5% of the total number of homes will be secured as a bespoke housing type which will be fully compliant with M4(2) standards except

from providing a WC on the ground floor and a habitual room. As set out in this report, there are placemaking and adds additional housing type to this site which both have benefits from. As such given the scale of the development proposals and the need for a mix of housing types/styles officers consider that it is acceptable to depart from the normal application of policy and would overall be of a benefit.

10.16 In terms of the proposed amendment to condition 14 (M4) 3 'Wheel-chair User Dwellings' whilst there would be a reduction in the number of units that would need to be provided on site, the amended requirement would still comply with the requirements of Policy 51 of the Cambridge Local Plan. 5% of the affordable homes would therefore be built to this standard.

10.17 The proposed amendment to condition 17 Sustainability Statement would continue to comply with Policy CE/17 of the Cambridge East AAP which requires an exemplar project in sustainability to be secured. The amendment would secure air source heat pumps and fabric enhancements across all of the dwellings on the site rather than just the few seeing an improvement from 31% carbon reduction (on the Part L baseline 2021) to 72% carbon reduction (on the Part L baseline 2021). This is a significant benefit to the scheme achieving beyond the policy requirements and that secured at outline stage.

10.18 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

10.19 **Recommendation**

10.20 **Approve** application reference 22/0196/S73, subject to:

- (i) The conditions and informatives set out below in this report; and
- (ii) With authority delegated to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

10.21 Approve application reference 22/01967/S73, subject to:

- (i) The conditions and informatives set out below in this report; and
- (ii) With authority delegated to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

11.0 Planning Conditions

See appendix 2 with draft list of planning conditions.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs
- Cambridge City Local Plan 2018
- Cambridge City SPDs

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Cambridgeshire Quality Panel

Land North of Cherry Hinton – approach to Design Code

Tuesday 7th December 2021

Virtual Meeting

Panel: Robin Nicholson (Chair), Lindsey Wilkinson, David Taylor, Joel Gustafsson, David Birkbeck, June Barnes.

Local Authority: Rebecca Ward (GCSP), Sarah Chubb (GCSP), Leonie Walker (GCSP), Bana Elzein (GCSP), James Truett (GCSP), Cllr Timi Hawkins – observing, Louise Lord (SCDC) – observing.

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

Development overview

Marshalls of Cambridge and Endurance Estates jointly promoted this site for up to 1200 homes which includes a new primary school, a new secondary school and other facilities and infrastructure. Part of the wider Cambridge East allocation, outline planning permission was granted in December 2020, and the site is now being taken forward by Bellway Latimer (a joint venture company). The Panel reviewed the outline scheme in January and June of 2018. This review is to consider the approach to the design code which is required to be submitted along with the first reserved matters planning application.

Presenting team

Bellway Latimer is supported by Pollard Thomas Edwards, Woods Hardwick, Strutt and Parker, and Matt Lee Landscape Architecture. The presenting team was:

- Ulrich van Eck - Bellway Homes
- Robin Saha-Choudhury – Pollard Thomas Edward
- Alexis Butterfield – Pollard Thomas Edward
- John Freeman – Woods Hardwick
- David Fletcher – Strutt and Parker
- Matt Lee – Matt Lee Landscape Architecture

Local authority's request

Greater Cambridge Shared Planning asked the Panel for feedback on the evolving strategic elements of the scheme, in particular the key design moves where the code is seeking to enhance the outline application, some of which will require S73 approval as they fall outside the flexibility of the parameter plans. Other more detailed requests were set out in their briefing note, based on the Panel's 4C's, and picked up in the discussion.

Declarations of Interest

Robin Nicholson declared his practice is working on a scheme for one of the applicants, but the link is remote and not thought to be in conflict.

Cambridgeshire Quality Panel summary

The Panel were encouraged by the thoroughness of the presentation and the steps taken to tweak the masterplan and generally improve the consented outline scheme. The proposed approach to the design code is sound, provided these improvements can be well articulated and captured.

The Panel sought clarification on several issues, including on the phasing and construction build out, and whether a separate haul road will be used? On this point the applicant advised that a haul road to the north of the site is proposed and that each neighbourhood will be built out in turn to minimise the feeling of living on a building site.

Timing and early delivery of the primary school was asked about and whether the community hub building will be linked to the school as at Northstowe. The applicant advised on the timescales for the school. It was not thought the hub building would be linked to the school; it will be a separate facility. The Panel supports the earliest delivery of the school.

Who will own and maintain the public spaces, and whether there will be a service charge was asked? This is expanded upon below.

Parking is always an issue – how will residents and visitors park where they want to?

Community – “places where people live out of choice and not necessity, creating healthy communities with a good quality of life”

There is an opportunity for linking the community hub with the school, perhaps with sharing reception services, similarly there is an opportunity for the GP surgery to also be co-located with the primary school. An example of Northstowe Phase 1 School and Community centre was given. Panel recommended bringing forward early delivery of the primary school and consideration of a phased build.

There are several public spaces in and around the site. How will these spaces be managed and maintained, and will there be a service charge to cover this? Comparing service charges with other developments in Cambridge was thought a good idea and it was recommended that a Community Land Trust, or something similar, would be a

suitable vehicle for managing the landscape, public spaces and potentially the community hub, for the benefit of all.

The tweak in design to the area outside the primary school to include the green and community hub works much better and will be a nicer space for people to meet and greet. Reference to Upton in Northamptonshire was made as a similar design which may be worth reviewing.

The Panel mentioned that the design code should be clear on avoiding long, dark corridors for the flats and recommended the use of deck access to maximise opportunities for natural light, which make them a better place to pass through and perhaps pause with neighbours. Flats should not be single aspect.

Connectivity – “places that are well-connected enable easy access for all to jobs and services using sustainable modes”

Historically, there has been debate about the primary route becoming a by-pass for Cherry Hinton – is the applicant aware of this? In response they stated they were and outlined an approach to incorporating the roads into 1, 5 and 15-minute neighbourhoods. This was supported as it places people at the heart of how facilities and places are accessed. The Panel called for greater clarity in the road hierarchy about which roads put cars first and which treat them as visitors. An amended plan will help in making this clearer.

Panel liked the arrangement of the primary route with parking on street and that it was not too straight or linear. Visitor parking and electric vehicle charging points is an on-going discussion with the Highway Authority. Whilst it was thought visitor parking on the primary route would be accepted, EV charging at this stage is not. This was received with disappointment as the Panel would support innovation in new development. Such provision should be provided where people want and need it. Highway issues can be some of the most challenging aspects for a Design Code, yet critical to delivering a successful community.

The proposed change to a single, wide, bi-directional cycle route on the primary route was supported as well as the enhanced cycle network generally. Will improvements outside of the site to key destinations also be made?

The realignment of the primary route works well, however, will this allow for drop-off of school children? Whilst this might not be encouraged, in reality it will happen and should be planned for.

Character – “*Places with distinctive neighbourhoods and where people create ‘pride of place’*”

The Design Code should develop the local landscape and create diverse open spaces for natural and social places. A concern was expressed that the landscape could become too functional and that landscape should not be pushed to the edge – a legacy of the older masterplan perhaps. The code needs to ensure that nature should be used to build identity and embed biodiversity and that landscape is not seen as separate to character and climate issues

The panel considered that there was a strong landscape framework when it was explained, but considered that it didn't come through clearly enough on the drawings. How can you translate the qualities of the precedent images into design code rules and how do you assess compliance to make sure it happens?

Serious consideration should be given to planting trees early as a meanwhile use, or at the outset of development so that they get established before early residents move in. Similarly, the allotments should be set up to mature the develop flora and fauna.

The language used in the Design Code is critical to delivering the aspirations of the design team and the ‘must’ elements must be clearly detailed.

Car free streets are supported; the design code needs to have a “must” beside them.

Think about using PIR sensors on garages for mews streets and include them in the design code as a “must”. Although there is a cost implication, automatic garage doors can be important in delivering a successful mews that works without cars clogging up the roads.

Reducing the character areas from the previous six to three – village, parkside and gateway – works better and going forward the Panel would expect to see cross sections of these areas as the code develops.

Climate – “*Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact*”

The change from providing a small number of homes to Passivhaus standard and the rest to regulatory compliance, to one of enhancing all homes to a higher standard was broadly supported. However, the extent to which this is quantified and the ability to accommodate future changes (to Part L Regs.) will be important to the success of this objective and this must be firmly embedded in the Design Code. The Panel urged that the construction is kept as simple as possible to facilitate continuing high performance.

A gas free site, using air source heat pumps for heat and hot water is welcomed. However, consideration as to how these external units are placed to avoid clutter and noise is important. They can also project cold air if placed near doorways which is not welcoming either. The applicant stated they are thinking about this and recognise it as an issue. Cambridge developments generally place many demands on external treatments for items such as these as well as bin and bike storage. The panel recommended a design study demonstrating how to tackle the appearance of the kit as well as bike and bin storage issues especially for terrace houses. Coding for clutter is important and there is no excuse for not designing it in. The Berkeley homes scheme in Greenwich was cited as an example of where roof space is used for amenity provision, although it was acknowledged that this relies on flat roof designs which is not likely to be widely used in this development.

Has there been thought as to whether a simple electric system in houses is more cost effective, especially with rising fuel poverty? The applicant advised they had considered this and stated that water heating is more of an issue than heating, which informed their proposal.

Think carefully about process and outcomes as SAP is 'a clunky tool'; further thought is needed on this and how it will be captured in the design code. Look at what other Cambridge developments have used. A fabric first approach is fine, but it can be a nebulous term, so this really needs defining in the code.

Rainwater harvesting systems can work well, such as at Knights Park in Cambridge, but they can also be expensive if they fail. The applicant said they are still looking at this and may move towards a more conventional SuDs approach if more cost effective.

Will there be a space for residents to repair or upcycle things, so that residents can re-purpose unwanted items?

Specific recommendations

- 100 pages is welcome for a code but less would be even better.
- Continue to develop landscape as integral to the character of the development and not just something functional or pushed to the edges.
- Be clear on who will own and maintain public parts and consider a CLT or other community model.
- Will there be a service charge, and will it be comparable to other developments in Cambridge?
- 1, 5, and 15 minute neighbourhood approach is supported.
- Continue to liaise with Highways to discuss on-street parking and EV solutions in places that people will want to use them.
- Develop single two-way cycle route on primary route.
- Welcome revised road alignment to enhance public space around primary school and community hub.
- Consider the relationship with the airport site and how that will change over time.
- Be clear on language and what must or should be provided.
- Continue to develop better performance standards across all housing, but ensure it is meaningful and adaptable to any forthcoming changes to Part L Regulations.
- Think hard about heat pumps in terms of noise, clutter, and impact of how they work.

The opportunity for ongoing engagement with the developer and design team would be welcomed as the scheme progresses and the Panel would especially support the attendance of Latimer (Clarion) too as joint developer.

Contact details

For any queries in relation to this report, please contact the panel secretariat via growthdevelopment@cambridgeshire.gov.uk

Author: SC

Support: JC

Issue date: xx December 2021

Appendix A – Background information list and plan

- Main presentation
- Local authority background note
- Applicant note

Documents may be available on request, subject to restrictions/confidentiality.

Issue to LPA

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Appendix 2 – Draft Conditions

DEFINITIONS

'Enabling Works' means preparation works to make the Site ready for construction. Such works include (but are not exclusively limited to): site or ground clearance and preparation, surveying, environmental and hazardous substance testing and sampling, soil tests, remediation works, pegging out, tree protection, ecological survey and mitigation works, archaeological investigation, site clearance, ground improvement works, construction of boundary fencing or hoardings including for site security, demolition and removal of buildings and other structures, creation of temporary haul roads and enabling works accesses or other works or operations to enable any of these works to take place including site and ground works.

'Strategic Engineering and Landscaping Elements' include principal foul and surface water drainage infrastructure works, other utilities provision, accesses from Coldham's Lane and Airport Way, flood risk infrastructure works, primary roads, attenuation feature, land re-profiling, strategic open space and landscape works and planting (including allotments), and similar related works.

'Development Parcel' means a phase or part of the development excluding Enabling Works and Strategic Engineering and Landscape Elements. For instance, this would include a phase or part of the development comprising housing, employment, a local centre, a primary school site and/or playing fields.

1 DETAILS OF RESERVED MATTERS

No development on any individual Development Parcel nor any Strategic Engineering and Landscape Element shall commence until approval of the details of the appearance, landscaping, layout and scale (hereinafter called the reserved matters) within that Development Parcel has been obtained from the local planning authority in writing. The development authorised shall be carried out as approved.

Reason: To ensure that all necessary details are acceptable in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2 TIME

The first application for approval of reserved matters shall be made to the local planning authority no later than three years from the date of this permission.

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

3 TIME

The commencement of each reserved matters area pursuant to this outline planning permission shall begin no later than the expiration of two years from the date of the last reserved matter of that reserved matters area to be approved.

Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

4 TIME

Application(s) for approval of all the reserved matters shall be made to the local planning authority no later than the expiration of eight years from the date of this permission.

Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004 and provide a consistent approach to the development of the site alongside adjoining developments.

5 COMPLIANCE WITH PLANS

The development, hereby permitted, shall be carried out in accordance with the following approved plans, save for only minor variations where such variations do not deviate from this permission nor have any additional or materially different likely significant effects to those assessed in the Environmental Statement accompanying the application:

Site Plan Application Boundary 234603 PP001

Land Use Parameter Plan ~~234603 PP002~~ CHE-PTE-ZZ-XX-DR-A-10033 rev C2

Movement and Access Parameter Plan ~~234603 PP003~~ CHE-PTE-ZZ-XX-DR-A-10034 rev C2

Building Height Parameter Plan ~~234603 PP004 Rev C~~ CHE-PTE-ZZ-XX-DR-A-10035 rev C2

Landscape and Green Infrastructure Parameter Plan ~~234603 PP006~~ CHE-PTE-ZZ-XX-DR-A-10036 rev C2

Urban Form Parameter Plan ~~234603 PP007~~ CHE-PTE-ZZ-XX-DR-A-10037 rev C2

Junction 1 Airport Way/Cherry Hinton Road 37305_5501_001Rev K

Junction 2 Cherry Hinton Road/Gazelle Way 37305_5501_002Rev K

Junction 3 Coldhams Lane/Site Access 37305_5501_003 Rev J

Reason: To ensure that the details of the development are acceptable and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

6 COMPLIANCE WITH ENVIRONMENTAL STATEMENT

The development shall be carried out in accordance with the mitigation measures set out in Table 17.2 of the Environmental Statement (updated March 2019).

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement.

7 QUANTUM OF USES

The maximum floorspace of land uses and maximum number of homes as set out in the table below shall not be exceeded pursuant to this planning permission:

Residential (Use Class C3) including retirement living facility (Use Class C2/C3): -
Up to 1200 residential dwellings including any delivered through a retirement living facility (up to 90 bed spaces).

Education (Use Class D1):

- Primary school - 2.3 ha site.
- Secondary school - 6.9ha site.

Flexible mixed-use units - Classes A1/ A2/ A3/ A4/ A5/ B1a/ D1/ D2 within local centre:

- Local centre up to 1,850 sq.m gross internal floorspace.
- Including food store (A1) up to 500 sq.m gross internal floorspace.

Non-residential institutions, and community and leisure, including education (Use Class D1/D2)

- Community hall (D2) up to 250 sq.m gross internal floorspace within Local Centre total above.

Reason: To ensure that the development is implemented within the scope of the approved parameters upon which the application has been assessed, in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

8 PHASING

Prior to, or concurrently with the submission of the first of the reserved matters application(s) for a Development Parcel, a Site Wide Phasing Plan which accords with the triggers contained in the Section 106 Agreement linked to the application shall be submitted to the local planning authority for approval. The Phasing Plan shall include the broad sequence of providing the following elements and a mechanism for its review and amendment:

a)Development Parcels.

b)Major infrastructure including all accesses, primary roads/routes within the site, primary footpaths and cycleways, including timing of provision and opening of access points into the site.

c)The local centre including community facility.

d)Surface water drainage features, SuDS and foul water drainage network.

e)Formal and informal public open space, provision for children and teenagers, playing fields and allotments.

f)Strategic electricity, telecommunications, potable water mains provisions and gas networks.

g)Environmental mitigation measures, actions or activities (including phasing) intended to remedy, reduce or offset known negative adverse impacts as a result of existing pollution in the area and the development itself, as identified in the submitted Environmental Statement.

h)Primary and secondary schools

No development shall commence apart from Enabling Works until such time as the Phasing Plan has been approved in writing by the local planning authority. The

development shall be carried out in accordance with the phasing contained within the approved Phasing Plan.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that major infrastructure provision and environmental mitigation is provided in time to cater for the needs and impacts arising out of the development, in accordance with policy 13 of the Cambridge Local Plan 2018, policy SC/3 of the South Cambridgeshire Local Plan 2018, policies CE1 and CE2 of the Cambridge East AAP 2008 and the LNCH SPD 2018.

9 SITE WIDE DESIGN CODE

Prior to, or concurrently with the submission of the first of the reserved matters applications for a Development Parcel, a Site Wide Design Code, shall be submitted to the local planning authority for approval. The Site Wide Design Code shall be prepared in accordance with the principles and parameters established by this outline planning permission and shall include both strategic and detailed elements. The Site Wide Design Code shall include:

- a) The overall vision for the Development.
- b) The character, mix of uses and heights established through the approved parameter plans and include the block principles and the structure of public spaces, making reference to the phasing of land parcels.
- c) The street hierarchy, including the principles and extent of adopted highways and traffic calming measures.
- d) Typical street cross-sections which will include details of tree planting, tree species, underground utility/service trenches, and on street parking.
- e) How the design of the streets and spaces takes into account mobility and visually impaired users.
- f) Block principles to establish use, density and building typologies. In addition, design principles including primary frontages, pedestrian access points, fronts and backs and threshold definition shall be provided.
- g) Key groupings and other key buildings including information about height, scale, form, level of enclosure, building materials and design features.
- h) Approach to incorporation of ancillary infrastructure/buildings such as substations, pumping stations, pipes, flues, vents, meter boxes, external letterboxes, electric vehicle charging infrastructure, fibres, wires and cables required by statutory undertakers as part of building design.
- i) Design principles for the approach to monitoring vehicular parking (residents and visitors) for different building types including setting out principles to govern the location and layout of parking for people with disabilities and for each building type including parking spaces with electric vehicle charge point provision.

j) Clear design principles for the approach to cycle parking for all uses and for different building types, (residential and commercial) including resident visitor parking, type of rack, spacing and any secure or non-secure structures associated with the storage of cycles including non-standard bicycle and trailer storage.

k) The approach to the character and treatment of the structural planting (including site wide tree strategy statements guiding the diversity of planting and planting resilience to climate change, and the approach to SuDS design integration).

l) The approach to the treatment of any hedge or footpath corridors and retained trees and woodlands.

m) The conceptual design and approach to the public realm (making reference to the Public Art Strategy, materials, signage, utilities and any other street furniture).

n) The conceptual design and approach to the artificial lighting strategy and how this will be applied to different areas of the development with different lighting needs, so as to maximise energy efficiency, minimise light pollution and avoid street clutter.

o) Details of waste and recycling provision for all building types and recycling points.

p) Utility routes, type and specification.

q) Measures to demonstrate how the design can maximise resource efficiency and climate change adaptation through external, passive means, such as landscaping, orientation, massing, and external building features.

r) Details of measures to minimise opportunities for crime.

s) Measures to show how the principles of good design (including acoustic design) will address and minimise the impact of existing traffic/aircraft noise, traffic noise from the internal roads of the development itself, noise from Cambridge International Airport etc on future noise sensitive users eg residents and schools.

t) Details of good urban design principles and design of urban infrastructure to reduce air pollution - including street dimensions, use of Green Infrastructure (GI) such as trees, parks and green walls.

u) Details of the design review procedure and of circumstances where a review shall be implemented.

v) Traffic management/calming measures.

The Site Wide Design Code shall explain its purpose, structure and status and set out the mandatory and discretionary elements where the Design Code will apply, who should use the Design Code, and how to use the Design Code.

No development apart from Enabling Works shall commence until the Site Wide Design Code for the entire site has been approved in writing by the local planning authority.

Reason: To ensure high quality design and coordinated development in accordance with policy 13 of the Cambridge Local Plan 2018, policy SS/3 of the South

Cambridgeshire Local Plan 2018, policies CE/1, CE/2, CE/13/ and CE/14 of the Cambridge East AAP 2010 and the Land North of Cherry Hinton SPD 2018.

10 DESIGN CODE STATEMENT

Applications for all reserved matters for a Development Parcel shall include a Design Code Compliance Statement that demonstrates how the reserved matters application accords with the approved site wide Design Code.

Reason: To ensure there is a mixed and balanced distribution of dwelling sizes and tenure types across the development in accordance with policy 45 of the Cambridge Local Plan (2018), policies H/9 and H/10 of the South Cambridgeshire Local Plan 2018, Policy CE/7 of the Cambridge East Area Action Plan and the Land North of Cherry Hinton SPD 2018.

11 HOUSING MIX

Applications for reserved matters for a Development Parcel shall include the following details of housing mix:

- a. A plan showing the location and distribution of market and affordable units (including tenure type). The plan should also identify the proximity of the Development Parcel with adjacent land parcels and the tenure types within those adjacent land parcels where reserved matters have already been approved.
- b. A schedule of dwelling sizes (by number of bedrooms).
- c. A statement which demonstrates how the proposals for the relevant Development Parcel relate to the agreed indicative housing mix.

Reason: To ensure there is a mixed and balanced distribution of dwelling sizes and tenure types across the development in accordance with policies H/9 and H/10 of the South Cambridgeshire Local Plan 2018, Policy 45 of the Cambridge Local Plan (2018), policy CE/7 of the Cambridge East Area Action Plan and the Land North of Cherry Hinton SPD 2018.

12 INTERNAL RESIDENTIAL SPACE STANDARDS

The residential dwellings hereby approved shall, as a minimum, accord with the Technical Housing Standards - Nationally Described Space Standards (2015) or any successor document applicable at the time of submission of the relevant reserved matters. This shall be demonstrated on the floor plans, elevations and sections submitted for each dwelling in respect of the reserved matters of layout and scale.

Reason: To ensure new residential units meet or exceed the government's residential space standards, in accordance with policy 50 of the Cambridge Local Plan 2018 and policy H/12 of the South Cambridgeshire Local Plan 2018.

13 ACCESSIBLE AND ADAPTABLE DWELLINGS

At least 95% of All residential dwellings within each reserved matters phase shall be designed to meet the accessible and adaptable dwellings M4 (2) standard of the Building Regulations 2010. The remaining 5% of dwellings shall permit individual

homes in accordance with the alternative solution of the Coach House as set out in document 'Coach House Design' dated 13 July 2022. A compliance statement should be submitted with each reserved matters phase to demonstrate the key principles have been achieved. In the event that such standards are replaced by an alternative national measure for building design applicable at the time of submission of such reserved matters, the equivalent measures shall be applicable to the relevant part of the proposed development.

Reason: In order to create accessible and adaptable homes, in accordance with policy 51 of the Cambridge Local Plan 2018.

14 WHEELCHAIR USER DWELLINGS

Not less than 5% of affordable residential dwellings within each reserved matters phase containing residential development shall be designed to meet the wheelchair user dwellings M4 (3) standard of the Building Regulations 2010. ~~This provision shall be split evenly between the affordable and market residential units in each Development Parcel rounding to the nearest whole number.~~ In the event that such standards are replaced by an alternative measure for building design applicable at the time of submission of such reserved matters, the equivalent measure shall be applicable to the relevant part of the proposed development.

Reason: In order to create accessible and adaptable homes, in accordance with policy 51 of the Cambridge Local Plan 2018.

15 SPECIALIST HOUSING

Any reserved matters application for specialist housing (including housing designed and designated for occupation by older people with specific housing needs) shall be accompanied by a specialist housing statement which shall set out the evidence and demonstrable need for this type of development.

Reason: In order to ensure the provision of specialist housing in accordance with Policy 47 of the Cambridge Local Plan 2018.

16 ARCHAEOLOGY

No development shall take place until the applicant has secured the implementation of a programme of archaeological work for the entirety of the application site, in accordance with a Written Scheme of Investigation (WSI). The WSI will include the following components, the implementation of which will trigger the phased discharging of the condition:

1) The statement of significance, research objectives, programme and methodology of site investigation, post excavation assessment and archiving along with a competent person to undertake the agreed works shall be carried out in accordance with the approved Written Scheme of Investigation for Archaeological Mitigation of Land North of Cherry Hinton Road, Cambridge dated January 2022 (planning reference 18/0481/COND16 and S/1231/18/COND16).~~Approval of the Written Scheme of Investigation that should include:~~

~~(a) the statement of significance and research objectives;~~

~~(b) the programme and methodology of site investigation and post-excavation assessment and archiving;~~

~~(c) the nomination of a competent person or organisation to undertake the agreed works.~~

2) Fieldwork in accordance with the agreed Written Scheme of Investigation to include an appropriate outreach element.

3) Completion of a Post-Excavation Assessment report (PXA) and delivery of an approved Updated Project Design (UPD): to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the local planning authority.

4) Completion of an archive report within 18 months of approval of the UPD unless otherwise agreed in advance with the local planning authority; the preparation of the archaeological archive for deposition at the Cambridgeshire Archive facility, or another appropriate store approved by the local planning authority.

5) Provision to be secured for the publication of the results to achieve the preservation by record of the heritage assets affected by development.

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, and the protection and preservation of archaeological features of significance, in accordance with local plan policies and the NPPF 2018.

17 SUSTAINABILITY STATEMENT

All reserved matters applications shall be accompanied by a Sustainability Statement setting out how the proposals meet the commitments set out in the sitewide Sustainability Statement (Peter Brett Associates, March 2019⁹⁸) and Addendum (~~Peter Brett Associates, March 2019~~ Waterstone Design March 2022), and Design Statement (Pollard Thomas Edwards 2022) updated Design and Access Statement (March 2019) and Outline Energy Statement (Peter Brett Associates, March 2018). The statement will also set out how each reserved matters application will address the requirement for the development to be an exemplar in sustainability having regard to the commitment in the Energy Statement to deliver a proportion of homes to Passivhaus certification and other approaches to deliver an exemplar community, along with a detailed strategy for monitoring the properties performance for a period of 5 years.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings, in accordance with Cambridge East Area Action Plan policy CE/22, CE/24 and CE/28, and the Greater Cambridge Sustainable Design and Construction SPD 2020.

18 SUSTAINABILITY - WATER EFFICIENCY

Any reserved matters applications which include dwellings shall be accompanied by a Water Conservation Strategy which shall include a water efficiency specification for each dwelling type within that reserved matters application based on the Water Efficiency Calculator Methodology or the fitting approach set out in Part G of the Building Regulations 2010 (2015 edition). The Water Conservation Strategy shall demonstrate that all dwellings within that reserved matters application are able to achieve a design standard of water use of no more than 110 litres/person/day.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Cambridge East Area Action Plan Policy CE22 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

19 SUSTAINABILITY - ENERGY STATEMENT

Any reserved matters applications for a Development Parcel shall be accompanied by an Energy Statement setting out how the proposals within that Development Parcel meet the following requirements:

1.A reduction in the amount of CO₂ m³/year emitted by 10% compared to the minimum Building Regulations requirement, where viable; and

2.To provide at least 10% of that phase's predicted energy requirements following occupation through the use of on-site renewable energy technology, measured in Kg/CO₂/annum.

In respect of criterion 2, the statement shall include the following details:

a)The total predicted energy requirements of the Development Parcel, set out in Kg/CO₂/annum; and

b)A schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, location, design and a maintenance programme.

The proposed renewable energy technologies for a Development Parcel shall be fully installed and operational prior to the occupation of any approved buildings within that Development Parcel or in accordance with a programme for delivery contained within the approved Energy Statement for that Development Parcel.

No review of the requirements of criterion 2 on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to and approved in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions in accordance with Cambridge East Area Action Plan policy CE/24 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

20 OVERHEATING

Any reserved matters application for a Development Parcel shall be accompanied by an Overheating Analysis, which demonstrates that all buildings within that Development Parcel have been designed and will be constructed to meet CIBSE's latest overheating standards and guidance applicable at the time of submission of such Overheating Analysis, giving consideration to the impact of future climate scenarios. The approach to overheating shall follow a hierarchical approach with priority being given to passive design and passive/natural ventilation before consideration is given to mechanical ventilation and cooling. Analysis should be undertaken across a representative sample of house and building types for that Development Parcel, with an emphasis on residential and non residential units that may be more vulnerable to overheating.

Reason: In the interests of reducing carbon emissions and ensuring that new development is adaptable to our changing climate, in accordance with Cambridge East Area Action Plan policies CE/24 and CE/28, Land North of Cherry Hinton SPD (2018), and the Greater Cambridge Sustainable Design and Construction SPD 2020.

21 BREEAM

Any reserved matters application for a Development Parcel containing a nonresidential building which is not exempt from BREEAM standards shall be accompanied by a pre-assessment setting out how the standard will be met.

Prior to the occupation of any non-residential building which is not exempt from BREEAM standards, a certificate following a postconstruction review, shall be issued by an approved BREEAM Assessor and submitted to the local planning authority for approval. The post-construction review certificate shall indicate that the relevant BREEAM rating specified below has been met in respect of that building. Where the certificate shows a shortfall in credits for the required BREEAM rating, a statement shall be submitted identifying how the shortfall will be addressed.

All non-residential buildings, except for those exempt from BREEAM standards and the primary and secondary schools, shall achieve BREEAM 'Excellent' with maximum credits for water efficiency. The primary and secondary schools shall achieve a minimum of BREEAM 'Very Good' with at least two credits for water efficiency. In the event that such a rating is replaced by a comparable national measure of sustainability for building design applicable at the time of submission of such reserved matters, the equivalent level of measure shall be applicable to the relevant part of the proposed development. Upon receipt of the final certificate(s) for that building/Development Parcel a copy shall be submitted to the local planning authority for their records.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings, in accordance with local plan policies and the Greater Cambridge Sustainable Design and Construction SPD 2020.

22 FIRE HYDRANTS

No building within any Development Parcel shall be occupied until a scheme for the provision and location of fire hydrants to serve that Development Parcel has been submitted to and approved in writing by the local planning authority. The approved scheme shall thereafter be implemented in accordance with the approved details.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors.

23 DRAINAGE: STRATEGIC SURFACE WATER DRAINAGE STRATEGY

Prior to or concurrently with the submission of the first reserved matters application involving buildings, roads or other impermeable surfaces, a strategic surface water drainage strategy for the site shall be submitted to and approved in writing by the local planning authority. The scheme shall be based on the parameters set out in the Land North of Cherry Hinton Flood Risk Assessment prepared by Peter Brett

Associates (ref: 37305) dated March 2018 and Addendum (March 2019) or any revision thereto that has been approved in writing by the local planning authority.

The scheme shall include phasing arrangements, details of primary infrastructure for each phase and plans for drainage asset operation, maintenance and contingency. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The scheme shall set out what information, design parameters and design details will need to be submitted at the reserved matters stage for each phase of the development.

The development shall subsequently be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory method of surface water drainage, to prevent an increased risk of flooding on or off site and to protect and prevent the pollution of controlled waters from potential pollutants associated with the current and proposed land use in line with the NPPF and the Environment Agency's Groundwater Protection Position Statements, policies 31 and 32 of the Cambridge Local Plan 2018, policy CC/8 of the South Cambridgeshire Local Plan 2018 and the LNCH SPD 2018.

24 DRAINAGE: SURFACE WATER STRATEGY

Any reserved matters application for a Development Parcel shall include a detailed surface water strategy and updated hydraulic modelling report (accompanied by model files), where development affects the water course. The strategy shall demonstrate how the management of water within the Development Parcel for which approval is sought accords with the approved details of the strategic site wide surface water strategy. The strategy shall be based upon a SUDS hierarchy and shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

The strategy shall include for that Development Parcel details of all flow control system and the design, location and capacity of all strategic SuDS features and shall include ownership, long-term adoption, management and maintenance schemes and monitoring arrangements/responsibilities. The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes.

The development of each Development Parcel shall be carried out in full accordance with the approved details.

No building pursuant to that particular Development Parcel for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures for that building have been fully completed.

Reason: In order to safeguard against the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site in accordance with policies 31 and 32 of the Cambridge Local Plan 2018, policy CC/8 of the South Cambridgeshire Local Plan 2018 and the LNCH SPD 2018.

25 DRAINAGE: SURFACE WATER DRAINAGE DETAILS

Details for the long term maintenance arrangements for the surface water drainage system on a Development Parcel or Strategic Engineering and Landscape Element (including all SuDS features) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any building on that Development Parcel or the commencement of the use of that Strategic Engineering and Landscape Element (as appropriate). 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 for each Development Parcel or Strategic Engineering and Landscape Element shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.

26 DRAINAGE: FOUL WATER DRAINAGE DETAILS

Prior to the commencement of development on a Development Parcel or Strategic Engineering and Landscape Element, apart from Enabling Works, a detailed Foul Water Drainage Strategy shall be submitted and agreed in writing with the local planning authority for that Development Parcel or Strategic Engineering and Landscape Element. The strategy shall include the phasing of such works. The strategy shall include details of any necessary improvement of the existing sewerage system to ensure that sufficient capacity exists to cater for the needs of that Development Parcel or Strategic Engineering and Landscape Element. The works/scheme for a Development Parcel or Strategic Engineering and Landscape Element shall be constructed and completed in accordance with the approved plans/specification and such programme as may be specified in the approved scheme.

Reason: To prevent environmental and amenity problems arising from flooding and ensure that sufficient capacity exists within the sewerage network to meet the needs of the development in accordance with policies 31 and 32 of the Cambridge Local Plan 2018, policy CC/8 of the South Cambridgeshire Local Plan 2018 and the LNCH SPD 2018.

27 ADVISORY - PILING

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with the current and proposed land use in line with the NPPF and the Environment Agency's Groundwater Protection Position Statements.

28 BIODIVERSITY: ECOLOGICAL DESIGN STRATEGY (EDS) AND LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN (LEMP)

Prior to commencement of development, a site wide combined Ecological Design Strategy and Landscape and Ecological Management Plan (EDS & LEMP) which addresses ecological protection, mitigation, compensation, enhancement, restoration and management shall be submitted to and approved in writing by the local planning authority.

The EDS & LEMP shall include the following:

- a) Description and evaluation of features to be managed, and purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints that might influence management.
- c) Extent and location/area of proposed works on appropriate scale maps and plans, including details of how individual lots contribute to the site wide EDS and biodiversity net gain provision.
- d) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- e) Indicative timetable and appropriate triggers for implementation, demonstrating that works are aligned with the proposed phasing of development.
- f) Persons responsible for scheduling implementation of the works.
- g) Details of initial aftercare and long-term maintenance (in accordance with site wide Landscape Management plan).
- h) Any other reasonable requirements of the local planning authority.

The following list is not exhaustive but is illustrative of the measures that may be incorporated into an ecological design strategy.

- a) Retention and protection of existing habitats during construction.
- b) Habitat removal and reinstatement.
- c) Provision for wildlife corridors, linear features and habitat connectivity.
- d) Woodland, tree, hedgerow, shrub, wetland and wildflower planting and establishment.
- e) Proposed new landforms associated with habitat creation, e.g. water bodies and watercourses.
- f) Soil handling, movement and management.
- g) Creation, restoration and enhancement of semi-natural habitats.
- h) Lighting strategies for potentially sensitive receptors e.g. bats foraging along boundary hedgerows
- i) Creation of new wildlife features, e.g. bird nesting features, bat boxes and hedgehog highways within buildings and their curtilages.
- j) Specification and proposed planting.
- k) Any other reasonable requirements of the local planning authority.

The EDS and LEMP shall be implemented in accordance with the approved details and shall be retained and maintained in that manner thereafter.

Reason: To ensure that biodiversity is conserved and enhanced and secure the management of ecological habitats across the site in accordance with Policies 69 and

29 BIODIVERSITY: BIODIVERSITY SURVEY AND ASSESSMENT

Any reserved matters application for a Development Parcel shall include a Biodiversity Survey and Assessment for that Development Parcel that demonstrates how it accords with the aims and objectives of the approved Site Wide Biodiversity Strategy. The Biodiversity Survey and Assessment shall include:

- a) Detailed design(s) and/or working method(s) and management actions to achieve stated objectives.
- b) Details of which specific ecological enhancement and/or mitigation measures are proposed.
- c) A detailed timetable for delivery of the proposed mitigation measures.
- d) Details of the persons, body or organisation responsible for implementing the works.
- e) Details of initial aftercare and long-term maintenance.
- f) Details for monitoring and remedial measures.
- g) Details for disposal of any waste arising from works.

No development shall commence within a Development Parcel apart from Enabling Works until such time as the Biodiversity Survey and Assessment for that Development Parcel has been approved in writing by the local planning authority. The Biodiversity Survey and Assessment shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure that biodiversity is conserved and enhanced and secure the management of ecological habitats across the site in accordance with Policies 69 and 70 of the Cambridge Local Plan 2018 and Policies NH/4 and NH/5 of the South Cambridgeshire Local Plan 2018, the LNCH SPD 2018 and the NPPF 2019.

30 WILDLIFE HAZARD MANAGEMENT PLAN

Prior to the commencement of any development on a Development Parcel, apart from Enabling Works, a Wildlife Hazard Management Plan (WHMP) shall be submitted to and approved in writing by the local planning authority.

The WHMP shall include details of:

- a. Monitoring of any temporary or permanent standing water within the Development Parcel.
- b. Sustainable urban drainage schemes (SUDS) within the Development Parcel such schemes shall comply with AOA Advice Note 3.

c.The management of any flat/shallow pitched/green roofs on buildings within the Development Parcel which may be attractive to nesting, roosting and "loafing" birds. The management and future maintenance plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available at www.aoa.org.uk/policycampaigns/operations-safety/).

d.Maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow.

e.Which waste materials can be brought on to the Development Parcel.

f.Monitoring of waste imports. - physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.

g.Signs deterring people from feeding the birds.

The WHMP for a Development Parcel shall be implemented as approved from the commencement of development on that Development Parcel and shall remain in force for the life of the development on that Development Parcel.

Reason: To safeguard the operations of Cambridge Airport and ensure that the implementation, management and maintenance of the planting strategy addresses the wildlife safeguarding issues whilst also providing for long-term monitoring and appropriate management, in accordance with Local Plan policies 37 and TI/6.

31 BROADBAND PROVISION

No dwelling shall be occupied until all necessary infrastructure to enable that dwelling to directly connect to fibre optic broadband has been delivered and is capable of being fully operative.

Reason: To ensure the provision of high capacity broadband as part of the development, in accordance with policy 42 of the Cambridge Local Plan 2018 and policy TI/10 of the South Cambridgeshire Local Plan 2018 and the NPPF 2018.

32 PLAYING FIELDS - GROUND CONDITIONS DETAILS

No development apart from Enabling Works on the proposed secondary school playing fields shall commence until the following documents have been submitted to and approved in writing by the local planning authority after consultation with Sport England:

- a. A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could adversely affect playing field quality; and
- b. Where the results of the assessment to be carried out pursuant to (a) above identify constraints which could adversely affect playing field quality, a detailed scheme to address any such constraints. The scheme shall include a written specification of the proposed soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with the approved programme of implementation. The land shall thereafter be maintained in accordance with the approved scheme and made available for playing field use in accordance with the approved scheme and this planning permission.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose, in the interests of the provision of sports facilities in accordance with Local Plan policies 13 and SC/3, Policy CE/20 of the Cambridge East Area Action Plan 2008, and the LNCH SPD 2018.

33 USE OF PLAYING FIELDS

The playing fields hereby approved shall be used for outdoor sport and for no other purpose (including without limitation any other purpose in Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class as a consequence of any amending legislation from time to time.

Reason: To protect the playing facilities from loss and/or damage, to maintain the quality of and secure the safe use of sports facilities in accordance with Local Plan policies 13 and SC/3, Policy CE/20 of the Cambridge East Area Action Plan 2008, and the LNCH SPD 2018.

34 ALLOTMENT DETAILS

Any reserved matters application for a Development Parcel which incorporate allotment provision shall include the following details:

- a. A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders including plots with disabled access areas for communal storage of materials, for example, manure and compost; communal storage of tools and supplies (eg lockers and bins) and communal areas;
- b. Proposed management arrangements and draft allotment tenancy agreements and management rules. This shall include consideration of general and individual plot holder Rules, Conditions and Code of Conduct, with compliance thereafter;
- c. Access, vehicle and cycle parking arrangements to allow easy and safe access to the allotments which prioritises sustainable modes of transport and allows for the occasional delivery of bulky goods;
- d. Details of the allotment clubhouse / store, including composting toilet, wi-fi, green roof and solar energy opportunities;
- e. Boundary treatment, including security arrangements for the allotments;
- f. Water supply, including use of stored rainwater and SuDS for watering crops;
- g. Provision of good quality soil to British Standards 3882:2015 or equivalent, with structure and texture to allow free drainage and cropping, including final preparation of allotment plots to provide suitable levels and tilth for production of a range of garden crops.

The provision of allotments shall be carried out in accordance with the approved details and in accordance with the approved phasing programme.

Reason: To ensure that appropriate allotments are provided in relation to the development of the site in accordance with Local Plan policies 13 and SS/3 and policy CE/2 of the Cambridge East Area Action Plan 2008.

35 SITE WIDE STRATEGY FOR YOUTH FACILITIES AND CHILDREN'S PLAY

Prior to or concurrently with the submission of the first of the reserved matters application (s) for development, a Strategy for Youth Facilities and Children's Play Provision, in accordance with the principles set out in the Design and Access Statement and Planning Statement, shall be submitted to the local planning authority for written approval. The strategy shall include sufficient details to demonstrate the effective implementation of that strategy including specifications, location and phasing. Development shall take place in accordance with the approved strategy.

Reason: To ensure that appropriate facilities for youth facilities and children's play provision are provided in relation to the development of the site in accordance with Local Plan policies and policy CE/20 of the Cambridge East Area Action Plan 2008

36 OPEN SPACE DETAILS

Any reserved matters application for a Development Parcel containing residential development shall include details of the Local Areas of Play (LAPs), Local Equipped Area for Play (LEAPs) and Neighbourhood Equipped Area for Play (NEAP), formal and informal open spaces to be provided within that Development Parcel, together with the details of the dwellings served by each type of open space, and the timetable for laying out and delivering the open space. The open space shall be laid out and maintained thereafter in accordance with the details and timetable approved by the local planning authority.

Reason: To ensure that the details of the development are acceptable and appropriate open space provision is made in accordance with Local Plan Policies, the Open Space SPD and the NPPF.

37 HARD AND SOFT LANDSCAPING DETAILS

Any reserved matters application for landscaping details pursuant to Condition 1 of this planning permission shall include landscape details and where relevant play provision designs and specifications for the Development Parcel or Strategic Engineering and Landscape Element to which the reserved matters application relates.

The details shall be accompanied by a design statement that demonstrates how the landscaping scheme accords with any emerging or approved details sought as part of the design code for the site and shall include the following in so far as they are relevant to the submission for that Development Parcel or Strategic Engineering and Landscape Element:

Soft Landscaping

a) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass

establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.

b)1: 200 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the site.

c)The landscape treatment of roads (primary, secondary, tertiary and green) through the development.

d)A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details.

e)The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate.

f)Full details of any proposed alterations to existing watercourses/drainage channels.

g)Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007 and the Defra Code of Practice for the sustainable use of soils on construction sites, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works.

h)Details of any play equipment.

Hard Landscaping

i)Full details, including cross-sections, of all bridges and culverts.

j)The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets and underground utility routes.

k)1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways.

l)Details of all hard surfacing materials (size, type and colour). Details of any play equipment.

m)Full details of all proposed methods of boundary treatment including details for all gates, fences, walls and other means of enclosure both within and around the edge of the site.

The landscaping within each Development Parcel or Strategic Engineering and Landscape Element areas shall be implemented and thereafter maintained in accordance with the approved details for that Development Parcel or Strategic Engineering and Landscape Element.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Local Plan policies and the NPPF.

38 TREE SURVEY AND ARBORICULTURE IMPLICATIONS ASSESSMENT

Within any reserved matters application for landscaping details pursuant to this approval for a Development Parcel or Strategic Engineering and Landscape Element, the details required by condition 37 above (Hard and Soft Landscaping Details) above shall be accompanied by a Land Survey, Tree and Hedge Survey and Arboriculture Implications Assessment, for that Development Parcel or Strategic Engineering and Landscape Element, in accordance with the relevant British Standard(s):

The surveys shall include in respect of that Development Parcel or Strategic Engineering and Landscape Element:

a) Plans showing the location of all trees, shrub masses and hedges, categorizing the trees or groups of trees for their quality and value in accordance with the British Standard(s).

b) Plans showing trees and hedgerows to be removed identified by number.

c) Plans showing trees and hedgerows to be retained identified by number, with canopies accurately plotted.

d) A tree and hedgerow constraints plan that identifies root protection areas of retained trees within, adjacent to, or which overhang the Development Parcel or Strategic Engineering and Landscape Element.

e) The precise location and design details for the erection of protective tree barriers and any other physical protection measures.

f) The location of streams, buildings and other structures, boundary features and services.

g) Spot heights of ground level throughout the Development Parcel or Strategic Engineering and Landscape Element.

h) A method statement in relation to construction operations in accordance with paragraph 7.2 of the British Standard.

Reason: In the interests of accurately establishing the quality and value of trees and hedges on or adjacent to the site and the implications for development.

39 TREE PROTECTION DETAILS

No development within a Development Parcel or Strategic Engineering and Landscape Element for which reserved matters approval has been granted shall take place apart from Enabling Works approved in writing by the local planning authority until such time as fencing for the protection of any retained tree within, adjacent to, or which overhangs the Development Parcel or Strategic Engineering and Landscape Element, has been fully erected in accordance with the approved plans and particulars. The fencing shall be retained intact for the full duration of the adjacent development until all equipment, materials and surplus materials have been removed from the Development Parcel or Strategic Engineering and Landscape Element.

Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written consent of the local planning authority.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention.

40 INSTALLATION OF SERVICES: DETAILS OF EXCAVATION TRENCHES

No development within a Development Parcel or Strategic Engineering and Landscape Element for which reserved matters approval has been granted, and which require the installation of services, apart from Enabling Works approved in writing by the local planning authority, shall take place until such time as full details of the position and proposed depth of excavation trenches for all services (including cables, pipes, surface water drains, foul water drains and public utilities) and their means of installation which pass underneath the canopy of any retained tree within, adjacent to, or which overhangs the Development Parcel or Strategic Engineering and Landscape Element, have been submitted to and approved in writing by the local planning authority. Development of the Development Parcel or Strategic Engineering and Landscape Element shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention.

41 REPLACEMENT OF DEAD OR DYING TREES

Any trees or plants provided as any part of any landscaping scheme which, within a period of 5 years from the planting date, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those originally planted. All replacement trees shall be maintained for a five-year period.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention.

42 HIGHWAYS - CONSTRUCTION OF ROAD/FOOTWAY TO BASECOURSE LEVEL

No dwelling shall be occupied until any road and/or footway linking that building to a public highway network has been completed to binder course level; and main services have been installed and made available for connection.

Reason: To ensure a safe means of access to residential properties and other buildings.

43 HIGHWAYS - DETAILS OF BUS STOPS

No building shall be occupied or activity brought into use, until such a time as details relating to the location, design, specification, management and maintenance and phasing of bus stops within the development (to include a programme for their phased delivery) have been submitted to and approved in writing by the local planning authority. The implementation of the bus stops shall then be carried out in accordance with the approved details and agreed programme for their delivery.

Reason: To ensure that adequate public transport is provided for future residents of the site.

44 HIGHWAYS - CYCLE PARKING

Any reserved matters application for a residential unit, non-residential building or public open space shall include details of facilities for the covered, secure parking of cycles for use in connection with the approved development and demonstrate that the provision is in accordance with the approach to cycle parking approved as part of the Design Code for the site. No such residential unit or non-residential building shall be occupied nor shall such public open space be used until the relevant facilities for that residential unit, non-residential building or public open space (as applicable) have been provided in accordance with the approved details. Thereafter the cycle parking facilities shall be retained and shall not be used for any other purpose.

Reason: To ensure appropriate provision for the secure storage of bicycles.

45 HIGHWAYS - CAR PARKING

Each reserved matters application for a Development Parcel shall include details of car parking for that Development Parcel. No building shall be occupied or activity brought into use within the relevant Development Parcel until the approved parking provision relating to that building or activity (as appropriate) has been laid out.

Reason: To ensure an appropriate level of car parking provision, and to ensure that highway safety and amenity is not compromised by unsightly on street parking in accordance with Appendix L of the Cambridge City Local Plan (2018), policy Ti/3 of the South Cambridgeshire District Council Local Plan (2018), and CE/11 of the Cambridge East Area Action Plan (2008).

46 HIGHWAYS - DETAILS OF ACCESS JUNCTION 1

No building shall be occupied or activity brought into use, until details of the proposed improvements to the junction of Airport Way/Cherry Hinton Road (including plans to show trees and hedgerows to be removed and retained identified by number, and replacement planting details), together with a programme for its delivery have been submitted to and approved in writing by the local planning authority. The junction improvement shall be constructed in accordance with the approved details and the approved delivery programme.

Reason: To ensure suitable junction design and connectivity in accordance with Policy CE/10 of the Cambridge East Area Action Plan 2008.

47 HIGHWAYS - DETAILS OF ACCESS JUNCTION 2

No building shall be occupied or activity brought into use, until details of the proposed improvements to the junction of Cherry Hinton Road/Gazelle Way Roundabout together with a programme for its delivery have been submitted to and approved in writing by the local planning authority. The junction improvement shall be constructed by the Applicant in accordance with the approved details and the approved delivery programme.

Reason: To ensure suitable junction design and connectivity in accordance with Policy CE/10 of the Cambridge East Area Action Plan 2008.

48 HIGHWAYS - DETAILS OF ACCESS JUNCTION 3

No building shall be occupied or activity brought into use, until details of the proposed improvements to the junction of Coldhams Lane together with a programme for its delivery have been submitted to and approved in writing by the local planning authority. The junction improvement shall be constructed by the Applicant in accordance with the approved details and the approved delivery programme.

Reason: To ensure suitable junction design and connectivity in accordance with Policy CE/10 of the Cambridge East Area Action Plan 2008.

49 DETAILS OF AIRPORT WAY AND CHERRY HINTON ROAD, TEVERSHAM, PEDESTRIAN AND CYCLE IMPROVEMENTS

No building shall be occupied or activity brought into use until full details of the proposed pedestrian and cycleway facilities along Airport Way and Cherry Hinton Road have been submitted to and approved in writing by the local planning authority in consultation with the Highway Authority. The submitted details shall include a programme of implementation for agreement with the local planning authority, and the works shall thereafter be completed in accordance with the agreed details. The works shall be fully completed in accordance with the approved details prior to 50th occupation or no later than 18 months from the date of first occupation, whichever is the earlier'.

Reason: To ensure that sufficient measures are in place to mitigate the impact from vehicular traffic from the development in accordance with Policy CE/10 of the Cambridge East Area Action Plan 2008.

50 HIGHWAYS - DETAILS OF COLDHAMS LANE CYCLEWAY AND BARNWELL ROAD CROSSING IMPROVEMENTS

No building shall be occupied or activity brought into use until full details of the proposed pedestrian and cycleway facilities along Coldhams Lane and Barnwell Road have been submitted to and approved in writing by the local planning authority in consultation with the Highway Authority. The submitted details shall include a programme of implementation for agreement with the local planning authority, and the works shall thereafter be completed in accordance with the agreed details. The works shall be fully completed in accordance with the approved details prior to 50th occupation or no later than 18 months from the date of first occupation, whichever is the earlier'.

Reason: To ensure that sufficient measures are in place to mitigate the impact from vehicular traffic from the development in accordance with Policy CE/10 of the Cambridge East Area Action Plan 2008.

51 HIGHWAYS - DETAILS OF CHERRY HINTON HIGH STREET CYCLE BYPASS IMPROVEMENTS

No building shall be occupied or activity brought into use until full details of the proposed improved cycle bypass facility on Cherry Hinton High street has been submitted to and approved in writing by the local planning authority in consultation with the Highway Authority. The submitted details shall include a programme of implementation for agreement with the local planning authority, and the works shall

thereafter be completed in accordance with the agreed details. The works shall be fully completed in accordance with the approved details prior to 50th occupation or no later than 18 months from the date of first occupation, whichever is the earlier'.

Reason: To ensure that sufficient measures are in place to mitigate the impact from vehicular traffic from the development in accordance with Policy CE/10 of the Cambridge East Area Action Plan 2008.

52 HIGHWAYS - CONSTRUCTION AND DEMOLITION (TRAFFIC MANAGEMENT PLAN)

~~No demolition or construction works (any Enabling Works) shall commence on site until a Traffic Management Plan (TMP) has been agreed in writing with the local planning authority. The TMP shall be a stand-alone document separate from the Construction Environmental Management Plan.~~

~~The principle areas of concern that should be addressed within the TMP are:~~

- ~~i. Movements and control of muck away lorries.~~
- ~~ii. Contractor parking; including details and quantum of the proposed car parking and methods of preventing on street car parking.~~
- ~~iii. Movements and control of all deliveries.~~
- ~~iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.~~
- ~~v. Routing arrangements for all vehicles over 7.5 tonnes (gross weight) that will service the site.~~

No demolition or construction works hereby permitted shall be carried out other than in accordance with the approved [Traffic Management Plan](#):

[CONSTRUCTION TRAFFIC MANAGEMENT PLAN: ENABLING WORKS - 1 OF 10 - 18822-CHER-SK-62 rev B](#)

[CONSTRUCTION TRAFFIC MANAGEMENT PLAN: ENABLING WORKS - 2 OF 10 - 18822-CHER-SK-63 rev C](#)

[CONSTRUCTION TRAFFIC MANAGEMENT PLAN: PHASE 1 - 3 OF 10 - 18822-CHER-SK-64 rev C](#)

[CONSTRUCTION TRAFFIC MANAGEMENT PLAN: PHASE 2 - 4 OF 10 - 18822-CHER-SK-65 rev C](#)

[CONSTRUCTION TRAFFIC MANAGEMENT PLAN: PHASE 3 - 5 OF 10 - 18822-CHER-SK-66 rev C](#)

[CONSTRUCTION TRAFFIC MANAGEMENT PLAN: PHASE 4 - 6 OF 10 - 18822-CHER-SK-67 rev C](#)

[CONSTRUCTION TRAFFIC MANAGEMENT PLAN: PHASE 5- 7 OF 10 - 18822-CHER-SK-68 rev C](#)

CONSTRUCTION TRAFFIC MANAGEMENT PLAN: PHASE 6 - 8 OF 10 - 18822-CHER-SK-69 rev C

CONSTRUCTION TRAFFIC MANAGEMENT PLAN: PHASE 7 - 9 OF 10 - 18822-CHER-SK-70 rev C

CONSTRUCTION TRAFFIC MANAGEMENT PLAN: PHASE 8 - 10 OF 10 - 18822-CHER-SK-71 rev C MP.

As approved under planning application reference 18/0481/COND52 and S/1281/18/COND52.

Reason: To ensure that the interface between site traffic and other users of the adopted public highway is appropriately managed in the interests of highway safety, and that any increase in large vehicular traffic that the site will generate during the construction period is appropriately managed.

53 COMBUSTION APPLICANCES - LOW EMISSIONS

Prior to the installation of any gas fired combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NOx) combustion, i.e. individual gas fired boilers that meet a dry NOx emission rating of less than or equal to 40mg/kWh, to minimise emissions from the development that may impact on air quality, shall be submitted to and approved in writing by the local planning authority.

Where the proposals include any gas fired Combined Heat and Power (CHP) System, technical details and information demonstrating that the system meets the following emissions standards for various engines types shall be submitted for approval in writing by the local planning authority:

- a. Spark ignition engine: less than or equal to 150 mg NOx/Nm³
- b. Compression ignition engine: less than 400 mg NOx/Nm³
- c. Gas turbine: less than 50 mg NOx/Nm³

The technical details as approved shall be fully installed and operational before first occupation/use and shall be maintained thereafter for the life of that gas fired combustion appliance. Any replacement gas fired combustion appliances shall meet the same or better emissions standards.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 and 181, policy CE/27 Air Quality of the Cambridge East Area Action Plan 2008, policy SC/12: Air Quality of the South Cambridgeshire Local Plan, September 2018, policy 36- Air Quality, Odour and Dust of the Cambridge Local Plan, October 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

54 SITE WIDE ELECTRIC VEHICLE (EV) CHARGE POINT PROVISION AND INFRASTRUCTURE STRATEGY

Prior to the commencement of development, a 'Site Wide Electric Vehicle Charging Point Provision and Infrastructure Strategy' including an implementation plan shall be submitted to and approved in writing by the local planning authority.

The strategy shall be appropriate for the proposed end use(s) of the development and shall provide full details of the provision of allocated parking spaces for dedicated electric vehicle charging in line with the principles set out in the National Planning Policy Framework (2019), the Cambridge Local Plan and Cambridge City Council's Air Quality Action Plan. The strategy shall include consideration of both active (slow, fast and rapid) and passive electric vehicle charge point provision and design to enable the charging of electric vehicles in safe, accessible and convenient locations.

The Strategy shall include the following principles which are to be applied to the detailed design of the Development Parcels as they come forward:

- 100% provision of a dedicated active slow electric vehicle charge point with a minimum power rating output of 7kW for each residential dwelling with allocated / dedicated on-plot parking;
- Minimum 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW for residential dwellings with communal and courtyard parking;
- Dedicated slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of non-residential parking spaces and
- Either at least one Rapid electric vehicle charge point for each 1,000m² nonresidential floorspace, or at least one Fast electric vehicle charge point for each 1,000m² non-residential floorspace, should a Rapid charge point not be technically feasible.
- The rapid and/or fast electric vehicle charge point parking spaces shall be exclusively reserved for electric vehicle charging.
- Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.
- Electric vehicle charge points shall be compliant with BS7671 and BS EN IEC 61851-1:2019 or as superseded/replaced as applicable at the time of submission of such strategy.

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 National Planning Policy Framework (NPPF, 2019) paragraphs 105, 110, 170 and 181, policy CE/27 Air Quality of the Cambridge East Area Action Plan 2008, policy SC/12: Air Quality of the South Cambridgeshire Local Plan, September 2018, policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (October, 2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

55 SITE WIDE ELECTRIC VEHICLE (EV) CHARGE POINT PROVISION AND INFRASTRUCTURE SCHEME STRATEGY DELIVERY

With each reserved matters application for any Development Parcel, an Electric Vehicle Charge Point Provision and Infrastructure Scheme that demonstrates compliance with the over-arching 'Site Wide Electric Vehicle Charging Point Provision and Infrastructure Strategy' approved under condition 54 above (Site wide electric vehicle (EV) charge point provision and infrastructure strategy) shall be submitted to and approved in writing by the local planning authority. The scheme shall include full details of the number, location, unit design, charge time (slow, fast and rapid) , installation, compliance with relevant BS7671 and BS61851 or other relevant standards at that time, management and maintenance of the electric vehicle charge points (active and passive) and how the uptake of electric vehicle charge points will be monitored in order to determine the activation of passive spaces in the future.

The electric vehicle charge point provision and infrastructure scheme for each reserved matters application for any Development Parcel shall be fully implemented in accordance with the approved scheme details prior to occupation of the relevant Development Parcel (or in accordance with a programme agreed with the local planning authority) 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 National Planning Policy Framework (NPPF, 2019) paragraphs 105, 110, 170 and 181, policy CE/27 Air Quality of the Cambridge East Area Action Plan 2008, policy SC/12: Air Quality of the South Cambridgeshire Local Plan, September 2018, policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (October, 2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

56 SUSTAINABLE SHOW HOME

No construction of a building hereby permitted above ground level shall commence until a strategy for the delivery of the proposed sustainable show home(s) has been submitted to and approved in writing by the local planning authority.

The strategy shall include the following:

- i. a plan showing the location of the sustainable show home(s).
- ii. an indicative timetable for delivery of the sustainable show home(s).
- iii. sustainability targets to be achieved in the construction/design of the show home(s).
- iv. sustainable alternatives available for purchase by prospective house buyers (to include measures such as energy efficiency, renewable technologies, water conservation, waste and recycling and overheating).
- v. a marketing scheme to demonstrate how the sustainable alternatives in (iv) above can be purchased by prospective house buyers.

The strategy for the show home(s) shall be implemented in full accordance with the approved details.

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 in accordance with the sustainability objectives of Policy CC/5 of the South Cambridgeshire Local Plan 2018).

57 SITE WIDE DEMOLITION AND CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (SW-DCEMP)

Prior to the commencement of development, a Site Wide Demolition and Construction Environmental Management Plan (SW-DCEMP) shall be submitted to and approved in writing by the local planning authority. The SW- DCEMP shall include the consideration of the following aspects of demolition and construction:

- a) Demolition, construction and phasing programme.
- b) 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.
- c) Construction/Demolition hours which shall only 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 agreed in writing with the local planning authority.
- d) Delivery and collection times for construction/demolition purposes shall only 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 in advance.
- e) Soil/Materials Management Strategy having particular regard to potential contaminated land and the re-use and recycling of soil on site, the importation and storage of soil and materials including audit trails.
- f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 52281:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites (or as superseded).
- g) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 52282: 2009+A1:2014 Code of practice for noise and vibration control on construction and open sites (or as superseded).
- h) Dust management / monitoring plan and wheel washing measures. Non-Road Mobile Machinery (NRMM) demolition or construction works or similar, vehicle emissions standards. Confirmation of use of concrete crushers.
- i) Prohibition of the burning of waste on site during demolition/construction.
- j) Site artificial lighting. Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- k) Drainage control measures including the use of settling tanks, oil interceptors and bunds.

- l) Screening and hoarding details.
- m) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- n) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- o) External safety and information signing and notices.
- p) Consideration of sensitive receptors.
- q) Prior notice and agreement procedures for works outside agreed limits.
- r) Implementation of a stakeholder engagement/residents communication plan CEMP monitoring, review and complaints procedures, including complaints response.
- s) Membership of the City Council's and/or National Considerate Contractors Scheme.

Thereafter all phases of the development shall be undertaken in accordance with the approved site wide DCEMP.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with policy CE/2 of the Cambridge East Area Action Plan 2008, policy CC/6 of the South Cambridgeshire Local Plan and policies 28, 35 and 36 of the Cambridge Local Plan 2018.

58 SITE SPECIFIC CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN (SS-DCEMP)

Prior to the commencement of development on any Strategic Engineering / Landscaping Element and Development Parcel (apart from Enabling Works), a Strategic Engineering / Landscaping Element Development Parcel Site Specific Construction and Environmental Management Plan (SS-DCEMP) shall be submitted to and approved in writing by the local planning authority for that element or Development Parcel.

The SS-DCEMP shall demonstrate how the demolition / construction of the relevant element or Development Parcel pursuant to the relevant reserved matters application accords with the construction criteria a) to s) of the approved site wide Demolition and Construction Environmental Management Plan (SW-DCEMP) (pursuant to Condition 57).

The SS-CMS / SS-DCEMP shall also provide a specific construction programme and plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of the contractor offices.

Thereafter the development of the Strategic Engineering / Landscaping Element and Development Parcel shall be undertaken in accordance with the relevant approved SS-DCEMP.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with policy CE/2 of the Cambridge East Area Action Plan 2008, policy CC/6: Construction Methods of the South Cambridgeshire Local Plan, September 2018 and policies 28, 35, 36 of the Cambridge Local Plan, October 2018.

59 NOISE IMPACT ASSESSMENT - RESIDENTIAL AND NOISE SENSITIVE USES

Within any reserved matters application for a Development Parcel which includes residential type or other noise-sensitive uses including schools or other educational establishments and public open spaces, a Noise Impact Assessment with Acoustic Design and Noise Insulation / Mitigation Scheme Report to protect the noise sensitive development / uses internally and externally where applicable, from the following sources of noise, shall be submitted to and approved in writing by the local planning authority:

- a.Existing / future local transport noise in the area (including aircraft associated with Cambridge City Airport and road traffic from Airport Way / Cherry Hinton Road / Teversham Drift, Coldhams Lane / the A14);
- b.Other activity / operations taking place at / within Cambridge City Airport, including aircraft engine ground running testing;
- c.Any industrial, commercial and business premises at Coldhams Business Park, Norman Way;
- d.Any proposed / future local transport noise associated with internal roads / streets / highways of the approved development itself; and
- e.Any proposed / future industrial, commercial, business, education or community premises and uses including local centres and sports / recreational uses and areas of play of the approved development itself.

The Noise Impact Assessment with Acoustic Design and Noise Insulation / Mitigation Scheme Report for each reserved matters application for a Development Parcel which includes noise sensitive uses shall include a Site specific Noise Impact Assessment of noise impacts (by a combination of noise monitoring and prediction / modelling), the acoustic design approach that will be followed and specific details of the noise insulation / mitigation measures / features to be used and implemented, to achieve acceptable internal and external noise levels.

The report and scheme shall include careful consideration of the following:

- (i)Phasing and build out time of various reserved matters application phases;
- (ii)Aircraft engine ground running testing within the ground running enclosure (GRE) at Cambridge City Airport approved under Cambridge City Council planning

permission ref. 16/2212/FUL (having regard to low frequency noise characteristics) as part of external building envelope sound reduction performance;

(iii) The need to provide an alternative form of ventilation (mechanical or acoustically attenuated passive ventilation free areas of sufficient size) to achieve a minimum of 2 to 4 air changes per hour (ACH) in habitable rooms when opening external windows and doors would result in unacceptable internal noise levels; and

(iv) Timescale for phased implementation;

The relevant reserved matters application for each Development Parcel shall be constructed and completed in accordance with the approved Noise Impact Assessment with Acoustic Design and Noise Insulation / Mitigation Scheme Report for such Development Parcel and any scheme measures and any alternative form of ventilation provision as required in respect of a residential unit or noise sensitive building on such Development Parcel as part of the scheme shall be fully implemented prior to occupation of that building on such Development Parcel and shall be maintained and retained thereafter.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on noise-sensitive uses to secure acceptable internal and external living conditions in accordance with paragraphs 170 e) 180 a) and 182 of the National Planning Policy Framework (NPPF, February 2019), policies CE/10 Road Infrastructure and CE/26 Noise of the Cambridge East Area Action Plan Adopted February 2008, policies SS/3: Cambridge East, HQ/1: Design Principles and SC/10: Noise Pollution of the South Cambridgeshire Local Plan, Adopted September 2018 and policies 13: Cambridge East and 35: Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan, October 2018.

60 NOISE IMPACT ASSESMENT - NON-RESIDENTIAL USES

Within any reserved matters application for a Development Parcel which includes any non-residential buildings, uses or activities (e.g. employment areas, industrial / commercial / business / retail units, waste recycling facilities, schools / educational establishments, community buildings / local centres, markets, recreational uses such as sports, games and play areas including associated operational plant and equipment), an operational noise impact assessment of these uses on proposed and existing noise-sensitive uses, including, where appropriate, a scheme for the noise insulation of any building(s) or use(s) / activities and plant / equipment and consideration of other noise mitigation and management measures (location / layout, engineering and administrative) to minimise the level of noise emanating from the said building(s), use(s) / activities and plant / equipment shall be submitted to and approved in writing by the local planning authority.

The approved noise insulation / mitigation and management scheme for each Development Parcel shall be fully constructed, completed and implemented before the relevant building is occupied, uses / activities are commenced or plant / equipment are operated / used and shall be maintained and retained thereafter.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure

acceptable living conditions in accordance with paragraphs 170 e) and 180 a) of the National Planning Policy Framework (NPPF, February 2019), policies CE/10 Road Infrastructure and CE/26: Noise of the Cambridge East Area Action Plan Adopted February 2008, policies SS/3: Cambridge East, HQ/1: Design Principles and SC/10: Noise Pollution of the South Cambridgeshire Local Plan, September 2018 and policies 13: Cambridge East and 35: Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan, October 2018.

61 ARTIFICIAL LIGHTING DESIGN SCHEME

Within any reserved matters application for a Development Parcel for a Strategic Engineering and Landscaping Element or Development Parcel with any artificial lighting such as street, car park, floodlighting, security and building lighting, an artificial lighting design scheme with detailed impact assessment and a programme for delivery, shall be submitted to and approved in writing by the local planning authority.

The scheme shall include details of any artificial lighting to be installed on site and a horizontal / vertical isolux artificial lighting impact assessment with predicted lighting levels at existing and future residential properties on the relevant Strategic Engineering and Landscaping Element or Development Parcel (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to receptors - direct source luminance / luminous intensity in the direction and height of any sensitive residential receiver).

The approved artificial lighting design scheme for a Strategic Engineering and Landscaping Element or Development Parcel shall be fully implemented in accordance with the approved programme for delivery and shall be maintained and retained thereafter.

Reason: To limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation in accordance with paragraph 180 c) of the National Planning Policy Framework (NPPF, February 2019), policy SC/9: Lighting Proposals of the South Cambridgeshire Local Plan, September 2018 and policy 34: Light pollution control of the Cambridge Local Plan, October 2018.

62 ODOUR OPERATIONAL - DETAILS OF EXTRACTION SYSTEMS

Prior to, or concurrently with the submission of any detailed reserved matters application for any Development Parcel with non-residential premises / uses, a ventilation scheme for the non-residential premises to include details of equipment and systems for the purpose of extraction, filtration and abatement of odours and fumes to discharge at an appropriate outlet height / level and the standard of dilution / dispersion/abatement expected, shall be submitted to and approved in writing by the local planning authority.

The approved extraction/filtration/abatement ventilation scheme for each nonresidential premises within a Development Parcel shall be installed before that nonresidential premises on that Development Parcel is occupied/ use hereby permitted is commenced and shall be fully maintained in accordance with the manufacturer specifications / instructions to ensure its continued satisfactory operation and retained thereafter.

Reason: To protect the amenity of nearby properties from malodour or fumes in accordance with policy CE/27: Air Quality of the Cambridge East Area Action Plan 2008, policy SC/14: Odour and Other Fugitive Emissions to Air of the South Cambridgeshire Local Plan, Adopted September 2018 and policy 36: Air quality, odour and dust of the Cambridge Local Plan, October 2018.

63 WASTE - CONSTRUCTION WASTE

Prior to the commencement of development on any Development Parcel except for Enabling Works, a Detailed Waste Management Plan (DWMP) shall be submitted to and approved in writing by the local planning authority for that Development Parcel. The DWMP shall demonstrate how the construction of the Development Parcel will accord with the details of the principles of the Outline Waste Management Plan. The DWMP shall include details of:

- a) The anticipated nature and volumes of waste.
- b) Measures to ensure the maximisation of the reuse of waste.
- c) Measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the Site.
- d) Any other steps to ensure the minimisation of waste during construction.
- e) The location and timing of provision of facilities pursuant to criteria b/c/d.
- f) Proposed monitoring and timing of submission of monitoring reports.
- g) The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development on that Development Parcel.

Thereafter the implementation and management of the approved DWMP and monitoring of construction waste on that Development Parcel shall be undertaken in accordance with the agreed details.

Reason: To ensure the sustainable management of construction waste in accordance with policy 85 of the Cambridge Local Plan 2018, policy SC/4 of the South Cambridgeshire Local Plan 2018 and the National Planning Policy Framework.

64 WASTE - WASTE STORAGE DETAILS

Prior to, or concurrently with any reserved matters application for a Development Parcel the details required by Condition 63 above (Waste - Construction Waste) shall be accompanied by full details of the on-Site storage facilities for waste (including waste for recycling) within that Development Parcel, including where appropriate:

- a) The detailed position and layout of bin stores and confirmation of acceptable drag distances.
- b) The provision of home composting facilities.

- c) For apartments, confirmation of the capacity of the communal bins.
- d) Proposals for lighting of the communal bin compounds.
- e) Confirmation, including a tracking diagram, that all bins can be accessed by waste collection vehicles.
- f) Arrangements for the provision, on-site storage, delivery and installation of waste containers for each dwelling prior to occupation of that dwelling.

The RECAP Waste Management Design Guide will be utilised to ensure the development design will provide adequate space for internal and external waste storage.

No development shall commence on a Development Parcel apart from Enabling Works until the details of on-site storage facilities for waste for that Development Parcel have been approved in writing by the local planning authority.

The approved facilities for each building that will be used for residential, commercial or employment purposes within a Development Parcel shall be provided prior to the occupation, use or opening for business of that building and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To ensure the provision of waste collection infrastructure on site and to protect the amenities of nearby residents/occupiers and in the interests of visual amenity.

65 CONTAMINATION: PRELIMINARY SCHEME OF INVESTIGATION FOR THE DESIGN VERIFICATION STAGE OF GROUNDWATER REMEDIATION

The development shall be carried out in accordance with the approved Preliminary Scheme of Investigation for Groundwater Remediation (planning reference 18/0481/COND65 and S/1281/18/COND65) :

Technical Note - Review of LNCH Phase 1 Ground Investigation by Mott Macdonald, ref: 400182CH01-TN-GIP1, dated 20th July 2020.

Meeting Minutes: Draft planning condition 65 - Preliminary Scheme of Verification for Groundwater Remediation by Mott Macdonald, dated 23rd September 2020.

Meeting Minutes: Update on progress of Preliminary Scheme of Ground Investigation and Design Verification for Groundwater Remediation (as agreed in previous meeting 23/09/20) by Mott Macdonald, dated 7th May 2021. ~~No development shall take place until a preliminary scheme of ground investigation to support the design verification stage of the groundwater remediation process has been submitted to and approved in writing by the local planning authority.~~

~~The preliminary scheme of investigation shall contain:~~

~~a)Details of the justification and methodology for the ground investigation including the number and location of bore holes;~~

~~b)Preliminary details of the proposed remediation design verification works; and~~

~~e)The methodology for reporting the results of both the ground investigation and the design verification stage of the groundwater remediation process to the local planning authority.~~

Reason - to ensure an appropriate groundwater remediation treatment scheme in the interests of the protection and prevention of the pollution of controlled waters, and protection of human health, from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework (NPPF) paragraphs 170, 178, & 179 (2019), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), the objectives of policies CC/7 & SC/11 of the South Cambridgeshire Local Plan, and policies 33 & 31 of the Cambridge Local Plan.

66 CONTAMINATION: COMPLETION OF PRELIMINARY SCHEME OF INVESTIGATION FOR THE DESIGN VERIFICATION STAGE OF GROUNDWATER REMEDIATION

~~No development shall take place until the~~The development shall be carried out in accordance with the approved preliminary scheme of investigation and remediation design verification (as approved by Condition 65) (planning reference 18/0481/COND66 and S/1281/18/COND66) : Preliminary Scheme of Investigation Results and Design Verification of Groundwater Remediation Findings by Mott Macdonald, ref: 400182CH01-TN-GIP2, rev B, dated 30th July 2021.

Meeting Minutes: Results of Preliminary Scheme of Ground Investigation and Design Verification for Groundwater Remediation, and Proposed Remediation (as agreed in previous meeting 28/04/21) by Mott Macdonald, dated 2nd September 2021.

Email from David Abiorwerth of Cambridge City Council to Suzanne George of Mott Macdonald, dated 13th September 2021.

Email from Petroula Mantzou of the Environment Agency to Suzanne George of Mott Macdonald, dated 13th September 2021.~~has been undertaken and a report demonstrating completion of the works required by the approved preliminary scheme has been submitted to and approved in writing by the local planning authority.~~

Reason - to ensure that the groundwater remediation treatment scheme is deliverable and able to protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework (NPPF) paragraphs 170, 178, & 179 (2019), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), the objectives of policies CC/7 & SC/11 of the South Cambridgeshire Local Plan, and policies 33 & 31 of the Cambridge Local Plan.

67 CONTAMINATION: SITE-WIDE REMEDIATION STRATEGY

The groundwater remediation works shall be carried out in accordance with the PFOs/PFOA (perfluorooctane sulfonate/perfluorooctanoic acid) remediation strategy as approved under condition 66 (18/0481/COND66 and S/1231/18/COND66) of 18/0481/OUT and S/1281/18/OL :

Preliminary Scheme of Investigation Results and Design Verification of Groundwater Remediation Findings by Mott Macdonald, ref: 400182CH01-TN-GIP2, rev B, dated 30th July 2021. Meeting Minutes: Results of Preliminary Scheme of Ground Investigation and Design Verification for Groundwater Remediation, and Proposed Remediation (as agreed in previous meeting 28/04/21) by Mott Macdonald, dated 2nd September 2021. Email from David Abiorwerth of Cambridge City Council to Suzanne George of Mott Macdonald, dated 13th September 2021. Email from Petroula Mantzou of the Environment Agency to Suzanne George of Mott Macdonald, dated 13th September 2021.

For all other works, no development shall take place until a site-wide remediation strategy has been submitted to and approved in writing by the local planning authority.

~~No development shall take place until a site-wide remediation strategy has been submitted to and approved in writing by the local planning authority.~~

The site-wide remediation strategy shall be prepared in accordance with the recommendations set out in the Remediation Options Sustainability Assessment (Mott Macdonald, ref: 400182/CH/SA/D, dated 2nd December 2019) submitted in support of the planning application; the recommendations contained in chapter 12 of the Environmental Statement dated March 2019; and the findings of the preliminary scheme of investigation referred to in Conditions 65 and 66.

The strategy shall detail the works and measures required both within and outside of the application site within the ownership and control of the applicants. The strategy shall include a schedule and phasing plan for the proposed remediation works and measures (setting out a programme for the phased delivery of all remediation activities in respect of each Development Parcel and Strategic Engineering and Landscaping Element that will be implemented and including any monitoring and maintenance that may be required). The remediation activities identified by the approved strategy shall be fully implemented on each Development Parcel and Strategic Engineering and Landscaping Element in accordance with the approved details and programme and in each case (save for ongoing maintenance and monitoring) prior to the occupation of any residential dwelling on that Development Parcel or prior to the first use of that Strategic Engineering and Landscaping Element. Any monitoring and maintenance requirements in respect of such Development Parcel or Strategic Engineering and Landscaping Element identified by the approved strategy shall be fully implemented on such Development Parcel or Strategic Engineering and Landscaping Element thereafter.

Reason - to ensure that the site-wide remediation strategy is able to protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework (NPPF) paragraphs 170, 178, & 179 (2019), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), the objectives of policies CC/7 & SC/11 of the South Cambridgeshire Local Plan, and policies 33 & 31 of the Cambridge Local Plan.

68 CONTAMINATION: SITE-WIDE MONITORING AND MAINTENANCE SCHEME

No development approved by this planning permission shall take place until a sitewide monitoring and maintenance scheme has been submitted to and approved in writing by the local planning authority.

The Site-wide monitoring and maintenance scheme shall contain:

a) ~~the methodology to achieve the effective on-going monitoring and the maintenance of the groundwater remediation works (including contingency arrangements should the remediation prove to be ineffective and/or unworkable);~~ shall be in accordance with the approved (planning reference 18/0481/COND68 and S/1281/18/COND68) Preliminary Scheme of Investigation Results and Design Verification of Groundwater Remediation Findings by Mott Macdonald, ref: 400182CH01- TN-GIP2, rev B, dated 30th July 2021 Meeting Minutes: Results of Preliminary Scheme of Ground Investigation and Design Verification for Groundwater Remediation, and Proposed Remediation (as agreed in previous meeting 28/04/21) by Mott Macdonald, dated 2nd September 2021 Email from David Abiorwerth of Cambridge City Council to Suzanne George of Mott Macdonald, dated 13th September 2021 Email from Petroula Mantzou of the Environment Agency to Suzanne George of Mott Macdonald, dated 13th September 2021

b) details of the management body or bodies which will be appointed to undertake the monitoring and maintenance required by the approved scheme;

c) details of the funding mechanism to deliver the long-term requirements of the approved scheme.

Reason - to maintain protection of controlled waters from potential pollutants, in line with National Planning Policy Framework (NPPF), Environment Agency Groundwater Protection: Principles and Practice (GP3) and the objectives of policy of policy CC/7 and SC/11 of the South Cambridgeshire Local Plan, policy 33 and 31 of the Cambridge Local Plan.

69 CONTAMINATION: COMPLETION/VERIFICATION REPORT

Prior to construction above ground level of any residential dwelling on each Development Parcel or first use of a Strategic Engineering and Landscaping Element the following shall be submitted to, and approved in writing by the local planning authority:

a) A completion report demonstrating that (save for post-remedial monitoring and maintenance detailed below) the approved site-wide remediation strategy has been fully implemented for that Development Parcel or Strategic Engineering and Landscaping Element and that the site of Development Parcel or Strategic Engineering and Landscaping Element (as applicable) has been remediated to the satisfaction of the local planning authority.

b) Details of the proposed post-remedial monitoring and maintenance scheme required to monitor the long-term effectiveness of the remediation strategy in respect of the relevant Development Parcel or Strategic Engineering and Landscaping Element over the lifetime of the development. This scheme shall accord with the details set out in the Section 106 agreement.

Thereafter, the approved post-remedial monitoring and maintenance scheme shall be fully implemented in respect of the relevant Development Parcel or Strategic Engineering and Landscaping Element and no works shall take place within the relevant part of the site such as to prejudice the effectiveness of the approved and implemented remediation strategy in respect of that part of the site.

Reason - to protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF) paragraphs 170, 178, & 179, the latest Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), the objectives of policies CC/7 & SC/11 of the South Cambridgeshire Local Plan, and policies 33 & 31 of the Cambridge Local Plan.

70 CONTAMINATION: UNEXPECTED CONTAMINATION

If unexpected land contamination is encountered whilst undertaking the development on a Development Parcel or Strategic Engineering and Landscaping Element, works shall immediately cease on the relevant Development Parcel or Strategic Engineering and Landscaping Element until the local planning authority has been notified and the contamination has been fully assessed and a remediation strategy has been submitted to, and approved by the local planning authority. Thereafter the development shall not be implemented on the relevant Development Parcel or Strategic Engineering and Landscaping Element otherwise than in accordance with the approved remediation scheme.

Reason - To protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework (NPPF) paragraphs 170, 178, & 179 (2019), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), the objectives of policies CC/7 & SC/11 of the South Cambridgeshire District Council Local Plan, and policies 33 & 31 of the Cambridge City Local Plan.

71 CONTAMINATION: MATERIALS MANAGEMENT PLAN

Prior to the importation, exportation, and/or reuse of material (soils and aggregates) necessary for the development of each Development Parcel or Strategic Engineering and Landscaping Element, a Materials Management Plan (MMP) in respect of such Development Parcel or Strategic Engineering and Landscaping Element shall be submitted to and approved in writing by the local planning authority. Each MMP shall:

- (a) Include details of the volumes and types of such material proposed to be imported, exported, and/or reused from the relevant part of the site.
- (b) Include details of the management of the haulage of such materials proposed to be imported, exported, and/or reused from the relevant part of the site with respect to local air quality and loss of amenity to nearby residents from associated noise, dust, odour, and light emissions.

- (c) Include details of the proposed source(s) of such imported and/or reused material in respect of the relevant part of the site.
- (d) Include details of the chemical testing for all such imported and/or reused materials to be undertaken before placement onto the relevant part of the site.
- (e) Include the results of the chemical testing of contaminants which must show the relevant material is suitable for use on the relevant part of the development.
- (f) Include confirmation of the chain of evidence to be kept during the importation, exportation, and/or reuse of all such materials necessary for the development and the movement and placement of all reused site-won materials in respect of the relevant part of the site.

All works on each Development Parcel or Strategic Engineering and Landscaping Element will be undertaken in accordance with the relevant approved MMP.

Reason - To protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework (NPPF) paragraphs 170, 178, & 179 (2019), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), the objectives of policies CC/7 & SC/11 of the South Cambridgeshire District Plan, and policies 33 & 31 of the Cambridge Local Plan.

Informatives

- 1 **S106 relates:** This planning permission should be read in conjunction with the associated deed of planning obligation dated 14 December 2020 prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The Applicant is reminded that under the terms of the s106 Agreement you are required to notify the Council of the date of commencement of development.
- 2 **Demolition/Construction - Noise/Vibration Report:** To satisfy the requirements of Condition 57 (Site Wide Demolition and Construction Environmental Management Plan), the noise/vibration report should include:
 - a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.
 - b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

- 3 **Plant Noise Insulation:** To satisfy the requirements of Conditions 59 and 60 (Noise Impact Assessment - Noise Insulation), the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this development should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this development and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to guard against any creeping background noise in the area and prevent unreasonable noise 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 Applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "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 boundary having regard to neighbouring premises.

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

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise 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, noise frequency spectrums, noise

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 noise 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.

- 4 **Plant Sound:** To satisfy the requirements of Conditions 59 and 60 in relation to plant sound insulation, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this development should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this development and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. 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 Applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "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 boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 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 sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound 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 **Noise Impact Assessment:** For the purposes of satisfying Conditions 59 and 60 (Noise Impact Assessment), 3D propagation sound / noise modelling should be used to predict and assess the outdoor propagation of noise across the site including façade incident noise levels (at various floor levels) from all sources of noise cumulatively, taking account of how noise is attenuated by topography, existing buildings and proposed new buildings and environmental noise barriers. This will help to ensure effective noise control / attenuation measures are incorporated and optimised at the design stage and allows the façade attenuation performance to be tailored relative to the predicted external noise level and

determine which habitable rooms are likely to require an alternative form of ventilation, if opening external windows is not acceptable.

Due regard shall be given to relevant national and industry standards, codes of practice and best practice technical guidance including:

- Defra's Noise Policy Statement for England, March 2010
- BS 8233:2014 - Guidance on sound insulation and noise reduction for buildings, - BS 4142:2014+A1:2019 - Methods for rating and assessing industrial and commercial sound
- ProPG: Planning & Noise - Professional Practice Guidance on Planning & Noise- New Residential Development, May 2017
- The Acoustics of Schools: a design guide - Institute of Acoustics (IOA) and the Association of Noise Consultants (ANC), November 2015
- Acoustic Design of Schools: Performance Standards, Building Bulletin 93, February 2015
- WHO Environmental Noise Guidelines for the European Region, 2018
- Night noise guidelines for Europe - WHO/Europe, 2009
- WHO Guidelines for Community Noise - WHO, 1999
- 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' - Section 3.6 Pollution - Noise Pollution (including vibration) (pages 89 -113) and appendix 8 : Further technical guidance related to noise pollution- available online at:

<https://www.scambs.gov.uk/planning/local-plan-and->

[neighbourhoodplanning/sustainable-design-and-construction-consultation-spd/](https://www.scambs.gov.uk/planning/local-plan-and-)

<https://www.scambs.gov.uk/media/14406/final-greater-cambridge-sus-dc-spd.pdf>

The report shall demonstrate that a good acoustic design approach / process has been followed for both internal and external spaces including consideration of the following hierarchy of noise management measures (but not limited to) in descending order of preference; to mitigate and to reduce to a minimum potential adverse impacts arising from noise, so that the use of building envelope and landscape noise insulation / mitigation scheme measures, whilst necessary in some areas is minimised:

- (i) Maximising the spatial separation of noise source(s) and receptor(s).
- (ii) Using existing topography and existing structures (that are likely to last the expected life of the noise-sensitive scheme) to screen the proposed development site from significant sources of noise.
- (iii) Using the site layout of the scheme to reduce noise propagation across the site and to locate non-noise-sensitive buildings adjacent to road noise sources to provide screening to residential units.
- (iv) Creating setbacks.
- (v) Using the shape and orientation of buildings to reflect and or shield noise to protect the most noise sensitive uses / habitable rooms including the provision of 'quiet facades' to residential units where practicable.
- (vi) Locating noise sensitive areas/rooms away from the parts of the site most exposed to noises and careful internal configuration of internal rooms to reduce the noise exposure of noise-sensitive habitable rooms.

- (vii) Stacking similar room uses (such as kitchens and living rooms) above each other.
- (viii) Positioning non-residential uses closer to the noise source in mixed use developments
- (ix) Anti-vibration foundations/vibration reducing separation trenches.
- (x) Opportunities for incorporating environmental acoustic / noise barriers as part of the scheme to screen the proposed development site from significant sources of noise - such as landscaping / mounds, fencing and solid balconies to reflect/shield sound.
- (xi) Architectural features such as side fins / balconies to provide local screening to windows / doors to noise sensitive habitable rooms.
- (xii) Incorporating 'sound proof' construction/cladding materials e.g. absorptive materials/finishes to balcony soffits and reveals.
- (xiii) Building noise insulation scheme - use the building envelope / fabric to mitigate and attenuate noise ingress to acceptable levels - acoustic insulating and soundproofing doors, walls, windows, floors and ceilings with an appropriate level of acoustic performance
- (xiv) Ventilation strategy - alternative forms of ventilation provision if acceptable internal noise levels within habitable rooms are exceeded with partially open external windows / doors (to negate the need to ventilate passively via an openable window) e.g. mechanical ventilation systems or acoustically attenuated passive ventilation free areas to achieve background and rapid / purge ventilation standards / requirements.

Where sound insulation requirements of the building envelope preclude the opening of windows for rapid ventilation to facilitate thermal comfort control / summer cooling, an alternative form of ventilation will also need to be considered within the context of achieving acceptable internal design noise level criteria.

If internal acceptable noise levels in habitable rooms cannot be achieved with windows partially open for ventilation (assuming a 15dB reduction across / for an open window) and where the associated rooms are not dual aspect (to a quieter facade), an alternative form of background and rapid / purge ventilation (acoustically attenuated passive or mechanical) will need to be provided at a minimum rate of 2 - 4 air changes per hour (ACH) to each habitable room with full operational controls for occupants.

Building Regulations - Approved Document F: ventilation does not control mechanical ventilation operational noise but advises that self-generated ventilation system noise should not discourage their use by occupants. In duct attenuation / lined ducting may be required for whole house systems. It will therefore be necessary to demonstrate that the operating sound level of any system does not discourage the use by occupiers and an internal Noise Rating level of NR25 to 30 or lower is recommended. Ventilation systems should be tested in accordance with ISO 3741:2010: Acoustics -- Determination of sound power levels and sound energy levels of noise sources using sound pressure -- Precision methods for reverberation test rooms or similar.

Each complete window system, including frames, glass and seals should be tested in accordance with BS EN ISO 10140-2:2010 (various) and rated in accordance with BS EN ISO 717-1:2013 'Acoustics. Rating of sound insulation in buildings and of building elements' or as superseded. The test certificates should be provided to the LPA when available.

- 6 **Dust:** If a dust management plan is required during construction, reference and regard shall be given to various national and industry best practical technical guidance such as:
 - a. Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
 - b. Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)
 - c. Control of dust and emissions during construction and demolition - supplementary planning guidance, (Greater London Authority, July 2014).
- 7 **Environment Agency:** The Environment Agency, Brampton Environment District, Bromholme Lane, Brampton, Huntingdon, Cambs, PE28 4NE, Tel no: 01480414581 for advice regarding, the removal and disposal of waste and adherence with Agency pollution prevention guidelines. The waste produced on the site during demolition / construction will be subject to the general Duty Of Care under the Environmental Protection Act 1990 and is likely to be subject to control under the Waste Management Licensing Regulations 2011 and the Hazardous Waste Regulations 2005.
- 8 **Substation:** Electricity substations are known to emit electromagnetic fields. The Public Health England (PHE) Radiation Protection Service has set standards for the release of such fields in relation to the nearest premises. The Applicant should contact The National Grid EMF unit on 0845 702 3270 for advice regarding the electric/magnetic fields that are associated with electric substations.
- 9 **Concrete Crusher:** Notification to the Council's Environmental Health team will be required under the Environmental Permitting Regulations if an on site concrete crusher will be used during the demolition stage.
- 10 **Housing Health and Safety Rating System:** The Housing Act 2004 introduced the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors. Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

Further information may be found here: <https://www.cambridge.gov.uk/housing-health-and-safety-rating-system>
- 11 **Cadent Gas:** There is apparatus in the vicinity of the development site which may be affected by the proposed development. It is the Applicant's responsibility to take into account whether apparatus may be present and if they could be affected by proposed activities. Further Essential Guidance can be found on the National Grid Website:

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>
- 12 **LLFA Surface Water Drainage:** The Lead Local Flood Authority preference for strategic surface water drainage is for above-ground attenuation rather than relying on a below ground system of filter drains with cellular crates or box culverts.

- 13 **Anglian Water - Assets Affected:** Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. The site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991, or in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.
- 14 **Anglian Water - Trade Effluent:** An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991

- 15 **Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Regulation 29, Information to Accompany Decisions.**

Grant of planning permission and reasoned conclusion as to the significant effects of the development on the environment:

In reaching its decision to grant planning permission, the reasoned conclusion of the Local Planning Authority is set out in Section 21 (Planning Balance) of the report to Joint Development Control Committee (JDCC) (Cambridge Fringe Sites) dated 27 May 2020

<https://democracy.cambridge.gov.uk/documents/g3920/Public%20reports%20pack%2027th-May-2020%2010.30%20Joint%20Development%20Control%20Committee%20%20Cambridge%20Fringes.pdf?T=10>

The Local Planning Authority has considered the predicted environment impacts of the scheme as set out in the Environmental Impact Assessment (as amended) accompanying the application. Those impacts have been assessed in Section 16 (Environmental Considerations) of the JDCC committee report.

The planning permission seeks to mitigate the environmental impacts of the proposal through the imposition of planning conditions which include the following: phasing and the use of design guides; control over the quantum of uses; the agreement of a programme of archaeological investigation; sustainability strategies and monitoring (including in relation to energy and water conservation); surface and foul water drainage; biodiversity and landscape - including landscape planting and biodiversity monitoring; construction environmental transport and waste management plans (including monitoring arrangements); measures to minimise noise, lighting and odour impacts; a strategy for the management of risks from contamination (including monitoring arrangements).

S106 controls are also imposed upon the development of the site to ensure environmental mitigation is carried out and controls are in place and monitored. This includes impacts arising from: transport generation on the highway network; predicted community needs, including the provision of educational, health, community facilities, open space and community support / access arising from the development; predicted waste generation and the facilities and means by which this can be collected.

Mindful of all environmental impacts arising from the development as set out in the associated Environmental Impact Assessment submitted as part of the application pursuant to the Town and Country Planning (EIA) Regulations 2017, it is the view of the Local Planning Authority that the proposed development will bring significant measurable economic, social and environmental public benefits that accord with the three dimensions of sustainable development set out in the NPPF. The balance of these benefits are considered to outweigh the conflict with the development plan that harm in terms of visual impact and loss of agricultural land the development would cause.

Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is approved.

Plans and drawings

This decision notice relates to the following drawings:

Reference/Document/Drawing Title	Received
<u>PP001</u>	<u>26.03.2018</u>
<u>PP002</u>	<u>26.03.2018</u>
<u>PP003</u>	<u>26.03.2018</u>
<u>PP004 (Revision C)</u>	<u>11.06.2020</u>
<u>PP006</u>	<u>26.03.2018</u>
<u>PP007</u>	<u>26.03.2018</u>
<u>37305_5501_001 (Revision K)</u>	<u>13.11.2019</u>
<u>37305_5501_002 (Revision K)</u>	<u>13.11.2019</u>
<u>37305_5501_003 (Revision J)</u>	<u>13.11.2019</u>
	Date

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

Authorisation

Authorised by:



SJ Kelly

Joint Director For Planning & Economic Development For Cambridge
& South Cambridgeshire

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 18 December 2020

Working with the applicant

The LPA positively encourages pre-application discussions. Details of this advice service can be found at <https://www.greatercambridgeplanning.org>. If a proposed development requires revisions to make it acceptable the LPA will provide an opinion as to how this might be achieved. The LPA will work with the applicant to advise on what information is necessary for the submission of an application and what additional information might help to minimise the need for planning conditions. When an application is acceptable, but requires further details, conditions will be used to make a development acceptable. Joint Listed Building and Planning decisions will be issued together. Where applications are refused clear reasons for refusal will identify why a development is unacceptable and will help the applicant to determine whether and how the proposal might be revised to make it acceptable.

In relation to this application, it was considered and the process managed in accordance with paragraph 38 of the National Planning Policy Framework.

General Notes

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

Your attention is specifically drawn to the requirements of the Equality Act 2010 and the Equality Act (Disability) regulations 2010, the British Standards Institution BS8300:2009 "Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice" and to Approved Document 'M' "Access to and use of buildings", volumes 1 and 2 of the Building Regulations 2010 and to Approved Document 'B' "Fire Safety", volumes 1 and 2 of the Building Regulations 2010, in request of guidance on means of escape for disabled people. The development should comply with these requirements as applicable

It is an offence under Section 171 of the Highways Act 1980 to temporarily deposit building materials, rubbish or other things on the public highway or make a temporary excavation on it without the written consent of the Highway Authority. The Highway Authority may give its consent subject to such conditions as it thinks fit.

The applicant is reminded that under the Wildlife and Countryside Act 1981(Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees within the application should be assumed to contain nesting birds between the above dates unless a survey has shown it is absolutely certain that nesting birds are not present.

Building Regulations 2010

The project may be subject to the requirements of the Building regulations 2010.

Advice and assistance can be obtained from our Building Control Team, 3C Building Control on 0300 7729622 or buildingcontrol@3csharedservices.org link to website at www.3csharedservices.org

They will work with you offering competitive fee quotations and pre-application advice upon request.

Appeals to the Secretary of State

The applicant has a right to appeal to the Secretary of State against any conditions of this planning permission, under Section 78 of the Town & Country Planning Act 1990. The appeal must be made on a form which may be obtained from:

The Planning Inspectorate,
Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN
Telephone 0303 444 5000 or visit <https://www.gov.uk/planning-inspectorate>

If an enforcement notice is or has been served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: **28 days** of the date of service of the enforcement notice, **OR** within **6 months** (12 weeks in the case of a householder or minor commercial appeal) of the date of this notice, whichever period expires earlier.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

Purchase Notices

If the Local Planning Authority or the Secretary of State grants permission subject to conditions the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Before starting work

It is important that all conditions, particularly pre-commencement conditions, are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

Street Naming and Numbering

In order to obtain an official postal address, any new buildings should be formally registered with South Cambridgeshire District Council. Unregistered addresses cannot be passed to Royal Mail for allocation of postcodes.

Applicants can find additional information, a scale of charges and an application form at www.scambs.gov.uk/snn. Alternatively, applicants can contact the Address Management Team: call 08450 450 500 or email address.management@scambs.gov.uk.

Please note new addresses cannot be assigned by the Council until the footings of any new buildings are in place.

Third Party Rights to challenge a planning decision

Currently there are no third party rights of appeal through the planning system against a decision of a Local Planning Authority. Therefore, if you have concerns about a planning application and permission is granted, you cannot appeal that decision.

Any challenge under current legislation would have to be made outside the planning system through a process called Judicial Review.

A 'claim for judicial review' includes a claim to review the lawfulness of a decision, action or failure to act in relation to the exercise of a public function, in this case, a planning decision. The court's permission to proceed is required in a claim for Judicial Review. A claim for Judicial Review is dealt with by the Administrative Court and if leave to judicially review a planning decision is granted, the Judicial Review will be decided by a judge at the High Court.

An application to Judicial Review a decision must be made within **6 weeks** of the decision about which you have a grievance being made. For further information on judicial review and the contact details for the Administrative Courts, please go to <http://www.justice.gov.uk/>



18/0481/COND 9 - Land North of Cherry Hinton, Coldhams Lane, Cambridge

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Cherry Hinton Ward

Proposal: Submission of details required by condition 9 (Site Wide Design Code) of outline permission 18/0481/OUT

Applicant: Bellway Latimer Cherry Hinton LLP

Presenting officer: Rebecca Ward, Principal Planner

Reason presented to committee: Application raises special planning policy or other considerations

Member site visit date: No

Key issues:

1. Design and Layout
2. Movement and Access
3. Nature

Recommendation: Approve

S/1281/18/COND9 - Land North of Cherry Hinton, Coldhams Lane, Cambridge

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Teversham Parish

Proposal: Submission of details required by condition 9 (Site Wide Design Code) of outline permission 18/0481/OUT

Applicant: Bellway Latimer Cherry Hinton LLP

Presenting officer: Rebecca Ward, Principal Planner

Reason presented to committee: Application raises special planning policy or other considerations

Member site visit date: No

Key issues: 1. Design and Layout
2. Movement and Access
3. Nature

Recommendation: Approve

Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
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5	Policy
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Table 1 Contents of report

1. Executive summary

- 1.1 The applications seek discharge of condition 9 for the site wide design code of outline planning permission 18/0481/OUT and S/1231/18/OL for up to 1200 residential dwellings (including retirement living facility), a local centre, primary and secondary schools, community facilities, open spaces, allotments, landscape and associated infrastructure.
- 1.2 The proposals in the Design Code have been discussed with the Councils officers as part of detailed pre-application work which has been

undertaken since summer 2021 which has been a collaborative process. As part the dialogue there have been a number of developer led public exhibitions held with the local community. In addition, the Design Code has been tested by three independent architectural practices to ensure it is a robust and useable document. A developer let presentation was made to the Joint Development Control Committee (JDDC) on the 16 March 2022 along with a follow up officer led briefing to members on the 14 July 2022.

- 1.3 The Design Code sets out the vision for the site. It seeks to create a vibrant, high quality and distinctive extension to the existing settlement reflecting and enhancing the special character of the surrounding areas whilst working in synergy with Cambridge as a whole. The framework master vision has therefore set two layers of sustainable design approaches broadly covering buildings and landscape. This is referenced as 'Living Communities' (Identify, Built Form, Uses and Homes and Buildings) and 'Living Infrastructure' (Public Spaces, Resources, Movement and Nature) through the document.
- 1.4 The significant editing that was undertaken on the pre-submission draft in terms of the text, key diagrams and carefully refinement of the mandatory 'musts' and recommended 'shoulds' language, has resulted in a high quality, well-structured document that systematically addresses key place shaping elements. Key spatial site wide structuring elements and networks are fixed, with supporting text establishing strategic outcomes for topics and providing clear instructions which are for the most part mandatory. The Urban Design Officer has stated that this document will provide a good quality baseline for future reserved matters, while still allowing flexibility for future innovative schemes that will need to demonstrate how they can exceed the requirements of the code.
- 1.5 Amendments have been made during the application process to address consultee and member concerns including those relating to cycle parking, landscaping and urban form.
- 1.6 Officers recommend that the Planning Committee approve the application.

2. Site description and context

- 2.1 The Site is a parcel of land approximately 56 hectares in size which is located on the eastern side of Cambridge, to the north of Coldhams Lane and Cherry Hinton. It is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council.

- 2.2 The majority of the Site (approximately 32 hectares) falls within Cambridge City (Cherry Hinton Ward). The village of Teversham, which is within South Cambridgeshire District, is situated to the north/north-east of the Site.
- 2.3 To the west and north of the Site is Cambridge Airport and associated land. The southern side of the Site borders existing dwellings along Teversham Drift, March Lane, Reilly Way and Church End. The eastern boundary of the Site is formed by Cherry Hinton Road and Airport Way. To the immediate north of the Site is agricultural land which is within the Cambridge Green Belt. Coldhams Lane forms the southern Site boundary.
- 2.4 The Site includes arable fields and semi-improved grassland. Large open arable fields are supported on the north-eastern side of the Site, some of which are bounded by fragmented hedgerows and scattered hedgerow trees. The west and south-western side of the Site comprises airport land and is managed as open grassland. This part of the Site includes an existing building associated with the airport activities, which is connected by a track to Cambridge Airport.
- 2.5 A public right of way crosses the Site in a south to north direction, connecting Teversham and Cherry Hinton. The Site generally falls in a north-westerly direction with highest elevations in the south-west and south-east corners. There is a shallow ridge to the east, where land slopes north-eastwards towards Airport Way and land west of the ridge slopes north-westwards towards a watercourse.

3. The proposal

- 3.1 Outline Planning Permission for the Land North of Cherry Hinton development site was granted in December 2020 for up to 1200 residential dwellings (including retirement living facility), a local centre, primary and secondary schools, community facilities, open spaces, allotments, landscape and associated infrastructure (planning application references 18/0481/OUT and S/1231/18/OL). Detailed matters of appearance, landscape, layout and scale are reserved matters to be agreed.
- 3.2 A Site Wide Design Code (condition 9) was conditioned as part of the outline planning approvals, forming the next important step in the planning and delivery of creating a new sustainable community on the site. The purpose of the design code is to bridge the gap between the outline

applications and reserved matters applications. This continues the approach set out in the informal guidance note “Design Codes for Strategic Development Sites within Cambridge Fringe Areas” (May 2012).

- 3.3 Although two separate outline planning applications were originally submitted, and two separate applications have been submitted to discharge the outline planning conditions relating to the Design Code planning condition, this reflects the cross-authority boundary nature of the development site and is for administrative purposes only. The development is considered as a single entity.
- 3.4 In parallel to the submission of these applications to discharge Condition 9 of the outline permissions, two Section 73 applications have been submitted to make a series of minor material amendments to the outline plans to align with the evolution of the master plan through the design code process. The officer report in relation to these Section 73 applications (reference 22/01966/S73 and 22/01967/S73) can be found elsewhere on this agenda.
- 3.5 The proposals in the Design Code have been discussed with the Councils officers as part of detailed pre-application work which has been undertaken since summer 2021. As part of the dialogue there have been a number of developer led public exhibitions held with the local community. In addition, the Design Code has been tested by three independent architectural practices to ensure it is a robust and useable document. A developer led presentation was also made to the Joint Development Control Committee (JDDC) on the 16 March 2022 along with a follow up officer led briefing to members on the 14 July 2022.
- 3.6 The application has been amended on 13 July 2022 to address representations, comments following the Member Briefing and further consultations have been carried out as appropriate.

4. Relevant site history

Reference	Description	Outcome
18/0481/OUT and S/12231/18/OL	Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use	Approved December 2020

	Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.	
22/01966/S73 and 22/01967/S73	Section 73 applications to vary conditions 5 (Compliance with Plans), 13 (Accessible and Adaptable Dwellings), 14 (Wheelchair User Dwellings) and 17 (Sustainability Statement) of S/1231/18/OL and 18/0481/OUT to allow for a variation to the approved parameter plans and to amend condition wording	Current applications (see elsewhere on this Committee Agenda)

Table 2 Relevant site history

5. Policy

5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

5.2 South Cambridgeshire Local Plan (2018)

S/1 – Vision
S/2 – Objectives of the Local Plan
S/3 – Presumption in Favour of Sustainable Development
S/5 – Provision of New Jobs and Homes
S/7 – Development Frameworks
CC/1 – Mitigation and Adaption to Climate Change
CC/3 – Renewable and Low Carbon Energy in New Developments
CC/4 – Water Efficiency
CC/8 – Sustainable Drainage Systems
CC/9 – Managing Flood Risk
HQ/1 – Design Principles
HQ/2 – Public Art and New Development
NH/2 – Protecting and Enhancing Landscape Character
NH/4 – Biodiversity
NH/6 – Green Infrastructure
NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt
H/8 – Housing Density
H/9 – Housing Mix
H/10 – Affordable Housing
H/12 – Residential Space Standards
SC/4 – Meeting Community Needs
SC/6 – Indoor Community Facilities
SC/7 – Outdoor Play Space, Informal Open Space & New Developments
SC/9 – Lighting Proposals
SC/10 – Noise Pollution
SC/12 – Air Quality
TI/2 – Planning for Sustainable Travel
TI/3 – Parking Provision
TI/8 – Infrastructure and New Developments
TI/9 – Education facilities
TI/10 – Broadband

5.3 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 3: Spatial strategy for the location of residential development
Policy 5: Strategic transport infrastructure
Policy 8: Setting of the city
Policy 14: Areas of major change and opportunity areas – general principles
Policy 23: Eastern Gate Opportunity Area
Policy 26: Old Press/Mill Lane Opportunity Area
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 from noise and vibration
Policy 36: Air quality, odour and dust
Policy 42: Connecting new developments to digital infrastructure
Policy 45: Affordable housing and dwelling mix
Policy 47: Specialist housing
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 59: Designing landscape and the public realm
Policy 65: Visual pollution
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 73: Community, sports and leisure facilities
Policy 74: Education facilities
Policy 75: Healthcare facilities
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.4 Neighbourhood plan

N/A

5.5 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Health Impact Assessment SPD – Adopted March 2011

Landscape in New Developments SPD – Adopted March 2010

District Design Guide SPD – Adopted March 2010

Affordable Housing SPD – Adopted March 2010

Open Space in New Developments SPD – Adopted January 2009

Public Art SPD – Adopted January 2009

Trees and Development Sites SPD – Adopted January 2009

- 5.6 **Supplementary Planning Documents** (prepared in parallel with the Local Plan preparation and shortly to be adopted by the Executive Councillor by an out of cycle decision) City

Cambridgeshire and Peterborough Flood and Water

Land North of Cherry Hinton

Greater Cambridge Biodiversity – Adopted February 2022

5.7 **Other guidance**

Greater Cambridge Housing Strategy 2019 – 2023

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

Greater Cambridge Sustainable Design and Construction SPD (2020)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

Cycle Parking Guide for New Residential Developments (2010)

5.8 **Area Guidelines**

N/A

6. Consultations

6.1 Teversham Parish Council

6.2 No comments.

6.3 Highways Development Management

6.4 2nd comment - Amendments have been made to address previous concerns.

6.5

6.6 1st comment - Objection. Amendments required to various highway sections of the design code to ensure the roads, cycleways and footways are capable of adoption.

County Cycle Officer

6.7 2nd comment - No objections. Amendments have been made to address previous concerns.

6.8 1st comment – Objection. In relation to cycle parking should specify the type of stand that should be used, and two cargo bikes should be included (not-one).

County Education

6.9 1st comment - No objection to adjustment in school boundaries.

Definitive Maps Officer

6.10 1st comment - No comments.

Sustainable Drainage Officer (adoption)

6.11 1st comment - No comments.

Lead Local Flood Authority

6.12 2nd comment - No objections. Amendments have been made to address previous concerns.

6.13 1st comment - Objections. Amendment required. Swales side slopes must not exceed 1:3 due to health and safety reasons. Code should encourage on plot SuDs features.

Urban Design

- 6.14 2nd comment - No objections. A series of amendments have been made to the site wide design code for Land North of Cherry Hinton to address our comments raised in our original consultation. We commend the efforts to address wider concerns raised by other officers and the questions raised at the recent JDCC Members Briefing Session. The changes made to page 23 regarding cycle parking for houses, which now includes a front of plot store, are positive. Some minor additional refinements have been requested to secure the car port, threshold cycle parking and to add side door illustration. With these refinements the Urban Design Team are satisfied that the Design Code meets the requirements of Condition 9 of the outline planning permission, and we support the discharge of the condition.
- 6.15 1st comment - Objections. Refinements required to the design code covering topics such as accessibility, useability, framework master plan, movement framework, cycle and parking standards, community engagement.

Sustainability Officer

- 6.16 1st comment - No objection. The approach to integrating sustainability considerations into the design code is fully supported and welcome the extent the design team and client have worked proactively to develop and refine the code in responding to climate change. In addition to the section on resources, which considers design measures related to both climate change mitigation and adaption, design responses relation to climate change have been integrated across various sections of the code for example the illustration highlighting approaches to sustainable apartment design which at present can be a particular issue in relation to overheating.

Landscape Officer

- 6.17 2nd comment - Minor amendments required to improve clarity of the topic headers in the design code. Subject to amendment no further concerns.
- 6.18 1st comment - Objection. Refinements required to accessibility of document, living infrastructure, public spaces and principles, play strategy streets and character areas.

Ecology Officer

- 6.19 2nd comment - No objections. Amendments have been made to address previous concerns.
- 6.20 1st comment - Objection. Refinements required to the design code on targeting species, typo errors and elaboration of use of chalk topsoil and explain how the low nutrient soils benefits biodiversity and reduce maintenance burden.

Sustainable Communities and Wellbeing Officer

- 6.21 2nd comment - Refinements made in light of previous objections. Additional comments made regarding services offered by Landscape Architects, addition of foraging trails to play strategy, reference in code to best practice example at Northstowe Health Living Young and Play Strategy and enhancements to Community Engagement Strategy.
- 6.22 1st comment - Objections. In summary key refinements required on Community Engagement, Play Strategy and uses.

Environmental Health

- 6.23 2nd comment - Awaiting comments. To be updated.
- 6.24 1st comment – Objections. Amendments to include commitments to use of car club (two dedicated bays), integration of services, EV to all residential dwellings with off street and on plot parking and communal parking is provided at 50% active and 50% passive.

Housing Strategy

- 6.25 1st comment - No objections.

Streets and Open Spaces

- 1.1 1st comment - No comments.

Design Review Panel Meeting of December 2021

- 1.2 The proposed approach to the design code is sound, provided the suggested improvements can be well articulated and captured.

Design Review Panel Meeting of May 2022

- 1.3 The Panel has reviewed this scheme previously and commented that amongst other issues, on the need to improve landscape design and integration. This appears to have been taken on board and reflected in the emerging Design Code which was well received by the Panel.

7. Third Party representation

- 1.4 No representations have been received.

8. Member Representations

- 1.5 No councillor representations have been received.

9. Local Groups/Petition

- 1.6 No groups or petitions have been received.

10. Planning Background

- 1.7 Both Cambridge City Council and South Cambridgeshire District Council adopted their current respective Local Plans in 2018. In the Cambridge Local Plan Policy 13 is allocated for approximately 780 dwellings during the plan period along with the adjoining land allocated in Policy SS/3 of South Cambridgeshire Local Plan for approximately 420 dwellings.
- 1.8 Further guidance on the site was set out within the Supplementary Planning Document for the site which was adopted in November 2018. This document is a material consideration and sets out the design parameters for the site which have been used to inform the design code. The site was subsequently granted outline planning permission in December 2020.
- 1.9 Since this time Strategic Sites, Urban Design have been working in close collaboration with the developer team to prepare the Design Code over the past year. The process of preparation has drawn upon officers experience of shaping and using site wide design codes for other strategic City fringe sites such as Trumpington Meadows, Great Kneighton, Eddington and Marleigh, and has also been shaped by the National Design Guide and National Model Design Code.
- 1.10 The Design Code process has included thematic workshops with various technical consultees, two presentations to the Cambridgeshire Quality

Panel, a Design Code Testing Day, and an in-depth detailed review of the draft code at pre-application stage that also involved a focussed page-turning session with the applicant's design team, to take them through officer's comments and suggested changes.

- 1.11 The Greater Cambridge Shared Planning Service (GCSPS) is currently in the process of preparing a new emerging Local Plan which will cover both Cambridge City and South Cambridgeshire. In Autumn 2021, the Councils consulted on the first proposals which includes the proposed allocation of Cambridge Airport for residential led development. The joint plan is at an early stage and cannot currently be given any weight in planning terms. The Design Code has, however been worded to provide some flexibility should the wider airport land be delivered for re-development in the future.
- 1.12 As part of the Design Code discussions, it became apparent that to achieve some of the enhancements on the site, Section 73 applications also needed to be made to the respective Councils to agree a series of minor material amendments to the original outline plans. The officer reports in respect of these applications are elsewhere on this committee agenda and will need to be formally determined in advance of any decision in respect of these Design Code applications.

11. Assessment

- 1.13 The design code which has been submitted to discharge planning condition 9 of the outline planning permissions sets out the spatial structure of the site through a series of thematic layers, working from the strategic site wide elements to the more specific character areas requirements. The key themes are taken from the ten characteristics of a well-designed place as described by the Department of Levelling Up, Housing and Communities (DLUHC). These sections are as follows (included are the corresponding pages in the design code document in Appendix 1):
- Vision (Page 8)
 - Movement and Access (Page 17-30)
 - Nature (Page 33-38)
 - Public Spaces (Page 41-52)
 - Resources (Page 54-56)
 - Identity (Page 60-76)
 - Built form (Page 80-81)
 - Uses (Page 82 – 84)
 - Homes and buildings (Page 86-87)
 - Lifespan (Page 91-96)

12. Vision

- 1.14 The Design Code sets out the vision for the site. It seeks to create a vibrant, high quality and distinctive extension to the existing settlement reflecting and enhancing the special character of the surrounding areas whilst working in synergy with Cambridge as a whole. The framework master vision has therefore set two layers of sustainable design approaches broadly covering buildings and landscape. This is referenced as 'Living Communities' (Identify, Built Form, Uses and Homes and Buildings) and 'Living Infrastructure' (Public Spaces, Resources, Movement and Nature) through the document.
- 1.15 The Councils Urban Design Officer comments that:
- 1.16 'What sets this code apart from its predecessors is the holistic and integrated design approach to landscape, that creates the conditions for public spaces to facilitate social interaction, makes space for nature and lays foundation for management responsibilities so that they can be sustained over time taking care to avoid unfair service charge cost for residents. In our view this approach goes well beyond the National Model Design Code set out by the government'.
- 1.17 Officers support the overall framework vision, as it emphasises the need to take an integrated approach to all aspects of building design and design in the public realm. Along with considering the need for it to appreciate the existing area and local features. This vision would be in accordance with the LNCH SPD (2018) and the National Model Design Code (2021).

13. Movement and Access

General

- 1.18 The design code requires future phases to have low speed (max 20mph) , tree lined streets and cycle lanes forming a network of routes through the site and beyond. All the streets will prioritise walking, cycling and use of public transport. Streets will also encourage social interaction with focal points for people including places to sit and doorstep play. A framework movement plan and tree strategy plan has been set out in the document connecting these features to a grid system.
- 1.19 Details of car parking and car storage have been included and will be accommodated without being visually intrusive. All residential car parking will be equipped with electric charge infrastructure. Details of waste

tracking have been provided on the framework master plan to ensure all homes and non-residential uses will be provided with adequate waste facilities.

Cycle Parking

- 1.20 The cycle parking standards within the design code comply with Policy 82 of the Cambridge Local Plan, Appendix L and associated Cycling Parking Guidance document (2010) which sets up a series of best practice principles. The code re-enforces the policy by stating that there must be 1 cycle space per bedroom up to 3-bedroom dwellings and then 3 spaces for 4 bedrooms dwellings, 4 spaces for 5 bedrooms etc.
- 1.21 Following the member briefing in July 2022 the design code was amended to include an example of cycle storage within a purpose-built area to the frontage of dwellings. This arrangement would complement other options including cycle storage being located within garages (with the appropriate dimensions of 6mx3m) being applied, purpose build cycle stores to the side of homes and integral cycle-stores to apartment buildings. These example arrangements will help set a benchmark on what officers expect to see come forward on future reserved matters.
- 1.22 In addition, side doors to houses have been indicatively to demonstrate the need for access from within the dwelling into cycle storage areas (as show on the garage diagrams on page 29 of the cycle parking SPD). Text has also been amended to read that “Every home must provide adequate space for secure parking of future cargo bikes and must have access to a fixing point for visitor bikes located conveniently to the front door”.
- 1.23 The aspiration of Members regarding frontage cycle parking as highlighted during the July 2022 briefing session is noted. However, officers are of the view that it would not be reasonable to impose a single design solution upon future developers of the site which requires all cycle parking to be on plot frontages, as this would have implications on placemaking, character of streets and housing types/sizes. In addition, this would go beyond the requirements of adopted policy and therefore would place an unreasonable requirement upon future developers.
- 1.24 Overall, the approach taken by the design code with regard to cycle parking is considered to accord with policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan, Policy 82 of the Cambridge Local Plan, the main aims of the LNCH SPD and the outline planning permissions. The amended design code has been reviewed by the Local Highways Authority who has not further objections.

14. Nature

- 1.25 The design code seeks to secure nature into each aspect of the design with an approach described as 'Living Infrastructure'. This will create an integrated network of natural habitats, sustainable urban drainage, and tree planting, along with increased quality of life and improved microclimate.
- 1.26 A framework master plan has been included which illustrates the key nature considerations and connection across the site. This includes making provision for urban greening, water responsive, land conversation and living landscapes.
- 1.27 In terms of water responsive framework, the design code requires that the SuDs strategy must be one of the first considerations when designing areas of open space. Attenuation features must provide 1 in 100 year event including 40% allowance for climate change and be safe but avoid the need for fencing and promote biodiversity. The design code also requires that swales should be provided on the primary street. Street sections have been provided to show how SuDs should be laid out.
- 1.28 Additional comments have been made by the Sustainable Communities and Wellbeing Officer in relation to the landscape and play section can be carried through to discussions on the Reserved Matters Infrastructure application which has recently been submitted to the Local Planning Authority.
- 1.29 Overall, this part of the design code is considered to accord with policies HQ/1, NH/2, NH/4 and NH/6 of the South Cambridgeshire Local Plan, Policy 59, 68, 69, 70 of the Cambridge Local Plan, the main aims of the LNCH SPD and the outline planning permissions.

15. Public Spaces

- 1.30 The design code seeks to secure good public spaces through good street design that creates spaces for nature and people. Neighbourhood squares, natural spaces for people to meet and play a short walk from every home the largest being the village green in the heart.
- 1.31 Through the design code process the amount of public open space on offer has increased from that approved at outline which has meant more spaces can be provided throughout the site rather than just on the edges. Throughout the pre-application process officers have discussed the scheme with the Cambridge City Streets and Open Spaces team to ensure the principles align with areas they can adopt. This can be

addressed further at Reserved Matters stage when there is a better understanding of the planting strategy, play strategy/equipment and SuDs features.

1.32 Additional comments have been made by the Sustainable Communities and Wellbeing Officer in relation to the landscape section, however, these details can be carried through to discussions on the Reserved Matters Infrastructure application which has recently been submitted to the Local Planning Authority.

1.33

1.34 Overall, this part of the design code is considered to accord with policies HQ/1, NH/2, NH/4 and NH/6 of the South Cambridgeshire Local Plan, Policy 59 and 69 of the Cambridge Local Plan, the main aims of the LNCH SPD and outline planning permissions.

16. Resources

1.35 The design code seeks to ensure the development is energy efficient and designed to be gas free from the outset. Climate change resilience will be built-in with buildings and green spaces that avoid overheating and conserve water (water saving fittings and appliances) and energy resources by design. An example of a naturally ventilated home along with the key design principles has been included within the design code to help guide future reserved matters schemes and demonstrate how overheating can be designed out early on. The Councils Sustainability Officer has been involved in discussions on the design code from the outset and supports the integrated approach to sustainability in the document.

1.36 In terms of integration of services, utility boxes, air source heat pumps, cables wires etc must be kept off frontage elevations and discretely incorporated. Given all homes will have air source heat pumps an example has been provided within the design code on where they could be installed without taking up garden spaces

1.37 In terms of EV charging, the design code seeks to ensure that every home must include provision for charging for electric vehicles. There will also be strategically located rapid charging hubs across the site for use by residents and non-residents. A central rapid car charging point will be located within the village green area whilst others will be located close to neighbourhood squares. This provision accords with the requirements set out in the outline planning condition and in principle is supported by the Councils Air Quality Officer.

- 1.38 Overall, this part of the design code is considered to accord with policies HQ/1, CC/1, CC/3 and CC/4 of the South Cambridgeshire Local Plan, Policy 28 and 29 of the Cambridge Local Plan, the Greater Cambridge Sustainable Design and Construction SPD and the main aims of the LNCH SPD and the outline planning permissions.

17. Identify and Built Form

- 1.39 The design code will ensure future developments are visibly rooted into the surrounding area bringing homes together in small neighbourhoods each with their own character with a village green and market square at the heart.
- 1.40 The roofscape of the building and building groups will be predominately pitched with some variations to flat roof help break this up where there is a need for design and character purposes. Critical details such as materials, windows, entrance doors and decorative details have been coded for and good practice examples included (such as The Avenue in Saffron Walden, Abode, Knights Park Eddington) to ensure the quality of the place is not lost at a detailed design stage.
- 1.41 Three-character areas have also been introduced to help create variety across the site. This includes 'The Village' which will be inspired by buildings villages, landscapes, and hedged field boundaries of more rural Cambridge. This will have densities of between 20-35dph. This area will sit alongside the boundary with Teversham Drift and extend out to the round-about.
- 1.42 The other character area is 'The Gateway' which will be higher density of between 35-50dph. This area forms the central and eastern parts of the site and connects the local centre to the secondary school. Homes will be inspired by central Cambridge with network of ordered streets and terraced housing and apartments.
- 1.43 The last area is 'Parkside Quarter' this follows the northern boundary of the site lignin the edges of the existing airfield. The edge responds to the current aviation use whilst also anticipating how it will address future development. The area is inspired by the leafy sub-urbs od Cambridge with formal semi-detached villa type homes and apartment buildings. Residential densities are 50-65dph in this area.
- 1.44 The Councils Urban Design Officer is supportive of the identify and built form that is being established through the design code. The character

areas will help establish some variation across the site along with providing a mix of housing typologies. Proving layout have been provided within the design code which demonstrates that the block structure is sufficiently robust and flexible for a range of house types.

- 1.45 Overall, this part of the design code is considered to accord with policies HQ/1, H/8 and H/9 of the South Cambridgeshire Local Plan, Policy 45 and 57 of the Cambridge Local Plan, the main aims of the LNCH SPD and outline planning permission.

18. Uses, Homes and Buildings

- 1.46 The outline planning permission secured several uses on the site to encourage social interaction and bring people together. This includes the health centre, schools, community centre and retail uses. The design code includes a section on uses to ensure they are delivered in a planned way where the quality of the build is similar to that on the rest of the site.
- 1.47 Central to this strategy is the co-location and co-ordination of uses into the village centre as the focal point. It also requires bin-storage, delivers and services to be considered at an early stage and away from main frontages.
- 1.48 This section also expands on the requirement to provide a mix of homes across the site with 40% affordable homes and 5% custom-build being achieved in accordance with local housing policy. The design code sets out a series of principles for these housing types including the need for all units to meet residential space standards and the requirements for 95% of homes to meet M4(2) accessible and adaptable and 5% of affordable homes to meet M4(3) wheel-chair user dwellings.
- 1.49 The design code seeks to impose various way of climate change mitigation and adaption. In this section, the design code requires that all buildings must be designed to promote the use of natural light including opportunities of dual aspect accommodation, shared circulation spaces, minimising mechanical ventilation.
- 1.50 Overall, this part of the design code is considered to accord with policies HQ/1, H/8 and H/9 of the South Cambridgeshire Local Plan, Policy 45, 50, 51 and 57 of the Cambridge Local Plan, the main aims of the LNCH SPD and the outline planning permissions.

19. Lifespan

- 1.51 The design code has put future stewardship in place to sustain its beauty over the long term. During the pre-application process we have spent a great deal of time working through who will be responsible for the streets, trees and green spaces between the Councils Streets and Open Space team, County Council Highways and a management trust. The main aim is to avoid unfair service charge costs to residents.
- 1.52 In terms of adoption, the design code includes an indicative adoption framework along with adoption diagrams to ensure the site is not all under private management. In summary, it is proposed that the County Council Highway Authority will seek to adopt the primary, secondary and some tertiary routes along with the cycle infrastructure and footpaths. Some trees will also be adopted by the County Council where they help to slow down traffic. The open spaces and living verges, including SUDs features will be adopted by Cambridge City Council. All other tertiary roads and trees will be adopted by a management company. This aspect of the design code is considered to go above and beyond the requirements of the national design code.
- 1.53 Airport safeguarding has also been a consideration requiring that no trees can be over 10m tall, minimising areas of standing water and avoiding fruit tree planning. This does limit biodiversity and nature on the site but whilst the airport is in operation this is unavoidable due to safety reasons. However, the design code does include details for transition if/when the airport moves in 2030 whereby the restrictions set above can be lifted. Cambridge/Marshalls Airport have been consulted on the design code and have raised no objections.
- 1.54 The Community Consultation, Engagement and Participatory Design section has more recently been added to the design code. Whilst requires that consultation must be taken at every phase of the development and cover all aspects of the design. Deeper engagement will be targeted on places which will make the most difference such as the local centre. The design code requires that this must start prior to the detailed design work commencing for this phase and include harder to reach groups such as teenagers and working people.
- 1.55 Overall, this part of the design code is considered to go above and beyond the requirements of policies HQ/1 of the South Cambridgeshire Local Plan, Policy 56 of the Cambridge Local Plan, the main aims of the LNCH SPD and the outline planning permissions.

20. Planning Balance

- 1.56 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).
- 1.57 The site wide elements correspond with the ten characteristics of a well-designed place as set out in the National Design Guide (2021) and further explained in the National Model Design Code (2021). The key themes of 'Living Landscape' and 'Living Buildings' group the relevant '10 characteristics of a well-designed place', show how these good characteristics can work together and support each other on this application site.
- 1.58 What sets this code apart from its predecessors, is the holistic and integrated design approach to landscape, that creates the conditions for public spaces to facilitate social interaction, makes space for nature and lays the foundation for management responsibilities so that they can be sustained over time taking care to avoid unfair service charges costs for residents. In our view, this approach goes well beyond the National Model Design Code.
- 1.59 The significant editing that was undertaken on the pre-submission draft in terms of the text, key diagrams and carefully refinement of the mandatory 'musts' and recommended 'shoulds' language, has resulted in a high quality, well-structured document that systematically addresses key place shaping elements. Key spatial site wide structuring elements and networks are fixed, with supporting text establishing strategic outcomes for topics and providing clear instructions which are for the most part mandatory. This will provide a good quality baseline for future reserved matters, while still allowing flexibility for future innovative schemes that will need to demonstrate how they can exceed the requirements of the code.
- 1.60 There is no identified harm that has arisen from the proposed design code and it is considered to accord with the Councils adopted Local Plans, Land North of Cherry Hinton SPD, outline planning permission and subsequent section 73 application.
- 1.61 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

21. Recommendation

1.62 Approve the discharge of condition application reference S/1231/18/COND9 subject to:

- (i) Amendment of the description of the proposal as follows: 'Submission of details required by condition 9 (Site Wide Design Code) of outline permission S/1231/18/OL as varied by planning permission XXXX/S73; and

1.63 The issue of the planning decision for S/1231/18/COND9 at such time after the planning approval for application XXXX/S73 has been issued

1.64 Approve the discharge of condition application reference 18/0481/COND9 subject to:

- (i) Amendment of the description of the proposal as follows: 'Submission of details required by condition 9 (Site Wide Design Code) of outline permission 18/0481/OUT as varied by planning permission 22/1966/S73' and
- (ii) The issue of the planning decision for 18/0581/COND9 at such time after the planning approval for application 22/1966/S73 has been issued. Background papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs
- Cambridge City Local Plan 2018
- Cambridge City SPDs