



Joint Development Control Committee

Date: Wednesday, 15 March 2023

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
- 3 Minutes (PAGES 3 - 6)

Application

- 4 22/03137/REM and 22/03140/REM - Land North of Cherry Hinton (Springstead Village) Coldhams Lane, Cambridge (PAGES 7 - 70)

Joint Development Control Committee Members:

Cambridge City Council: Cllrs S. Smith (Chair), Carling, Flaubert, Porrer, Scutt and Thornburrow, Alternates: D. Baigent, Gawthrop Wood, Levien 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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JOINT DEVELOPMENT CONTROL COMMITTEE

25 January 2023
10.00 - 10.50 am

Present: Councillors S. Smith (Chair), Bradnam (Vice-Chair), Carling, Flaubert, Porrer, Thornburrow, Cahn, Stobart and R.Williams

Councillor Fane attended the meeting virtually.

Officers Present:

Delivery Manager (Strategic Sites): Philippa Kelly

Legal Adviser: Keith Barber

Committee Manager: Claire Tunnicliffe

Meeting Producer: James Goddard

Developer Representatives:

Sphere25: Emma Woods

Fielden and Mawson: Kim Graham

Breakthrough Properties: Richard Turner

Breakthrough Properties: Adam Wlodarczyk-Black

FOR THE INFORMATION OF THE COUNCIL

23/1/JDCC Apologies

Apologies were received from Councillor Scutt, Councillor Gawthrope Wood attended as the alternate. Councillor Hawkins also gave apologies and Councillor Garvie attended as the alternate.

Councillor Fane attended the meeting virtually.

23/2/JDCC Declarations of Interest

Item	Councillor	Interest
23/03/JDCC	Bradnam	Personal: Member of Milton Parish Council. The Parish Council had made comment on the application, but Cllr Bradnam did not make comment. Discretion unfettered

23/3/JDCC Vitrum building - St Johns Innovation Park, Cowley Road Cambridgeshire CB4 0WS

Members raised comments/questions as listed below. Answers were supplied, and comments provided by officers but as this was a pre-application presentation, none of the answers or comments are binding on either the intended applicant or the local planning authority so consequently are not recorded in these minutes.

- i. Massing and height was substantial. A landscape and visual impact assessment should be submitted to enable assessment of height.
- ii. Queried how the colour of the building related to the existing building and the surrounding environment
- iii. Questioned the whole life cost of the existing building and its structural form; could this be dismantled at the end of its building life or be continuously adaptable.
- iv. Asked why the cycle parking was in the lower basement, and why this part of the building had a higher floor to ceiling ratio compared to the car parking.
- v. Queried if lift access to the cycle parking was suitable and whether it would deter individuals from using the space; was there a way to give freer access.
- vi. Recommended cycle spaces were available for cargo bikes and adaptable bikes.
- vii. Developers should give thought to car share and car club schemes when allocating parking spaces on site.
- viii. Asked if the electrical grid had capacity to serve the development,
- ix. Asked about water supply and resources to serve the development. Requested details of water consumption when building is fully occupied,.
- x. Asked if and how grey water recycling had been considered; lab use would increase water usage.
- xi. Advised that the water table was very high which should be taken into account when looking at the drainage on site. Permeable paving should be considered.
- xii. Asked what arrangements had been made with regards to service vehicles on site.
- xiii. Encouraged sustainable materials in construction.
- xiv. Important to look at the structure of the building and how flexible the working spaces were. How quickly the building could adapt to meet new ways of working, such as wet labs and new project types; essential to

- identify service implications and limits and how what business use cases had been used on this matter.
- xv. Enquired about the details for the transport plan and transport mitigation measures to keep within the trip budget; what travel to work scheme would be in place, where would employees park and how would displacement parking be discouraged.
- xvi. Queried which side of the development would be facing Jane Coston Cycle Bridge.
- xvii. Requested further detail on the following:
- Energy management.
 - Noise management.
 - Climate control system and how it will prevent odours from entering the building systems.
 - Landscaping.
 - Roof planting and asked if the roof garden would be open to those working in the building
- xviii. Enquired what consideration had been given to the landscaping, and whether a vegetable garden could be included and trees with edible fruits.

The meeting ended at 10.50 am

CHAIR

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22/03137/REM – Land North of Cherry Hinton (Springstead Village) Coldhams Lane, Cambridge

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Teversham Parish Council

Proposal: Reserved matters application for appearance, landscaping, layout and scale for infrastructure works including internal roads, pumping station, cycleways and pedestrian routes, landscaping and drainage as part of the Land North of Cherry Hinton masterplan pursuant to condition 2 (first reserved matters) of outline applications 18/0481/OUT and S/1231/18/OL as varied by references 22/01966/S73 and 22/01967/S73 and the Reserved Matters include the partial discharge of conditions -10, 17, 23, 24, 26, 29, 36, 37, 38, 40, 44, 55, 59, 61, 71

Applicant: Bellway Latimer LLP

Presenting officer: Rebecca Ward, Principal Planner

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

Member site visit date: n/a

Key issues: 1. Movement and Access

2. Landscape

3. Water Management

Recommendation: **Approve** this reserved matters application subject to conditions and informatives as detailed in this report, 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. And

Part discharge outline planning conditions on the outline consent in relation to this reserved matters only:

- 10 (Design code compliance) - Partially discharged
- 17 (Sustainability Statement) - Partially discharged
- 23 (Strategic Surface water drainage) - Discharged in full
- 24 (Surface Water Strategy) - Partially discharged - Condition added
- 26 (Foul water) - Partially discharged
- 29 (Biodiversity Survey and Assessment) - Partially discharged
- 36 (Open Space) - Partially discharged - Condition added
- 37 (Hard and Soft Landscaping) - Partially discharged - Condition added
- 38 (Tree survey) - Partially discharged
- 40 (Excavation trenches details) - Partially discharged - Condition added
- 44 (Cycle Parking) - Partially discharged - Condition added
- 55 (EV charging) - Partially discharged - Condition added for hub
- 58 (Site Specific DCEMP) - Not discharged
- 59 (Noise Impact Assessment) - Partially discharged
- 61 (Artificial Lighting) - Partially discharged - Condition added
- 63 (Construction waste) - Not discharged
- 71 (Material Management Plan) - Partially discharged

22/03140/REM – Land North of Cherry Hinton (Springstead Village) 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: Reserved matters application for appearance, landscaping, layout and scale for infrastructure works including internal roads, pumping station, cycleways and pedestrian routes, landscaping and drainage as part of the Land North of Cherry Hinton masterplan pursuant to condition 2 (first reserved matters) of outline applications 18/0481/OUT and S/1231/18/OL as varied by references 22/01966/S73

and 22/01967/S73 and the Reserved Matters include the partial discharge of conditions - 10, 17, 23, 24, 26, 29, 36, 37, 38, 40, 44, 55, 59, 61, 71

Applicant: Bellway Latimer LLP

Presenting officer: Rebecca Ward, Principal Planner

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

Member site visit date: n/a

Key issues: 1. Movement and Access

2. Landscape

3. Water Management

Recommendation: **Approve** this reserved matters application subject to conditions and informatives as detailed in this report, 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. And

Part discharge outline planning conditions on the outline consent in relation to these reserved matters only:

- 10 (Design code compliance) - Partially discharged
- 17 (Sustainability Statement) - Partially discharged
- 23 (Strategic Surface water drainage) - Discharged in full
- 24 (Surface Water Strategy) - Partially discharged - Condition added
- 26 (Foul water) - Partially discharged
- 29 (Biodiversity Survey and Assessment) - Partially discharged
- 36 (Open Space) - Partially discharged - Condition added
- 37 (Hard and Soft Landscaping) - Partially discharged - Condition added
- 38 (Tree survey) - Partially discharged
- 40 (Excavation trenches details) - Partially discharged - Condition added
- 44 (Cycle Parking) - Partially discharged - Condition added
- 55 (EV charging) - Partially discharged - Condition added for hub
- 58 (Site Specific DCEMP) - Not discharged
- 59 (Noise Impact Assessment) - Partially discharged
- 61 (Artificial Lighting) - Partially discharged - Condition added
- 63 (Construction waste) - Not discharged
- 71 (Material Management Plan) - Partially discharged

Report contents

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24	Open space and recreation areas
25	Other matters - Lighting, Environmental, Sustainability
26	Planning Balance
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28	Planning Conditions

Table 1 Contents of report

1. Executive summary

- 1.1** The applicant seeks approval of the first reserved matters for appearance, landscaping, layout and scale for infrastructure works including internal roads, pumping station, cycleways and pedestrian routes, landscaping and drainage as part of the Land North of Cherry Hinton masterplan pursuant to Condition 2 of the approved outline planning permission.
- 1.2** The proposals have been discussed with Council Officers as part of an agreed Planning Performance Agreement programme which has been formally ongoing since May 2022 and has developed in parallel with discussions on the approved Land North of Cherry Hinton Design Code.
- 1.3** The proposals are supported by officers and the recommendation is to approve the application subject to conditions.

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.
- 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. The proposal

- 3.1** This application is for the approval of the first Reserved Matters application for appearance, landscaping, layout and scale of the infrastructure works. This comprises:
- the primary route connecting Airport Way to Coldhams Lane
 - the secondary route connecting Airport Way to the Village Green
 - footways and cycleway
 - SUDs detention basins
 - water main diversions
 - hard and soft landscaping including the creation of open spaces in the central square, village green and edge parks and the provision of a neighbourhood area of play
 - the installation of a pumping station
 - all other ancillary works associated infrastructure and engineering works
- 3.2** This infrastructure application is the first proposed reserved matters applications that has been submitted. Subsequent reserved matters for the first homes will follow. The application was submitted in July 2022 and was formally amended on the 4 October 2022 to address concerns from the highway authority, local flood authority, landscape, urban design, cam cycle and definitive maps officer. A subsequent amendment was made on the 14 February 2023 (following extensive informal consultation within this time) to address further technical concerns. Re-consultation has been carried out as appropriate.

Discharge of planning conditions

- 3.3** The application also seeks the partial discharge of the following conditions on the outline consent in relation to this phase only:
- 10 (Design code compliance) - Partially discharged
 - 17 (Sustainability Statement) - Partially discharged
 - 23 (Strategic Surface water drainage) - Discharged in full
 - 24 (Surface Water Strategy) - Partially discharged - Condition added

- 26 (Foul water) - Partially discharged
- 29 (Biodiversity Survey and Assessment) - Partially discharged
- 36 (Open Space) - Partially discharged - Condition added
- 37 (Hard and Soft Landscaping) - Partially discharged - Condition added
- 38 (Tree survey) - Partially discharged
- 40 (Excavation trenches details) - Partially discharged - Condition added
- 44 (Cycle Parking) - Partially discharged - Condition added
- 55 (EV charging) - Partially discharged - Condition added for hub
- 58 (Site Specific DCEMP) - Not discharged
- 59 (Noise Impact Assessment) - Partially discharged
- 61 (Artificial Lighting) - Partially discharged - Condition added
- 63 (Construction waste) - Not discharged
- 71 (Material Management Plan) - Partially discharged

3.4 Assessment of the details submitted for approval in relation to these conditions is provided in the relevant section of this report.

Application Documents

3.5 The application is accompanied by the following supporting information of which this application has been recommend for:

- Planning Statement (inc. EIA compliance)
- Location Plan
- Landscape Statement and Tree Strategy
- Landscape and tree plans
- Technical highways plan (inc. waste tracking)
- Design Code Checklist and Compliance Statement
- Design and Access Statement
- Strategic Surface Water Drainage Strategy
- Foul Water Drainage Strategy
- Drainage plans
- Biodiversity Survey and Assessment
- Biodiversity Net Gain Tracker
- Lighting Strategy
- Site Waste Management Plan
- Material Management Plan

4 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/1231/18/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
22/01966/S73 and 22/01967/S73	Section 73 application to vary conditions 5 (Compliance with Plans), 13 (Accessible and Adaptable Dwellings), 14 (Wheelchair User Dwellings) and 17 (Sustainability Statement)	Approved September 2022
18/0481/COND9 and S/1231/18/COND9	Discharge of Condition 9 Site Wide Design Code	Approved October 2022
18/0481/COND8 and S/1231/18/COND8	Discharge of Condition 8 Site Wide Phasing Plan	Approved October 2022
18/0481/COND35 and S/1231/18/COND35	Discharge of Condition 35 Site Wide Youth and Child Play Strategy	TBC
22/04037/REM and 22/04102/REM	Reserved Matters 2 Sales Village - Temporary planning permission comprising 9 residential dwellings and marketing suit	Approved November 2022

Table 1 Relevant site history

4.2 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. A subsequent Section 73 application was submitted to make some minor material amendments to some of the approved parameter plans and conditions.

4.3 In addition, the following site wide strategic conditions were attached to the outline planning permission which require submission either prior to or concurrently with the first reserved matters application. Separate submissions have been made in relation to the following conditions to cover the whole site:

8 (site wide phasing) - Approved
9 (site wide design code) - Approved
28 (site wide ecological design strategy and landscape) - Approved
35 (site wide for Youth and Play Facilities) - Pending approval
54 (site wide EV charging) - Approved.
57 (site wide DCEMP) - Approved.
67 (site wide Remediation Strategy) - Part Approved.
68 (site wide monitoring) - Part Approved.

4.4 The site wide design code was approved in October 2022. Pre-application discussions on this infrastructure application ran in parallel with the design code process to ensure the key principles are being carried through to the detail. Since then, subsequent site wide conditions have been discharged such as the play strategy and phasing plan to ensure there is a joint up approach when reserved matters come forward.

5 Policy

5.2 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

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.3 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

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/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/4 – Biodiversity

NH/6 – Green Infrastructure

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

SC/2 – Health Impact Assessment

SC/4 – Meeting Community Needs

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/9 - Education facilities

TI/10 – Broadband

5.4 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 4: The Cambridge Green Belt
Policy 5: Strategic transport infrastructure
Policy 8: Setting of the city
Policy 13: Cambridge East
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 38: Hazardous installations
Policy 42: Connecting new developments to digital infrastructure
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 59: Designing landscape and the public realm
Policy 65: Visual pollution
Policy 67: Protection of open space
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 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 83: Aviation development
Policy 84: Telecommunications
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.5 Neighbourhood plan

No applicable.

5.6 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

Open Space in New Developments SPD – Adopted January 2009

Public Art SPD – Adopted January 2009

Trees and Development Sites SPD – Adopted January 2009

5.7 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

5.8 Other guidance

Greater Cambridge Housing Strategy 2019 – 2023

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).

Cambridge and Milton Surface Water Management Plan (2011)

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)

Roof Extensions Design Guide (2003)

6 Consultations

Teversham Parish Council - No comments made.

County Highways – No objections.

- 6.2** Update comments dated 28 February 2023. No objection. Following review of the submitted document the effect of the proposed development on the Public Highway should be mitigated if the following conditions form part of any planning permission 1) Maintenance and management 2) school entrance location and design to be agreed 3) suggested approved plans
- 6.3** Update comments dated 18 October 2022 - Objection due to further highway safety concerns that have not been addressed.
- 6.4** Original comments dated 11 August 2022 - Objection due to several highway safety concerns and the need for a Road Safety Audit to be undertaken.

County Transport Team - No objections.

Definitive Maps Officer - No objections.

- 6.5** Update comments dated 21 February 2023 - The definitive map team are content in principle with the proposed diversion of Public Footpath No.109 and No.2 Teversham and the proposed indicative alignment of the public footpath. This will be subject to a formal application to divert the public footpath under the S.257 Town and County Planning Act 1990. Conditions and informatives are recommended to ensure details are agreed.
- 6.6** Original comments dated 3 August 2022 - The County Council are awaiting a scheme that outlines in detail the applicants' proposals for the design of the public footpath.

Sustainable Drainage Officer (Adoption) – No objections.

- 6.7** Comments dated 1 March 2023 – No objection. The reserved matters applications indicate a suitable detailed drainage scheme to serve the major infrastructure of the development. Conditions should be included for maintenance access, headwalls on the neighbourhood park, SUDs

interpretation boards, security screens and independent report to confirm the SUDs system is working post completion.

Lead Local Flood Authority - No objections.

- 6.8 Update comments dated 28 February 2023 – No objection. The amended information demonstrates that surface water from the major infrastructure can be managed through the use of open structures such as attenuation basins, rills and swales before discharging into the wider watercourse in the centre and north of the site or the eastern realigned watercourse along Airport Way.
- 6.9 Updated comments dated 17 October 2022 - Objection. Update hydraulic calculations have not been provided and additional basin details needed
- 6.10 Original comments dated 8 August 2022 - Additional information required (Hydraulic calculations and basin details)

Cambridge City Airport - No objections

- 6.11 Original comments dated 26 July 2022 - Confirmation the following conditions can be discharged BHMP, landscape scheme, lighting scheme

Streets and Open Spaces (Cambridge City adoption) - No objections.

- 6.12 Original comments dated 3 November 2022 - No objections. No in principle objections to the indicative adoption plan. Further discussions need to be held on conditions of the land transfer and landscape/play proposals.

Anglian Water - No objections.

- 6.13 Update comments dated 4 October 2022 - Regarding foul water the impact on the public sewerage network is acceptable to Anglian Water at this stage.
- 6.14 Original comments dated 5 August 2022 - Objection. Impact on the public foul and surface water sewerage network has not been adequately addressed.

Urban Design - No objections.

- 6.15 Updated comments dated 23 February 2022 – Main outstanding issues have been addressed. Conditions recommended for e-mobility hub, play, surface materials and sample panels.

- 6.16** Updated comments dated 20 October 2022 - Objections. Still continues to be some outstanding issues relating to parking, mobility hub, block work and cycleway alignment.
- 6.17** Original comments dated 30 August 2022 - Objections. Whilst the proposal aligns with many of the key principles there are still some unresolved detailed issues that needed to be addressed.

Access Officer

- 6.18** Original comments dated 31 August 2022 - Comments on various elements where further consideration is needed from an access perspective.

Sustainability Officer - No objections.

- 6.19** Original comments dated 10 August 2022 - The scheme is supported in sustainable construction terms and condition 17 can be discharged for these reserved matters.

Landscape Officer - No objections.

- 6.20** Updated comments dated 28 February 2023 – Additional information has been provided to address previous comments and we can support the approval of this application. In the absence of detail this soft and hard landscape scheme should be submitted by planning condition.
- 6.21** Updated comments dated 25 October 2022 - Submission of a design statement needed explaining the tree density and spacing strategy, and a suit of conditions required due to absent information.
- 6.22** Original comments dated 8 August 2022 - Objections. Additional information and changes required to ensure the proposals align with the aspirations of the design code.

Ecology Officer - No objections.

- 6.23** Updated comments dated 28 February 2022 - The submitted documents have been reviewed. The continued use of the Warwickshire metric for Biodiversity Net Gain is noted and accepted on this development phase. Bellway continue to combine cycle route and service easement to limit loss of Teversham Drift hedgerow. Recommends the tree planting sizes are reviewed with the Councils Landscape and Tree Officer. Some concern that larger trees might not produce significant new growth.

Natural England - No objections.

6.24 No objection.

National Highways - No objections.

6.25 No objection.

Environmental Health - No objections.

6.26 Original comments dated 22 August 2022- No objections to the reserved matters application subject to conditions for noise/screening to seating areas in East and South Park and informative to highlight outstanding conditions.

6.27 The following conditions have been complied with and can also be discharged in part so far as they relate to this application – Condition 6 (Compliance with ES), Condition 55 (EV charging), Condition 59 (Noise Impact Assessment) and Condition 71 (Material Management Plan).

6.28 The following conditions cannot be discharged as the information is unacceptable Condition 58 (Site Specific DCEMP) and Condition 61 (Artificial Lighting).

Police Architectural Liaison Officer - No objections

6.29 Original comments dated 4 August 2022 - No objections.

Fire Authority - No objections.

6.30 Original comments date 26 July 2022 - No objections subject to condition for fire hydrants.

Design Review Panel Meetings

24 August 2022

6.31 The panel welcomed the opportunity to visit the site and comment on the scheme from its inception through to current reserved matters schemes. Panel welcomed most of the ambitions of the scheme and look forward to it setting a high standard for the east of Cambridge. Specific recommendations were made on finish of cycleways, ability for it to be adaptive to climate change, use of trees for cooling and delight, plan for the airport moving off especially when it comes to planting.

4 May 2022

6.32 Comments. Considered too early to make comment as only a sample area of the site presented. Process should not be rushed as a lot of detailed design to be done. Enhance linkages to adjacent communities, rainwater movements, embedded carbon calculation for spaces between buildings, net gain targets need clarifying, phasing and relationship to airport is needed.

6.33 See full comments in appendix 1 and 2.

7 Publicity

Site Notice – original exp. 31 August 2022

Neighbour notification – original exp. 11 August 2022

Advertisement – original exp. 17 August 2022

8 Third party representations

8.2 None received.

9 Member Representations

9.2 None received.

10 Local Groups

10.2 Rambler Association - dated 21 February 2023. We support the revised proposals for the PROW showing separation of the cycle way and footpath and the associated landscaping.

Cam Cycle Cam Cycle made a representation on the original application dated 21 September 2022, objecting to the application on the following grounds:

- Dutch entrance kerbs should be introduced at junctions
- Radius of kerbs should be reviewed
- Main junction between primary street and secondary should be re-designed given it's a key junction.
- Where cycle track meets another there should be a smooth transition
- Further details on the Breedon pitching stone material should be provided.

10.3 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.

11 Planning background

11.2 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 along with a completed S106 legal agreement. Subsequent Section 73 applications were approved in September 2022 to make some minor material amendments to some of the approved parameter plans and conditions.

11.3 The site wide design code was approved for the site in October 2022. Pre-application discussions on this infrastructure application ran in parallel with the design code process to ensure the key principles are being carried through to the detail.

12 Assessment

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

- Principle of development
- Access and Movement
- Appearance
- Biodiversity
- Water management and flood risk
- Landscaping
- Utilities
- Highway Safety
- Other Matters
- Third party representations

13 Principle of Development

13.2 The principle of the development has been established 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 2018 and the

subsequent outline planning permission (18/0481/OUT and S/12031/18/OL, as amended by ref 22/01966/S73 and 22/01967/S73). This application is to agree details reserved by condition 1 of the outline application for appearance, landscaping, layout, and scale for infrastructure and associated landscaping and ancillary works and contains no residential dwellings or commercial buildings.

13.3 The principle of the development is therefore acceptable.

14 Compliance with Outline Planning Permission

14.2 At outline stage (along with subsequent variation by way of Section 73 applications) parameter plans were approved which set key structuring and placemaking components to guide the reserved matters applications. The approved plans are as follows

- Site Plan Application Boundary 234603 PP001
- Land Use Parameter Plan CHE-PTE-ZZ-XX-DR-A-10033 rev C2
- Movement and Access Parameter Plan CHE-PTE-ZZ-XX-DR-A-10034 rev C2
- Building Height Parameter Plan CHE-PTE-ZZ-XX-DR-A-10035 rev C2
- Landscape and Green Infrastructure Parameter Plan CHE-PTE-ZZ-XX-DR-A-10036 rev C2
- Urban Form Parameter Plan CHE-PTE-ZZ-XX-DR-A-10037 rev C2

14.3 These plans included Movement and Access, Landscaping, Land- Use, Building Heights, and Urban Form and are relevant to the determination of this reserved matters for infrastructure. The parameter plans for Building Heights and Urban Form are less applicable given this is an application for infrastructure.

14.4 The Movement and Access parameter plan indicates the indicative alignment of the primary street (with a +/- 10m tolerance) which connects with the approved vehicle access points on Airport Way/Cherry Hinton Road and Coldhams Lane. The plan also indicates the alignment of the secondary street which routes past the proposed secondary school. Cycle and pedestrian links are also marked on the approved plans which provides strategic links through the site connecting to existing communities. The proposed development is considered to align with the routes secured in the parameter plan.

14.5 The Landscape parameter plan identifies the locations of the soft landscaping features including the location of the open spaces. Apart from the approved openings, it also identifies the need to protect and enhance the Teversham Drift Hedgerow (City Wildlife Site), Teversham Protected Road

Verge and Airport Way Roadside Verge. The proposed development is considered to align with the landscape structure secured in the Landscape and Green infrastructure parameter plan.

- 14.6** The submitted information aligns with the Land Use parameter plan ensuring the main primary route runs through the centre of the site close to the commercial and community facilities. The proposed open space provision aligns with the strategic green infrastructure in the approved document and continues to exceed the minimum amount secured by the S106 legal agreement at outline stage. The proposed development is considered to align with the land use plans.

Environmental Impact Assessment

- 14.7** The Outline planning applications were EIA development under the 2017 EIA Regulations, and as such were accompanied by an Environmental Statement.
- 14.8** The proposals are in accordance with those assessed as part of the outline planning approvals, and as such would have no significant environmental effects beyond those already assessed with the outline applications. An Environmental Impact Assessment is therefore not required alongside these reserved matters application.

15 Access and Movement

- 15.2** Policy 80 of the Cambridge Local Plan 2018 and TI/2 of the South Cambridgeshire Local Plan 2018 requires development to demonstrate that the prioritisation of access is walking, cycling and public transport, and where it is accessible for all. They continue to say that any new road or road access must discourage speeding and provide safe and appropriate access to the adjoining road, pedestrian and cycle networks.
- 15.3** These principles were secured in the outline parameter plans and subsequent design code framework plan whereby the movement and circulation around the site was secured based on a series of walkable neighbourhoods.
- 15.4** The application has been through extensive pre-application discussions with officers from GCSP and the Highway Authority. Input has also been received from Camcycle. During the course of the application, updated

information was received to to address the issues raised and there are no outstanding objections from a highway safety perspective.

Access

- 15.5** In terms of access, the newly designed footways and cycleways through the site will offer priority to the local pedestrians and cyclists. Some of the routes will align the major roads but others such as the 'ridgeway' and the 'north park' will offer a quiet and scenic option away from the roads. All paths will be paved or bound unified surfaces that use contrasting colours. Footways and cycleways will be a minimum of 2m in width which expand for multi-use spaces. These spaces have been designed to current building regulations approved document Part M, LTN/120 and Manual for Streets. The segregated routes will encourage walking and cycling through this site by making cycling and walking more convenient than driving.

Street Network and Typologies

- 15.6** In terms of street network and typologies, these infrastructure applications follow the frameworks and design principles established within the approved Design Code. Urban greening and achieving a low-speed street design has been prioritised. There has been collaborative working with planning and highways teams to increase planting, reduce areas of hard standing at junctions, and introducing swales and planting to the streets. The long-term stewardship is intended to be primarily agreed through a section 38 agreement as adopted highway. The landscaping elements adjacent to the primary street and secondary street, along with the open spaces, will be largely maintained by Cambridge City Council.
- 15.7** The primary street includes a separate 2m wide pedestrian footway and a 2m wide cycleway either side of the road, as set out in the Design Code. These paths will link to the surrounding wider network. To the south of the street, these routes are separated from the road by a 6.3m green living verge (which includes swales, trees and play on the way features). Along the primary route there are key junctions into the secondary and tertiary roads. These junctions contain priority cyclist and pedestrian crossing points and kept to a minimum build in radii. The primary street also contains several 'build outs' and 'raised tables' to create a slow traffic environment through the site. An elongated raised table which will be blocked paved is proposed in the area around the local centre and market square. This is designed to slow the traffic and give the feel of a shared surface.

- 15.8** The secondary street includes a separate 2m wide pedestrian footway and 2m wide cycleway either side of the road. There continues to be a green living verge along this street however its slightly smaller at 2.5m in width. Again, the routes contain 'build outs' and 'raised tables' at the corners to create the slow speed environment.
- 15.9** Bus stops are incorporated, and their design and location has been confirmed as acceptable by County Highways Officers.

Conclusion - Access and Movement

- 15.10** For the above reasons the proposed access and movement proposal are considered to be acceptable and would meet the key principles secured within the outline planning permission and design code in facilitating a network that encourages low speed and provides high-quality cycle and pedestrian friendly paths in accordance with Cambridge Local Plan 2018 policy 80 and South Cambridgeshire Local Plan 2018 policy TI/1.

16 Appearance

- 16.2** This application does not contain any residential dwellings. The key views and levels across the site have been considered and retained in accordance with the parameter plans approved as part of the outline permissions.
- 16.3** In terms of materials, the footways will be finished in black asphalt and cycleways in tinted red asphalt, which align the main roads. Separate cycleways will be finished in a bound resin gravel and a self-binding gravel for routes within the informal parkland landscapes. Details for the block work on the raised tables and village green area will be secured by a detailed planning condition (**Condition 4 & 5 – Surface materials**). The materials will provide a unified and high-quality design which will also accord with adoption requirements from the highway's authority.
- 16.4** The primary streets will have a 6.3m green verge on the southern side of the road and will contain swales, semi-mature trees, shrubs and play on the way features. This will help create a tree lined street breaking up the massing of the new homes, hardstanding and help with urban cooling. The secondary street will also have a slightly narrower living verge which accommodate the above features to enhance the appearance of the place.
- 16.5** The eastern gateway proposes three large attenuation basins surrounded by trees, shrubs, and footways. This space will link existing biodiversity

corridors along Teversham Drift and Airport Way and provide a soft green edge to the development. Pumping stations will be within this area and further details of their finish will be required by planning condition (**Condition 14 - Pumping station details**).

16.6 The application has been through extensive pre-application discussions with technical officers such as urban design, landscape and highway to ensure a well-designed place is secured. Amendments have been made during the application process to address minor outstanding concerns. There are no outstanding objections from an appearance perspective.

16.7 Officers are satisfied that proposals are acceptable in respect of appearance and in accordance with the requirements of policies 56 and 59 of the Cambridge Local Plan 2018 and HQ/1 and SC/7 of the South Cambridgeshire Local Plan 2018 and the objectives of the NPPF.

17 Biodiversity

17.2 Several ecological constraints are present on or adjacent to the site which have an influence on the delivery and management of the development. These include protected roadside verges along Airport Way and a Teversham Drift city wildlife site and protected species found on the site such as the water vole.

17.3 Condition 30 of the outline planning permissions secured the need for a Wildlife Hazard Management Plan due to the proximity of the site to an operational airport. The constraint of the airport significantly limits the extent of the landscape proposals and resulting biodiversity net gain within this and subsequent reserved matters. However, the landscape details have been planned so they can evolve and once the airport re-locates.

17.4 Condition 29 of the outline permissions also required an updated Biodiversity Survey and Assessment to be submitted with any reserved matters. These have been reviewed and considered to be acceptable by the Councils Ecology Officer. Condition 29 can therefore be partially discharged in relation to this phase.

17.5 In terms of Biodiversity Net Gain, the applicant has submitted an updated calculator and open space plan which identifies that the infrastructure application will deliver a large proportion of the on-site habitat mitigation. Future residential parcels will need to deliver the remaining biodiversity units to reach the overall agreed figure secured at outline stage. The Councils Ecology Officer has offered support for this approach and is comfortable that the application proposals are inline to meet the agreed BNG figure.

- 17.6** The proposals are considered to be acceptable in respect of biodiversity and in accordance with the requirements of Policy 70 of the Cambridge Local Plan 2018 and NH/4 of the South Cambridgeshire Local Plan 2018 objectives of the NPPF.

18 Water management and flood risk

Surface Water

- 18.2** Condition 23 of the outline planning permissions requires the submission of a strategic surface water drainage strategy prior to or concurrently with the submission of the first reserved matters application which should be based on the parameters set out in the Flood Risk Assessment approved at outline stage. The applicant has applied to discharge this condition in full.
- 18.3** Condition 24 goes onto request a detailed surface water drainage strategy and updated hydraulic modelling report to demonstrate how water is managed within the development parcel. The applicant has applied to discharge this condition in so far as it relates to this reserved matter.
- 18.4** The outline planning permissions and subsequent approved Design Code required that SuDS will be utilised to treat and attenuate surface water flows prior to being discharged into the adjacent watercourse. Attenuation is to be achieved by utilising strategic urban rills, linear detention areas, basins and where necessary below down storage. Swales were also required adjacent to highway areas.
- 18.5** The surface water proposal includes a network of water routes. The primary and secondary streets all have integrated street swales, SuDS planting and attenuation features. Given the proximity to footways and cycleways such features have been designed with banks no steeper than 1: 3 to avoid the need for fencing and barriers. Storage will accommodate all storms up to and including 1 in 100 years plus 40% climate change event.
- 18.6** These features join up to the larger open spaces such as the village green, south park and east park where 4no. large SuDS attenuation basins/ponds have been accommodated. The attenuation basins/ponds will largely be dry due to airport safeguarding requirements. The banks have been graded so planting can establish, and residents can safely use them for leisure. The proposals are therefore an active contribution to placemaking, as well as managing surface water close to its source in line with local planning policies and the principles secured within the design code.

- 18.7** In terms of adoption the piped elements of the strategic system will be offered for adoption under a Section 104 agreement. The majority of the rills, attenuation basins and swales will be offered for adoption by to the City Council. Highways gullies in adopted roads and their connections to the main drainage system, together with the swales will be offered to the Cambridge County Council for adoption.
- 18.8** During the application process additional information was submitted by the developer to overcome the concerns of the County Council LLFA and the Councils Drainage Officer regarding detailed hydraulic modelling calculations and basin details. There are no outstanding objections. Conditions 23 and condition 24 can therefore be discharged in relation to this phase. A series of conditions have been recommended to ensure the effective operation of the drainage features (**Condition 15 - Drainage Features and Condition 16 - Post implementation Report**).
- 18.9** The proposals are acceptable in respect of water management and flood risk and in accordance with the requirements of Policy 31 of the Cambridge Local Plan and CC/8 of the SCDC Local Plan and objectives of the NPPF.
- 18.10** An informative will be applied to the decision notice reminding the developer that alterations within an ordinary watercourse require consent from the Lead Local Flood Authority and to ensure there are the correct measures in place for pollution control to surface and groundwater.

Foul Water

- 18.11** Condition 26 of the outline planning permission requires a detailed foul water drainage strategy to be submitted with any reserved matters application including details of the phasing of the works. This has been submitted with this with the reserved matters application.
- 18.12** The site is served by two main foul water drainage systems. Network 1 will serve the units to the east of the site including the secondary school and will drain by gravity to the proposed pumping station to the south of the secondary school (included within this reserved matters). This pump flows to the south before entering a gravity system which discharges into an existing public foul water sewer in Teversham Drift.
- 18.13** Network 2 serves the northern-western part of the site and drains by gravity to proposed pumping stations 2 and 3. The pumps flows westwards and off site towards the final outfall in the public swage system at the junction of Coldhams Lane and Brook Road.

- 18.14** The main elements of the foul water drainage strategy including the pumping stations are being offered for adoption under the Section 104 Agreement. Private parts of the drainage system servicing individual residents and the schools will be maintained by owners/occupiers.
- 18.15** Initial Anglian Water concerns regarding the scheme have been overcome and they now consider the details to be acceptable. Condition 26 can therefore be discharged in relation to this phase. The proposals are therefore acceptable in respect of water management in accordance with the requirements of Policy 31 of the Cambridge Local Plan and CC/8 of the SCDC Local Plan and objectives of the NPPF.

19 Landscaping

Landscape Master Plan and tree strategy

- 19.2** Condition 37 of the outline planning permission requires the submission of a detailed landscape scheme including soft and hard features, along with play equipment details specific to the phase. Condition 38 requires a detailed tree survey and implications assessment and Condition 40 excavation of trenches.
- 19.3** The design code secured the key principles for the landscape design which will deliver the living landscape concept. A series of high-level concept plans were put together showing the key moves for each of the spaces and setting out how they link together to enhance the environmental, social, and economic benefits of the place.
- 19.4** The landscape masterplan submitted with the application has further developed this concept. The linear parks around the edge of the site are semi-natural open spaces with a key function of water management. The planting strategy of these parks comprises trees and hedgerows along with grassland. These open spaces are connected by a series of living green verges including cycleways and footpaths which provide tree, shrub and hedgerow planting along with swales, play features and seating areas. The parks within the local centre and the neighbourhood also feature some areas of ornamental planting that can adapt to hot summers and cold winters.
- 19.5** In terms of the tree planting strategy, the proposal seeks to introduce a variety of species and ages to the open spaces and street networks. Along the primary street, particularly in key strategic locations, larger tree species will be planted to visually enhance the character of the development and provide shade in the early days of the development. Whilst small-medium trees will be planted in-between which will grow substantially within 4 years. To ensure the scheme meets the airport safeguarding requirements a 20m

canopy break has been provided between the edge of the development and the airport to discourage bird flight, tree groupings have been kept small and trees choices will need to avoid berries whilst the airport is in situ. The plans have been reviewed by Cambridge Airport and considered to be acceptable.

- 19.6** The north-eastern edge of the site abuts the designated Cambridge Green Belt and therefore careful attention has been given to preserving this sensitive edge through tree and meadow planting. The eastern boundary aligns with Airport Way (Protected Roadside Verge) will be retained and gaps enhanced with native hedgerow mix. Whilst the wider landscape master plan is support and sufficient a specific hard and soft landscape details will be secured by condition (**Condition 6 and 7 - Hard and Soft Landscape**) .

Public Right of Way

- 19.7** The public right of way (No.109 and No.2) crosses the site in a south to north direction connecting Teversham to Cherry Hinton. To ensure this route is maintained and delivered successfully, it has been included within the application boundary in its entirety.
- 19.8** The route and design of the existing public right of way will need to change because of the development. Through the pre-application process officers have worked with the County Council Definitive Maps Officers to ensure any re-alignment would be minimal and avoid any adverse effect on public access and amenity.
- 19.9** The indicative route has been plotted on a submitted plan. The route will start from March Lane and take the southern side of the award drain (rather than the north as existing). A segregated 2m footpath will be provided alongside the 3m cycleway. The route will then go through the local centre and then along a segregated route to top of North Park award drain. Details of the finish will be conditioned to ensure they meet the County Councils specification.
- 19.10** The Ramblers Association have supported the proposed indicative route, however comment that the path should be open and accessible throughout construction works. Officers note this position. Any closures or diversions would need to be agreed with the County Councils Footpaths team in advance.
- 19.11** Officers note that should approval be forthcoming, the applicant will need to formally agree the re-alignment under Section 257 of the Town and County Planning Act 1990 and will need to come back to planning committee for

agreement. A condition has therefore been requested to ensure this process is followed prior to its implementation (**Condition X - Prow alignment**) along with an informative to remind the developers of the process.

Play Strategy

- 19.12** The parameter plans approved under the outline planning permissions set out the locations of the open and recreational spaces. The plans to appropriately distribute them across the site. The approved Design Code requires four levels to play to be created; destination play, neighbourhood play, play on the way and active discovery. These concepts provide a network of play opportunities across the site. A framework masterplan was secured in the Design Code to illustrate this.
- 19.13** Following the design code process, pre-application discussions have helped a more detailed site wide play strategy, as required by Condition 35 of the outline planning permission. The strategy informs the details of the play that should be incorporated into reserved matters schemes. The strategy seeks to utilise inclusive play principles to develop a high standard of play experiences and opportunities for people of all ages.
- 19.14** Condition 36 requires open space details to be submitted within any reserved matters scheme for any residential parcel. Whilst this is not a residential parcel open spaces have been included within this and therefore the location and types of equipment have been considered. No timetable has been submitted for their delivery and therefore a condition will be included.
- 19.15** Within these reserved matters for infrastructure, designation play has been developed for the village green and Parkside neighbourhood park. There are also spaces for play, resting and social interaction at a street level at crossing points, junctions, and natural play trails around trim trail. The locations for the equipment have been identified on the landscape plans ensuring they are a suitable distance from, and the specific type of equipment will be conditioned on the decision notice to ensure it is varied, robust and of high quality in line with the strategy (**Condition 7&8 - Landscape and Condition 8&9 - play equipment details**).

Adoption and Management

- 19.16** An indicative adoption plan has been submitted with the application. The plan maintains the position that the County Council Highway Authority will adopt the main carriageways, footways, cycleways and strategic trees for traffic calming within the build outs.

- 19.17** The City Council Streets and Open Spaces team will maintain the open spaces, play equipment and living landscape vergers. On the infrastructure application on a few of the car parking spaces in the local centre will be under a private management company.
- 19.18** In principle the indicative plan is acceptable to the City Councils adoption team. This will be subject to progress on the tenure of the land once transferred and the payment method for the subsequent maintenance. Discussions will continue with Bellway on this aspect alongside the planning application process. Detailed conditions for soft and hard landscaping along with play equipment have been recommended. The details will also have to satisfy both adoption teams to make sure they are practical and can be easily managed.

Landscaping Conclusion

- 19.19** The application demonstrates that there will be a network of green open spaces across the site which will help define the development parcels. Between these open spaces there will be high-quality network of green links, pedestrian routes, encouraging walking and cycling, enhancing biodiversity, and encouraging play. A detail adoption strategy accompanies the application and has been developed in parallel with the proposals to ensure costs to future residents are kept low and there are effective ongoing management arrangements in place.
- 19.20** The proposal would therefore accord with the principles secured within the Design Code and the outline parameter plans. Condition 38 (tree survey) 40 (excavation trenches) can be partially discharged in relation to this phase. Condition 37 (Hard and Soft Landscaping) can also be discharged in relation to this phase but requires further information to be submitted to cover detailed planting plans and hard surface details. Given the scale of the area the conditions have been split into phases to enable the quick delivery of the first residential phase. Subject to conditions the proposals accord with policies HQ/1 and NH/6 of the South Cambridgeshire Local Plan 2018 and policy 55, 56 and 59 of the Cambridge Local Plan 2018, subject to conditions.

20 Utilities

- 20.2** The applicant has submitted a service diversions and new supplies plan. This shows the network of utilities which will service the site and future phases including the relocation/diversion of the gas main. Service supply corridors will contain all the utilities below the footways and the shared

cycleways. Where necessary root barriers for the trees aligning the road will be used to safeguard the proposed utilities.

- 20.3** The proposed scheme has made suitable arrangements for infrastructure and is therefore considered acceptable in accordance with Policy TI/8 of the South Cambridge Local Plan 2018 and policy 85 of the Cambridge Local Plan 2018.

21 Highway safety and transport impacts

- 21.2** The principle of the primary road and secondary roads has been established through the parameter plans from the outline planning permission. It was agreed at that stage that the roads would connect with Coldhams Lane and Airport Way to help relieve localised congestion whilst creating an environment which is designed for cars to travel at 20mph. The Design Code progressed this concept further looking at section drawings through the streets and networks to maximise sustainable travel. Concepts like segregated cycle ways, buildouts, street trees, raised tables were recommended.

- 21.3** Since then, the design of the streets has been considered in close collaboration with the Local Highway Authority who are proposed to be future custodians for the road and associated paths, shared cycleways, and lighting. The scheme has progressed to refine junctions, positions of buildouts and raised tables. A management condition has been suggested to ensure the roads are maintained to a suitable condition up until they are adopted (**Condition 17 – Maintenance of roads**).

- 21.4** The proposals are not considered to cause any significant adverse impact on safety and following the amendments are now supported by the Local Highway Authority. Subject to conditions, the proposal accords with the objectives of policy 80 and 81 of the Cambridge Local Plan 2018 and HQ/1 and TI/2 of the South Cambridge Local Plan 2018.

22 Car and cycle parking

- 22.2** This reserved matter is for infrastructure only and does not contain any residential or commercial units. As such the following comments have been made regarding the provision of visitor parking spaces serving open spaces and shared facilities.

Cycle parking

- 22.3** Sheffield bike stands have been located at convenient arrival points within the market square and at key destinations such as the neighbourhood parks and designated open spaces. They are within easy access to the main cycle route network. Detailed cycle parking arrangements will be secured by condition **(Condition 11 - Cycle-parking Details)**.
- 22.4** The proposal is considered to accord with requirements of the Design Code, TI/3 of the South Cambridgeshire Local Plan 2018 and Policy 82 of Cambridge Local Plan 2018 in respect of cycle parking.

Car parking

- 22.5** Local Plan policies are silent on the amount of visitor parking in a shared space; however, it is accepted that most shops will need short stay parking to the frontages. Through the pre-application discussions on the Design Code a holistic, early design-led approach to the management of car parking has been taken to help achieve a transport modal shift.
- 22.6** There are ten allocated visitor spaces off the primary street near the market square, with further on-street parking if necessary. The visitor spaces are to close shops, schools and community building in the event some residents need to drive to the facilities. Apart from the community centre, it is also expected that each commercial building will have their own private parking to the rear of the buildings for staff and some visitors. This will be agreed under future reserved matters applications.
- 22.7** In terms of EV charging, the market square includes a rapid EV charging hub as guided by the Design Code EV strategy. There will be a total of four charging columns each serving two cars. Within this space there will also be bays for scooters and EV bikes creating a localised travel hub.
- 22.8** Subject to conditions **(Condition 3 - E-mobility Hub)**, the proposal is considered to accord with policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan 2018 and policy X of the Cambridge City Local Plan and the Greater Cambridge Sustainable Design and Construction SPD about car parking

23 Third party representations

- 23.2** 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
Concern raised with the junction design on the Primary Street	All the junctions have been reviewed and since amended to ensure they meet the provisions of LTN 120. The amended junction on the primary street-secondary street provides a safer route for cyclists and pedestrians.
Use of Dutch style kerbs	This feature considered by the Local Highways Authority but not considered to be favoured due to the absence of this feature in the wider area. Concern that it would confuse drivers.
Breedon Material	Surface finishes of the routes will be conditioned to ensure they meet the county council adoption specification.
Radius of kerbs	Amendments made to application to ensure radius is acceptable and complies with requirements of the Local Highways Authority .

Table 2 Officer response to third party representations

24 Open space and recreation areas

24.2 The outline planning permissions approved the parameter plan for landscape and green infrastructure. This plan sets out the approximate location of the open space and recreational areas which helps to enable a connected and integrated network of spaces through the site. In total the site is expected to deliver approximately 16.5ha of open space. The S106 legal agreement underpins this requirement and obligates the developer to providing details of their delivery, maintenance and management.

24.3 This infrastructure application will provide a total of 9 ha (over 50%) of the open space secured at outline stage, with the largest area being North Park at 3.57ha. The remaining balance will be secured within the residential parcels.

24.4 The application includes a LEAP on the northern-eastern edge, NEAP in the village green and the Linear Park along the northern edge. Informal open space can be found throughout the infrastructure area, including on the south-eastern edge. The locations and size of these spaces align with the approved parameter plans. The other open spaces areas including the allotments will come forward in the detailed residential parcels.

24.5 In respect of formal and informal open space these details are considered to be acceptable and accords with the approved parameter plans and with

policy SC/7 of the South Cambridgeshire Local Plan 2018 and policy 68 of the Cambridge Local Plan 2018.

25 Other matters

Lighting

- 25.2** Officers note the comments from the Environmental Health Officer with regard to lighting. Furthermore, the position of the lights on the adopted public highway and cycleways will also need to be agreed with the County Council highways authority. As such a condition is recommended to agree details (**Condition 12 - Lighting scheme**)

Environmental Health Impacts

- 25.3** The development is considered to be acceptable from an environmental health point of view. At this stage conditions relating to 55 (EV charging, 59 (Noise Impact) and 71 (Materials Management Plan) can be discharged. Details for a site specific DCEMP 58 and 63 will need to be submitted again for re-discharge as they are not acceptable at this stage.

Sustainability

- 25.4** The outline planning permission included Condition 17 for a sustainability statement to be submitted with any reserved matters scheme. This condition is directed more towards the residential parcels; however, the applicant has submitted parameters for the infrastructure application within the Design and Access Statement and has been supported by the Councils Sustainability Officer. Condition 17 can therefore be partially discharged.

26 Planning balance

- 26.2** 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).
- 26.3** The proposed infrastructure is a key part of delivering the Land North of Cherry Hinton development, which will deliver 1,200 homes in a sustainable location on the edge of Cambridge. The applications are accompanied by a comprehensive design and access statement which provides clear and thorough justification of the rationale of the application and the landscape-led approach that has been taken.

- 26.4** The proposals will provide low speed streets with high quality pedestrian and cycle links with accesses onto Coldhams Lane, Cherry Hinton Road and Airport Way. An e-mobility hub for bikes, scooters and car club spaces, along with charging points will be found in the local centre promoting active travel. The streets will be aligned with 'living verges' whereby street trees, SuDS, areas of planting and play on the way features will contribute to living landscape concept visualised within the design code. These networks lead to several high-quality parks and open spaces where water, trails, street furniture and multi-generational play equipment can will be found.
- 26.5** For the reasons set out in this report, the proposal is considered to accord with the policies in both South Cambridgeshire Local Plan 2018 and Cambridge Local Plan 2018 along with the aspirations of the LNCH Design Code 2022 and the parameters secured within the outline planning permissions.
- 26.6** Having considered 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.

27 Recommendation

- 27.7 Approve** this reserved matters application subject to conditions and informatives as detailed in this report, 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 and; -

Part discharge outline planning conditions on the outline consent in relation to this reserved matters only:

- 10 (Design code compliance) - Partially discharged
- 17 (Sustainability Statement) - Partially discharged
- 23 (Strategic Surface water drainage) - Discharged in full
- 24 (Surface Water Strategy) - Partially discharged - Condition added
- 26 (Foul water) - Partially discharged
- 29 (Biodiversity Survey and Assessment) - Partially discharged
- 36 (Open Space) - Partially discharged - Condition added
- 37 (Hard and Soft Landscaping) - Partially discharged - Condition added
- 38 (Tree survey) - Partially discharged
- 40 (Excavation trenches details) - Partially discharged - Condition added
- 44 (Cycle Parking) - Partially discharged - Condition added
- 55 (EV charging) - Partially discharged - Condition added for hub
- 58 (Site Specific DCEMP) - Not discharged

- 59 (Noise Impact Assessment) - Partially discharged
- 61 (Artificial Lighting) - Partially discharged - Condition added
- 63 (Construction waste) - Not discharged
- 71 (Material Management Plan) - Partially discharged

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

28 Planning conditions

Draft Conditions

1. Time Limit

The development hereby permitted shall be begun before the expiration of X years from the date of the outline planning 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. Approved Plans

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.

3. E-Mobility Hub Details

Prior to commencement of development of the market area as identified and hatched in dark brown on the RMA1 Infrastructure Areas Plan, PR208 PR208-40, details of the E-Mobility Hub in the local centre including the allocated spaces for e-bikes, e-scooter hire, electric vehicle charging points and car club provision and their associated signage, electric cabling and hook-up connection points, have been submitted to and approved in writing by the Local Planning Authority. The

development shall be carried out in accordance with the approved details prior to the local centre being brought into use.

Reason: In the interests of encouraging sustainable travel to and from the site (South Cambridgeshire Local Plan 2018, policies TI/2 and Cambridge Local Plan 2018, policies 80 and 81) and in accord with the requirements set out in the LNCH Design Code 2022.

4. Sample Panel of Materials – Phase 1

No hardstanding above ground level within the roadside verges (hatched orange), east park (hatched pink) and south park (hatched purple) as identified on the RMA1 Infrastructure Areas Plan PR208 PR208-40 shall be laid until a sample panel of the final surface treatments has been prepared on site detailing choice of blocks, bricks, other hard standing, bond, coursing, special brick patterning, mortar mix and design. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works on that phase for comparative purposes and works will take place only in accordance with approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan 2018 policies 55 and 57) and to ensure the development is finished in accordance with the vision set out in the approved LNCH Design Code October 2022.

5. Sample Panel of Materials - Phase 2

Within 4 months of the date of this decision notice and prior to commencement of development on the West Park Urban Rill (hatched red), North Park (hatched light blue), Central Park (hatched green), Neighbourhood Park (hatched peach) and market (hatched brown) as shown on the RMA1 Infrastructure Areas Plan PR208 PR208-40 a sample panel of the final surface treatments has been prepared on site detailing choice of blocks, bricks, other hard standing, bond, coursing, special brick patterning, mortar mix and design. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works on that phase for comparative purposes and works will take place only in accordance with approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan 2018 policies 55 and 57) and to ensure the

development is finished in accordance with the vision set out in the approved LNCH Design Code October 2022.

6. Hard and Soft Landscape Details - Phase 1

No development above ground level, shall commence within the roadside verges (hatched orange), east park (hatched pink) and south park (hatched purple) as identified on the RMA1 Infrastructure Areas Plan PR208 PR208-40 until details of a hard and soft landscaping scheme (in general accordance with the approved landscape drawings dated Feb 2023) 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, fitness equipment, BMX track, bridges, platforms, 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. pumping stations, drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, 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 (including the areas that abut the allotments and pumping stations and acoustic barriers) indicating the type, positions, design, and materials of boundary treatments (hard or soft) to be erected.

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

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan 2018 policies 55 and 57) and to ensure the development is finished in accordance with the vision set out in the approved LNCH Design Code October 2022).

7. Hard and soft Landscape Details - Phase 2

Within 4 months of the date of this decision notice and prior to commencement of development on the West Park Urban Rill (hatched red), North Park (hatched light blue), Central Park (hatched green), Neighbourhood Park (hatched peach) and market (hatched brown) as shown on the RMA1 Infrastructure Areas Plan PR208 PR208-40 details of a hard and soft landscaping scheme (in general accordance with the approved landscape drawings dated Feb 2023) shall be 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, BMX track, bridges, platforms, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to be being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, 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 (including the areas that abut the allotments and pumping stations) indicating the type, positions, design, and materials of boundary treatments (hard or soft) to be erected.

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

8. Play Equipment and Open Space - Phase 1

No development above ground level shall commence within the roadside verges (hatched orange), east park (hatched pink) and south park (hatched purple) as identified on the RMA1 Infrastructure Areas Plan PR208 PR208-40 until details of the proposed children's play areas and features (incl. play on the way, NEAP, LEAP,

LAPs and Trim trails) including the number and type of pieces of play equipment have been submitted to and approved in writing by the Local Planning Authority. The details should be submitted in accordance with the approved Land North of Cherry Hinton Youth and Child Play Strategy dated February 2022 and accompanied a compliance statement and checklist. The play area shall be laid out and equipped as approved before the first occupation of any part of the development, or in accordance with a programme to be submitted to and approved in writing by the Local Planning Authority and retained as such.

Reason: To provide outdoor play space (South Cambridgeshire Local Plan 2018 policies HQ/1 and SC/7 and Cambridge Local Plan 2018 policies 56 and 59 Approved LNCH Design Code 2022 and Approved Play Strategy dated x).

9. Play Equipment and Open Space - Phase 2

Within 4 months of the date of this decision notice and prior to commencement of development on the West Park Urban Rill (hatched red), North Park (hatched light blue), Central Park (hatched green), Neighbourhood Park (hatched peach) and market (hatched brown) as shown on the RMA1 Infrastructure Areas Plan PR208 PR208-4 details of the proposed children's play areas and features (incl. play on the way, NEAP, LEAP, LAPs and Trim trails) including the number and type of pieces of play equipment have been submitted to and approved in writing by the Local Planning Authority. The details should be submitted in accordance with the approved Land North of Cherry Hinton Youth and Child Play Strategy dated February 2022 and accompanied with a compliance statement and checklist. The play area shall be laid out and equipped as approved before the first occupation of any part of the development, or in accordance with a programme to be submitted to and approved in writing by the Local Planning Authority and retained as such.

Reason: To provide outdoor play space (South Cambridgeshire Local Plan 2018 policies HQ/1 and SC/7 and Cambridge Local Plan 2018 policies 56 and 59 Approved LNCH Design Code 2022 and Approved Play Strategy dated x).

10. Screened seating areas

Notwithstanding details provided within the application submission, the final location and detailed design / specification and construction of these said seating areas, including landscape details and indicative airborne sound reduction / mitigation performance, shall be submitted to and approved in writing by the Local Planning Authority. The details of the final location and detailed design / specification and construction of the acoustically treated / screened seating areas as approved shall be implemented in full and retained thereafter.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan 2018 policies 55 and 57) and to the seating areas provide a place of refuge from noise of Airport Way/Cherry Hinton Road in accordance (South Cambridgeshire Local Plan 2018 policy CC/6 and Cambridge Local Plan 2018 policy 35 and South C)

11. Cycle Parking Details

The development, hereby permitted, shall not come into use, until details of facilities for the covered, secure parking of cycles for use in connection with the open space and market square areas of the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include materials, size, type and layout of the cycle parking. The facilities shall be provided in accordance with the approved details before that area is brought into use and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles (South Cambridgeshire Local Plan 2018, policy TI/3 and Cambridge Local Plan 2018 policies 31 and 82)

12. Lighting Details

Notwithstanding details provided within the application submission, full details of any external lighting along the roads, cycleways and footpath routes within public open space, including specifications for lighting equipment, shall be submitted to and approved in writing by the Local Planning Authority. The details shall be submitted prior to the installation of any external lighting along the roads, cycleways and footpath routes and the development shall be carried out in accordance with the approved details.

Reason: To ensure that there is no conflict with the final lighting positions agreed as part of the S278 Agreement with the County Council, and to ensure the quality of the external lighting meets the requirements of South Cambridgeshire District Council Local Plan policies HQ/1 and SC/9 and Policy 34 of the Cambridge Local Plan 2018.

13. Public Right of Way Details

Notwithstanding the details provided within the application submission, the following Public Right of Way details shall be submitted to and approved in writing by the Local Planning Authority:

- a. Prior to the commencement of development evidence shall be submitted showing that a formal application has been made for an amendment to the Public Right of Way under Section 257 of the Town and Country Planning Act 1990, along with indicative details of its delivery phasing, surfacing, widths, gradients, landscaping, and structures.
- b. Prior to implementation, a final Public Right of Way surface improvement scheme should be submitted confirming its surfacing, widths, gradients, landscaping, and structures.

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

Reason: In the interests of the amenity, safety and ensuring the Public Right of Way continues to be provided through the site (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan 2018 policy 81).

14. Pumping Station

Notwithstanding the details provided within the application submission, full details of the proposed pumping station and substations shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of the implementation of the pumping station. The details shall include any fencing and boundary treatments and landscape details. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that the pumping station is appropriately screened from the public realm (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan (2018) policies 55, 57 and 59).

15. Details of attenuation features

Notwithstanding the details provided within the application submission, no development above ground level shall commence until full details of the following surface water drainage features have been submitted to and approved in writing by the Local Planning Authority:

- Detailed plan showing the maintenance access routes all above ground attenuation features and watercourses within green/park spaces.
- Detailed design of the low flow channel running across the Neighbourhood Park (and LEAP).
- Detailed design and specification of any bridges, headwalls, and security trash screens; considering location, material, planting, size, security. Along with the necessary risk assesment.

- Interpretation boards

The development shall be carried out in accordance with the agreed details and maintained as such thereafter.

Reason: To ensure there is space for the effective management of the attenuation features (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan (2018) policies 55, 57 and 59).

16. Surface Water Drainage Completion Report

Upon completion of the surface water drainage system, including any attenuation ponds, rills and swales, tanks and prior to their adoption by the relevant body; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under planning permission. Where necessary, details of corrective work to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure there is space for the effective operation of the attenuation features (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan (2018) policies 55, 57 and 59).

17. Maintenance and Management of streets

No development above ground level shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

18. School Access

Prior to the implementation of the secondary school entrance, details of the exact location and design of the access shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Cambridge County Council Education Authority. The development shall be implemented in accordance with the approved detail.

Reason: in the interest of highway safety

Informatives

1. Approval of conditions

For the avoidance of doubt this application has Approved Condition Details relevant to this Reserved Matters Phase for Infrastructure:

- 10 (Design code compliance) - Partially discharged
- 17 (Sustainability Statement) - Partially discharged
- 23 (Strategic Surface water drainage) - Discharged in full
- 24 (Surface Water Strategy) - Partially discharged - Condition added
- 26 (Foul water) - Partially discharged
- 29 (Biodiversity Survey and Assessment) - Partially discharged
- 36 (Open Space) - Partially discharged - Condition added
- 37 (Hard and Soft Landscaping) - Partially discharged - Condition added
- 38 (Tree survey) - Partially discharged
- 40 (Excavation trenches details) - Partially discharged - Condition added
- 44 (Cycle Parking) - Partially discharged - Condition added
- 55 (EV charging) - Partially discharged - Condition added for hub
- 58 (Site Specific DCEMP) - Not discharged
- 59 (Noise Impact Assessment) - Partially discharged
- 61 (Artificial Lighting) - Partially discharged - Condition added
- 63 (Construction waste) - Not discharged
- 71 (Material Management Plan) - Partially discharged

2. Details - Public Right of Way

The applicant is advised to obtain a technical approval for the Public Right of Way prior to the submission of such approved details to the local planning authority. To discharge condition X of this consent.

3. Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that

do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance: <https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-andwaste/watercourse-management/> .Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.



Cambridgeshire Quality Panel

Land North of Cherry Hinton: Design Code (and Infrastructure application)

Tuesday 4th May 2022

Virtual Meeting

Panel: Robin Nicholson (chair), Kirk Archibald, June Barnes, Simon Carnes, John Dales, and Lindsey Wilkinson.

Local Authority: Rebecca Ward (GCSP), Sarah Chubb (GCSP), Bana Elzein (GCSP), and Helen Sayers (GCSP)

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

Part of the wider Cambridge East development area, Land North of Cherry is the second site to come forward, providing up to 1200 dwellings, a primary school, secondary school, community hub and other supporting infrastructure. It is located East of Cambridge Airport and contiguous with the suburban edge of Cherry Hinton.

Outline Planning Permission was granted in 2020. Planning Condition 9 of that permission requires approval of a Design Code, which is presented to the Panel at this review.

Presenting team

The scheme is jointly promoted by Bellway/Latimer and designed by Pollard Thomas Edwards (PTE) architects. The presenting team was:

Alexis Butterfield (PTE), Una Breathnach-Hifearnain (McGregor Coxall), David Fletcher (Strutt Parker), and Ulrich Van Eck (Bellway).

Potential Conflicts of Interest

Robin Nicholson declared that his former practice has just seconded two members of staff from PTE, however he is not directly working with either person. Also, June Barnes stated that she is working with PTE on a research project, but not with Alexis Butterfield.

Local authority's request

Greater Cambridge Shared Planning Service (GCSP) asked the Panel to focus on several areas in the Design Code, broadly summarised as: -

- Ease of use, navigation, and accessibility of the document
- Logical order and succinctness
- Clarity of key principles both in terms of key strategic site wide elements, character areas and more detailed elements.
- Getting the balance right between rules and flexibility – ensuring the mandatory 'musts' and the recommended 'shoulds' cover the right topics and themes.

Cambridgeshire Quality Panel summary

The Panel had reviewed this scheme previously and commented, 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 generally well received by the Panel.

These views are expanded upon below, and include comments made in the closed session too.

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

The site will include two schools, a primary school, and a secondary school, yet the code is light on expectations around the bulk and design of these buildings. It would be helpful to set out how these buildings relate to roads and spaces. The Panel had previously indicated that the community hub and primary school should be integrated yet they still appear as separate facilities. No drop off places have been provided either, for which there will be a demand however undesirable, and which could provide part of a combined parking strategy for the market square, for the community hub and school too.

The applicant recognised that there is no graphic for the schools but there will be an expectation in the code that parking and servicing for the schools will be behind the building line and that entrance(s) align with the village green. Drop off points have deliberately not been provided, as with the design at ‘Marleigh’ and in agreement with the Highway Authority, to encourage active travel to the schools. Informal parking will be available on-street for those who do drop off.

No details on phasing are provided, so it is hard to envisage what ‘meanwhile’ provision might be provided. Early delivery of the primary school may reduce this need.

5 per cent of the market dwellings must be custom build, and these are proposed to be provided within Market Square. Will these houses be appropriate to this location or are they of a more relevant flexible typology?

The applicant advised that the phasing programme is still to be fixed and that the custom build requirements will be clarified.

Details on retirement living were unclear, as well as who will manage the public spaces and facilities such as the community hub. The tenure mix was unclear, so it was hard to understand where the affordable units are even if the scheme is tenure blind.

Will parking requirements be met? It was hard to understand allocations, especially for the apartments. Insufficient parking spaces could result in cars parking wherever they can which results in nuisance and, in a worse case, blocking roads for emergency vehicles.

The applicant advised they are still consulting on the community hub, so it is not yet clear who will use, operate and/or manage this facility.

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

It was not clear how the basic movement and access framework was arrived at and whether the hierarchy will represent natural movements, however without the background data it is hard to comment further.

The Panel suggested consideration be given to various scenarios such as what if there were no through route, or how different would the scheme be if every internal journey were on foot or bike? What if there was a bus gate on the primary route? The proposed horizontal and vertical deflections could be replaced with better design. 4.2m (2.1 x 2) seems too much area for the envisaged cyclists who may feel safe on the road.

Think about future travel patterns and what that will mean for access and movement. Maybe residents will have fewer cars, or electric cars, or make greater use of e-bikes in the future so how well can the scheme adapt. Can cycle lane space be repurposed to green space; will there be sufficient e-charging points?

On schools, whilst the encouragement of active travel to the primary school is supported, the secondary school may well have different travel patterns with students travelling from wider afield and greater use of the school for community use and public events.

6.2m roads doesn't feel very residential. Could this be reduced to 6m through good design?

In response, the applicant suggested that the road hierarchy was appropriate, but the cycle lane requirements were fixed by the Highway Authority, who require separate lanes on each side of the road on primary routes. All dwellings will have 2 car parking spaces, generally on plot and apartments 1 space each within squares or at the rear of buildings.

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

Previous reviews had raised concerns about lack of an integrated approach to landscape and this has been addressed, significantly improving the quality of the scheme. The Living Infrastructure concept is supported as a ‘green grid’, and the innovative Ridgeway welcomed. The challenge is to ensure it is developed and secured the final delivered scheme.

At the testing event, it was a missed opportunity that the landscape wasn't included, but a mini test could resolve this.

Has consideration been given to quiet spaces?

Have the levels and gradients on-site been considered for accessibility issue. There are level changes on site, and these should be celebrated, but inclusively.

Will the code apply to the main Airport site too? if it doesn't, it should heavily influence anything produced for that site for parity across the wider area.

The Award Drain was mentioned as a feature, yet little reference made to it as a feature in the code. Could this be further explored?

It was queried whether the church spires in the surrounding landscape can really be seen from within the site, but if so, exploit these views too.

There was a suggestion as to whether so many character areas are needed at all, especially if good architects are appointed to the scheme.

The allotments are a critical space and should be properly recognised.

The housing typologies need to be inclusive to meet the diverse range of potential residents. The typologies suggested are the more obvious development forms, but other options can satisfy the code too. Maybe the typologies are unnecessary?

There should be clear approaches to trees, landscape, and lighting and surveillance of key spaces should be integrated.

Roofscapes are important and there seems to be a lot of Velux windows and Valley gutters which need maintenance and be able to cope with heavy rain events. The applicant explained that the drawings are illustrative, and the code will only seek a varied roofscape. Flexibility of construction and structure that allows roof extensions could be included.

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

The living infrastructure approach was supported and could be developed further.

Consider what the scheme will look like in five and ten years, especially as the airport moves away and the context of the wider Cambridge East is developed.

Set and commit to performance targets, perhaps on heat loss improvements, over time. minimum performance standards for the homes/non-residential buildings could be set a number of ways to provide flexibility in design. The Code should commit to these being checked with Post Occupancy Evaluation for at least 3 years such as max form factor; max kWh/m² for heating/ventilation; minimum self-consumption rates - make home battery storage a condition of having PV (if having to retrofit later...); and minimum levels of solar input from PV & solar thermal (or using PVT).

Heating homes is relatively easy with modern design, it is always the hot water that is more challenging.

The prohibition of PVs because of the proximity to the airport and potential for glare was challenged. Products exist that address this issue as well as the orientation of roofs.

Can embedded carbon be measured, not just for buildings but also for spaces between buildings. Could targets be set for the construction?

How will electric vehicles be charged if not available on-plot? Well situated charging points can serve many dwellings with not that many points. E-bikes are gaining in popularity and so the ability to safely store and charge should be considered.

Passivhaus targets should be allayed, as the approach to provide high quality across the whole site is supported rather than a few houses meeting the standard.

Think about carbon zero requirements through all seasons.

Air source heat pumps can create cold pockets, especially by front doors and are noisy, so those on balconies may need to be re-sited. Could communal pumps be used?

The applicant advised that EV chargers will generally be on-plot. The Highway Authority does not currently permit charges on the highway, but there will also be provision in some of the squares.

Specific recommendations

- Ensure shared expectations can be delivered.
- Ordering of the code needs to be agreed
- Musts, wills and shoulds must be clarified
- Ensure the site is future proofed for the long build-out period and beyond
- Ensure the linkages from the primary school to the community hub and open space are easy to use
- Anticipate secondary school impacts and have a strategy to mitigate
- Include phasing and any 'meanwhile' uses
- Custom build should not be self-build
- Community hub – finalise what it will be and how it will be managed
- Ensure the parking strategy is fit for purpose
- Retirement living and tenure is unclear
- Consider pinch points in road network and adapt
- Provide adaptable cycle lanes for other future uses
- Consider future car travel patterns and adaptations
- Non-vehicle Ridgeway is great, so develop further
- Think about quiet zones and spaces
- Celebrate what you have on-site

- Identify climate commitments and verify through POE

Ongoing engagement with the developer and design team would be welcomed as the scheme develops if the opportunity arises. Given the imminent departure of the Airport and the rapidly changing climate policy, the panel felt that it was important to review the Code after 5 years.

The Panel was also asked to consider the infrastructure application. However, the applicant was only able to offer a snapshot of the various zones, which the Panel found difficult to provide a comprehensive view on. Appendix One sets out the initial thoughts of the Panel on the information they did review. The Panel would be keen to see a full presentation when ready.

Contact details

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

Author: Stuart Clarke

Support: Judit Carballo

Issue date: 11th May 2022

Appendix A – Infrastructure application

Key comments were: -

- Too early to make comment as only a sample area of the site. There is a lot of detail design to be done and should not be rushed
- Is there an excess of accessibility between the parcels along the eastern edge that could be rationalised?
- Define the terms used in a glossary
- Linkages to adjacent communities need more thought as they turn their backs on the development so potential issues around lack of surveillance
- Consider all rainwater movements and heavy rainfall events. Swale-based approach is supported but ensure any underground piping is minimised
- Embedded carbon calculations for the spaces between buildings are important too
- Net biodiversity gain targets need clarifying including soil quality. Is it policy compliant or aspirational?
- Are the allotments sufficiently integrated – could they be more like a walled garden?
- Ensure all dwellings are dual aspect
- Phasing and relationship to future development on the airport is important

Appendix B – Background information list and plan

- Main presentation
- Local authority background note
- Applicant background note

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



Cambridgeshire Quality Panel

Land North of Cherry Hinton: RM2/3

Wednesday 24th August 2022

Panel: Robin Nicholson (chair), June Barnes, Oliver Smith, David Taylor, Luke Engleback, and Kirk Archibald.

Local Authority: Sarah Chubb (CGSP), James Truett (CGSP) and Bana Elzein (CGSP)

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

This site, to the north of Cherry Hinton and East of Cambridge Airport, was originally promoted by Marshalls of Cambridge and Endurance Estates.

Outline Planning Permission was granted in December 2020 for up to 1200 residential dwellings (including a retirement living facility), a local centre, primary and secondary schools, community facilities, open spaces, allotments, landscaping, and associated infrastructure (planning application references 18/0481/OUT and S/1231/18/OL).

Bellway Latimer LLP (a joint venture between Bellway Homes and Clarion Housing) are implementing the development, having acquired the site following the grant of outline planning permission, and are seeking approval of a reserved matters scheme which is the subject of the design review.

A Site Wide Design Code (SWDC) was conditioned as part of the outline planning approval to provide a framework for the entire site and set out clear design quality expectations.

The Quality Panel reviewed the outline planning applications on 8th January 2018 and 4th June 2018 and the emerging design code and infrastructure application on 4th May 2022.

Presenting team

Bellway Latimer LLP are supported by their consultants Pollard Thomas Edwards, Strutt and Parker and McGregor Coxall, and the presenting team was:

Alexis Butterfield (PTE), David Fletcher (Strutt and Parker), Ulrich Van Eck (Bellway), and Matt Lee (McGregor Coxall).

Local authority's request

Greater Cambridge Shared Planning (GCSP) provided a verbal briefing ahead of the main session and highlighted the impact of urban heat management and shade, the

interface between the public realm and people, parking solutions and the character of the ridgeway.

Cambridgeshire Quality Panel summary

Land North of Cherry Hinton will be an exciting development in the east of Cambridge and will set the context for later development of the neighbouring airport site. The Panel welcomed the opportunity to visit the site and comment on this scheme from its inception through to the current reserved matters applications. The Panel welcomed most of the ambitions of the scheme and look forward to it setting a high standard for East Cambridge. Their views are expanded upon below, and include any comments made in closed session too.

Ahead of the main discussion, clarification was sought on the level of parking provision across the scheme. It was stated that there will be 1 space per 1-bed and 2-bed apartments and 2 spaces for other properties, averaging around 1.5 spaces per dwelling across the scheme.

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

The applicant had advised the Panel that the development as a whole will be built out over a ten-year period. In response, it was suggested that thought should be given to how the world may change over that period, especially in relation to travel. The Covid pandemic has highlighted how working from home and hybrid working has changed travel patterns and lifestyle factors may encourage further change on car ownership levels, type, and usage. Car-pooling and car clubs may be in more demand, and electric vehicle (EV) points need to be integrated into the scheme, both for home owners and visitors.

The applicant responded that the design code is intended to be adaptive and can and should be refreshed in future years. EV points will be provided for all homes and to 50% percent of apartments – with the potential to increase to 100% if necessary. The Highway Authority do not currently permit on-street EV points, so hubs are proposed to allow residents and visitors to charge their vehicles. It was not clear if these hubs will be fast charging points or whether the infrastructure will allow for Vehicle-to-Grid usage, which the Panel supports.

Perhaps the scheme could trial a scheme for on-street EV charging for a section of adopted road?

A profile of travel patterns in and around the site was suggested as a way of understanding how the various users (such as residents, visitors, and delivery drivers for example) move around over time and across the seasons. This could be a 'day in the life' analysis.

It was queried how legible the scheme is. Will it be obvious to visitors or delivery van drivers how to reach specific addresses, especially where properties have different accesses for foot/cycle users and parking access, such as The Ridgeway. Towns such as Basildon and Harlow may offer good examples to learn from.

Will the signage strategy work effectively?

It was suggested that the plum red colour of the cycleways could be toned down, acknowledging that the Highways Authority have requirements that have to be met, although could parts of the cycle routes be on unadopted roads? The council's teams working on the Greenways project may be able to offer solutions and ideas as they have extensive experience of integrating cycle routes into different settings.

Consider how cycle routes will work and the different type of users, such as commuters and leisure cyclists. Straight routes can encourage speed, whilst sinuous routes can be more pleasant but frustrating to those wishing to make good progress. It would be useful to map the quickest cycle routes to common destinations.

It was recognised that the main cycle route on the primary route had been much debated with the Highway Authority. The Panel suggested a pilot scheme to achieve the applicant's desired approach of a two-way cycle route on one side of the road only.

The Panel supported the approach to public transport with two bus routes currently planned to serve the development, with stops at or near the secondary school and local centre. It will be important to think about how these stops will be used and the opportunity for these to become social places.

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

The interaction between the public realm and how people use these spaces is important. With increasingly hotter summers, the need for trees to provide shade as places to pause, stop and sit become more important. In order to support the tree species that can best provide for this, linear pits might work better providing they have adequate water supply.

There could be an opportunity to promote social interaction by providing benches or seats in front gardens, as commonly seen in Scandinavia. This can especially help with social isolation for vulnerable people living on their own and encourage interaction more generally. Science City Newcastle has some examples of layered landscape.

Think about the micro-typology and defensible space, especially for smaller dwellings where such provision can be extremely important and needed.

Minimising hard spaces will help to reduce heat stored in them radiating back, after hot weather.

The use of water can help mitigate summer heat, and whilst the SuDs proposals are good, there could be more use of water where it falls and on street to provide interest, delight, and cooling functions. The Panel suggested that wattle fencing and stoplogs could be used in the holding ponds to vary levels, create interest and habitats, as well as integrating on-street rills, channels or even a public fountain which would enrich the scheme.

Vertical greening can add interesting features, as well as climate benefits. Wires can be secured to buildings and/or trellises erected in public places and rear gardens to support planting. Whilst it is recognised that soft fruits and other plants are restricted because of the neighbouring airport and attraction to birds, given the airport will cease function in the late 2020's, the scheme should look beyond that timescale and be adaptive.

Town Planning can often struggle with how dwellings are actually used by occupants. For example, stepping in from the street directly into an open plan living/kitchen room is queried as heat can be lost from the house as well as wind and rain blow in. A lobby as a minimum should be provided and perhaps even a small canopy outside too. Think

about all the different types of users, their needs, and how they will come in and out of the dwellings. Will units that overlook parking or decking have a good outlook?

Whilst initially this scheme provides an edge to Cherry Hinton, as the airport site is developed out, this will become a very different place and its character should evolve as part of a much larger and distinct neighbourhood to Cambridge.

There are a lot of one and two bed units. How will these residents impact on the emerging community and what is the plan for integration with the external community?

Whilst the Mews can provide a welcome shady environment during hot summer days, they can be dominated by garage doors and be windy, damp places in winter. Also, although bin storage is provided, often residents leave them on-street and so these streets can become bin alleys. A shared surface approach would be favoured, over segregated pedestrian and vehicle surfaces, which are not needed for the low traffic volumes expected.

The use of a multiplicity of bricks and/or cut bricks would be supported as in Great Kneighton, but please no mock-Tudor or 'fake' wood treatments that weather and look awful in time.

Coach style or flat-over-garage houses were raised as potentially being problematic. Having a kitchen or living space at ground level would be supported over all first-floor rooms as well as thinking about outdoor spaces (and places for bins and bikes) and multi-aspect views. Staircases can often be tight. Could any flat roofs incorporate a shallow fall to allow for roof lights as well as high level windows for light and ventilation. The applicant acknowledged that they are planning for this where possible.

The quality of the partially covered garage courts should be explored with views from the upper floors looking down into them.

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

Whilst the scheme is delivered on the next ten years, will there be temporary community facilities until permanent infrastructure is in place? Will the schools come forward as originally planned, and if the primary school is delayed, is there an over reliance on its community impact?

The applicant responded that there will be a temporary community facility provided until the planned facility is provided in the local centre.

The use of how-to maintenance packs and manuals for home ownership was suggested by the Panel as a useful means of communicating what and when needs to be undertaken, especially as homes become more complex in design, technology, and other features. YouTube could also be used to great effect for this too.

The 'intended' management plan needs to be developed.

The Panel suggested considering child density and potential impacts, especially for the smaller apartments. There could be conflicts between vulnerable users and family accommodation. Smaller blocks of apartments should be favoured over larger blocks and perhaps some of the maisonettes would be better as houses. The applicant indicated they agreed with the approach of smaller blocks, but the outline planning permission had largely established the mix they have to plan for. In response, the Panel indicated that the local authority is cognisant to this issue, and in attendance, so they need to get the mix right and design out potential conflicts.

The Panel asked how public parts and spaces will be maintained and paid for, whether there will be additional financial burdens on the apartments and is this equitable to the actual users of these spaces?

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

The Panel suggested the use of bio-charr in the soil to help activate it and provide sufficient moisture and nutrients. The baseline soil is a sandy loam over chalk which will drain water way, so bio-charr will provide benefit, and also pump down carbon helping with the carbon-offset strategy.

Can grey water be used to support green infrastructure and also within houses (for W.C. flushing for example). Inclusion of water butts in gardens has limited capacity, so could a rectangular modular storage system be installed?

The use of heat pumps was discussed and whether it was necessary to use them for the smaller apartments, where efficient insulation and minimal heating (e.g., infra-red units) should be sufficient? Water heating can be achieved by other thermal methods.

It was good to see the heat pumps on the drawings, but care will be needed with their placement. They can create cold spots in confined places, be unsightly and become noisy over time if not properly maintained.

With rising energy bills, efficient heating systems will be highly important to buyers and renters. Whilst insulation performance is important, overheating is a growing problem, especially for top floor apartments and south facing rooms with floor to ceiling windows. Eddington is a good example of how external shades are used to help prevent over-heating. Potential overheating should be modelled.

The Panel looks forward to the embodied carbon calculations both for the buildings and the spaces between them and the lessons to be learned from them.

Specific recommendations

- Welcome approach to E.V., but could there be a pilot scheme for on-adopted street charging
- Can the colour of the cycle routes be better defined and more appropriate to their setting?
- Could there be a single sided cycle route scheme be piloted?
- Will the scheme be adaptive to changing world situations regarding climate change and travel patterns
- Could Bio-charr be used to activate the soil and the use of linear pits be better for the trees
- Explore vertical planting schemes
- Enhance use of water across the site for cooling, delight, and character
- Consider grey water storage and use
- Think about house/apartment designs and could they be improved for the end user
- Use trees for shade and summer cooling and think about the public realm and its use
- Is the scheme legible to all users, including delivery drivers?
- Minimise paving and the associated embedded carbon
- Think about use of heat pumps and their impacts of noise and cold spots. Are they really needed for the smaller apartments?

- Consider maintenance packs for units, so residents understand what, why and when need maintenance. Explore use of YouTube to communicate this.
- Airport restrictions will fall away when that site is developed, so plan for that, especially with planting.
- Energy use will be an important factor for marketing the scheme

The opportunity for continued engagement with the developer and design team would be welcomed as the scheme develops further.

Contact details

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Appendix A – Background information list and plan

- Main presentation
- Applicant background note

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

RMA3- Proposed masterplan for 354 residential units

