



Joint Development Control Committee

Date: Wednesday, 5 April 2023

Time: 9.30 am

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ
[access the building via Peashill entrance]

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

Agenda

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 12)

Applications

- 4 21/05434/REM - Parcel BDW3, Darwin Green 1, Land between Huntingdon Road and Histon Road, Cambridge (PAGES 13 - 126)
- 5 22/04989/REM - Lots M4 & M5 Eddington Land Between Madingley Road & Huntingdon Road Cambridge Cambridgeshire CB3 0DL (PAGES 127 - 186)
- 6 22/05018/REM and 22/05037/REM - Land North of Cherry Hinton, Coldhams Lane, Cambridge (PAGES 187 - 256)

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

21 December 2022

10.00 am - 1.15 pm

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

FOR THE INFORMATION OF THE COUNCIL**22/45/JDCC Apologies**

Apologies were received from:

Cambridge City Councillors Carling, Scutt and Flaubert.
Councillors Gawthrope Wood and Levien attended as Alternates.

South Cambridgeshire District Councillors Cahn and Hawkins.
Councillors J. Williams and Garvie attended as Alternates.

22/46/JDCC Declarations of Interest

Item	Councillor	Interest
All	R. Williams	Personal: Fellow of Christ's College.

22/47/JDCC Minutes**22/48/JDCC Planning Committee Site Visit Protocol**

The Committee received a report in regard to Planning Committee Protocol for Officer-led Visits (Protocol). Members are being asked to note the Protocol and confirm its implementation.

The Strategic Sites Delivery Manager presented the report with reference to the Amendment Sheet. This noted that the Protocol had been discussed at the City and District planning committees earlier in the month. In view of the outcomes of those meetings, an updated officer recommendation is proposed as follows.

That the Joint Development Control Committee:

(I) Notes this report and the accompanying planning committee protocol for officer-led site visits.

(II) Confirms implementation of the protocol for officer-led site visits for the Joint Development Control Committee.

Subject to the following amendments to the Protocol:

1. *Requests for site visits to include ward members.*
2. *The attendance of site visits to include local ward members.*
3. *Modest changes to the Protocol, relating to points of clarification and textural changes to avoid repetition.*

With officer delegation to carry out the above changes to the Protocol.

In response to Members' questions the Strategic Sites Delivery Manager advised the following:

- i. It was the intention to have one document covering all three planning committees that make up the Shared Planning Service serves there will be scope to review how the Protocol operates and update it in due course.
- ii. Should it be agreed that Ward Members can attend site visit, then they must be briefed in advance of the site visit is the responsibility of the Lead Officer or Delivery Manager.
- iii. The need for more wider training in the use of the Protocol will be considered as part of the annual planning training for Members.
- iv. Third parties/objectors cannot attend site visits as they are private Member sessions. There may be circumstances when an applicant needs to attend the visit, for example to allow access to certain areas.
- v. A question was raised by a Member asking what the legal issues were if it is argued that a Ward Councillor has influenced the decision of the Committee.
- vi. Legal Officer stated that they would need to note that objection and deal with it at the time. It is important that Ward Members are properly briefed on their role before the visit.

The Committee:

Unanimously resolved to:

1. Note the report and the accompanying Protocol for officer led site visits.
2. Confirm the implementation of the Protocol for officer-led site visits for the JDCC.

Subject to the following amendments to the Protocol:

- (i) Requests for site visits to include local ward members.
- (ii) The attendance of site visits to include ward members, who must abide by the terms of the Protocol, and be briefed on the Protocol procedures and conduct in advance of that visit, by the lead Delivery Manager or planning case officer.

- (iii) Modest changes to the Protocol relating to points of clarification and textural changes to avoid repetition.

With officer delegation to carry out these proposed changes to the Protocol and noting that the amendments as proposed should be reported back to the City/District planning committees.

22/49/JDCC Joint Development Control Committee Meeting Dates for 2023/2024

The Committee received a report by the Strategic Sites Delivery Manager in regard to Joint Development Control Committee Meeting Dates for 2023/2024.

- i. The 20 December date of JDCC date could be moved earlier into December however we cannot guarantee it would be on a Wednesday.
- ii. In regard to the date 21 February falling on Half-Term, would look into this date to see if it can be moved,
- iii. Officers will look into these two dates and will come back to Members with a response.

As a result of Members discussion, two dates were not agreed.

- 20 December 2023
- 21 February 2024

Officers will investigate possibility of re-scheduling these dates and will report back to Chair and Vice-Chair who will advise at a future meeting.

The following dates were agreed:

- 21 June 2023
- 19 July 2023
- 16 August 2023
- 20 September 2023
- 18 October 2023
- 15 November 2023
- 24 January 2024
- 20 March 2024
- 17 April 2024

22/50/JDCC 21/05433/REM - Parcel BDW4, Darwin Green 1, Land between Huntingdon Road and Histon Road, Cambridge

The Committee received a Reserved Matters application for the fourth housing phase (known as BDW4) including 342 dwellings, with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 25, 26, 28, 35, 40, 49, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT.

The Committee received a report from the Principal Planning Officer. Mr Chris Fry (Applicant's Agent) addressed the Committee in support of the application.

The Principal Planning Officer received questions prior to the meeting, those questions and their corresponding answers are below:

1. Car Club spaces - are there any of these as part of this application (I seem to remember them being mentioned at one of the previous briefings) and if so, how many and will they have EV charge points.

Car club spaces are controlled by condition 48 on the outline consent which requires 3 spaces within the Local Centre and 2 spaces at the eastern end (BDW5/6). No spaces proposed within the current parcel, however there are off-street visitor parking bays which could be converted if there is demand.

2. Garden Size - in particular 2,3 and 4 bed houses - what are the minimum (and near to minimum) garden sizes by house type and size and which way do they face.

Don't have information on the minimum garden sizes for each house type, however this has been assessed in the committee report. The applicant undertook an audit of the scheme to ensure acceptable separation distances which generated acceptable garden sizes. Shadow studies have been provided and sunlight and daylight studies have been provided for particular gardens which are highly enclosed. Assessment is provided in paragraph 15.3 onwards.

3. Of the flats, how many are single aspect and do all have other measures in place to mitigate this?

As per paragraph 19.8, all flats are dual aspect. The FOGs are dual aspect, many with windows on the side elevation, or others with restricted opening windows on the rear elevation.

4. Letter boxes - I note the condition about being a certain height but are these all externally accessible (ie on outside walls with no need to enter flat lobbies as per our current local plan).

Applicant confirmed during the course of the application that letter boxes are external, mounted on posts, fully Secure by Design compliant.

5. Adoption of streets (para 18.19) - what % of the site is not planned for adoption and why? If the Mews are being constructed to adoptable standards (para 18.22) why are these not being adopted?

Roughly 50-50 based on road length. The Highways Authority sets out standards for adoptable roads. Includes design requirements such as the width of the carriageway and footways, and functional requirements, such as it must perform a highways function, not just turning for refuse vehicles for example. I do not have a detailed audit of the roads not to be adopted, but in general, the design features may not meet design requirements, particularly for shared surfaces. Balance between meeting the requirements of the Highways Authority for adoption and achieving a mews street with character for place-making, such as narrower widths or more plant-outs. The report is referring to the construction standard which should be to adoptable standard to allow refuse vehicles to pass across it, although this has been minimised as much as possible.

6. Are there any controls of the non-adopted streets relating to reasonable service charges, particularly for the affordable homes.

The Section 106 requires that service charge levels for affordable housing is agreed in advance with the City Council and will be kept as affordable as possible having regard to the need for equity with all parties paying for the common services.

7. Phasing plan and S106 triggers (para 12.12). Will you brief members on this and which triggers have not been met and plans to address this.

This will be followed up separately with briefings on the updated phasing plan in January.

8. The enhanced LAP (para 16.5) - the report mentioned that the red line has been amended to accommodate more of one of the LAPs -does this mean that another parcel now has fewer hectares of LAP so are we double counting?

As per paragraph 16.2, I excluded the areas of open space already approved under the infrastructure reserved matters consent and Local Centre including the additional area of public open space in the calculation, so this has not been double-counted.

9. Gas boilers - it would be useful to know how much discussion was had with the developers about the use of gas - though I note the future fitting to allow a change to ASHP in future.

The approach to secure a phased approach and future-proofing has been agreed as a strategy for Darwin Green on this and other phases.

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

- i. It is stated in the outline in condition 10 that an approved play strategy as a starting point. The requirement for this parcel is to provide two local areas of play.
- ii. There are proposals for teenage facilities. One of these proposals was for a Skate Park.
- iii. The impact of the supermarket was discussed extensively with the Environmental Health team. At the moment there are currently no live applications.
- iv. Climbing plants will mostly be within private gardens. They have chosen the correct species of plant to help ensure its ongoing health.
- v. In regard to a query about measurable water meters, advised would need to think about how this could be included in the consent if this is something members wanted to add.
- vi. In relation to a query in regard to the replacement of any new lost trees, advised this is covered in an existing condition in the outlaying consent, condition 21.
- vii. Phasing plan can be looked at again in the new year.
- viii. The number of homes built to what standard is listed in condition 12.
- ix. Regarding lift access this is covered in report. All apartments have life access. This was added after review by the disability panel.
- x. In regard to access for mobility scooters. There is cycle parking available, with flexibility built in to park alternative cycles, this could also include mobility scooters. EV charging points will be provided. However, to be certain will investigate and come back to Members with a specific answer.

To Note:

1. The Highway Authority has confirmed that the outstanding road alignment issue is resolved by the amended plans submitted prior to committee. Subject to this and approval as appropriate of the submitted highway drawings, the Highway Authority's concerns have been overcome. It should be noted that the visitor parking spaces shown on roads intended for adoption would be subject a parking regime which would fall to the Highway Authority, therefore the number of visitor spaces shown may differ from the submitted plans.
2. The Shared Waste Team has commented specifically on plot 136, which has a distance between the dwelling and the collection point over 60 metres. In summary, while their preference would be for this to be designed-out, they understand the goal to reduce the prominence of vehicles in the development. The bin collection point must be communicated prior to sale and during marketing of the property so that prospective occupants are aware of the distances (see Amendment to Recommendation additional condition 26). Any resident who requires an assisted bin collection due to a disability or mobility issue is welcome to request this.

Amendments To Text:

3. Paragraph 12.12 regarding Compliance with Section 106 Planning Obligations. The last sentence 'However, these breaches are not material to the consideration of the current application proposals' should be replaced with, 'Breach of planning control is a material consideration and the weight given to a breach is one for the decision maker. In the circumstances of the current application, officers recommend to Members that the breaches in question are not such as to warrant significant weight.'

Pre-Committee Amendments to Recommendation:

4. Plan reference number inserted into condition 6 and clarification about the scope of the parking enforcement scheme to read as follows:

6. Parking enforcement on hammer heads

A scheme for parking enforcement on the areas shown on the approved Proposed Parking Restrictions plan (drawing number 1010.0004.010) shall be submitted to and approved in writing by the local planning authority prior to implementation of the scheme. The scheme shall include how all parking within parking enforcement areas is to be managed and controlled including details of any signage, markings or other measures to demarcate the parking enforcement area. The approved parking enforcement scheme shall be in place prior to commencement of use of those areas for the purposes of waste collection (including for the traverse and turning of refuse collection vehicles) and shall remain in place thereafter.

Reason: To prevent parking within hammer heads which would obstruct turning of refuse collection vehicles (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

5. Clarification to condition 9 to include air source heat pumps to read:

9. Plant Noise Insulation

No operational plant, machinery or equipment (including for the avoidance of doubt air source heat pumps) shall be installed until a noise assessment and any noise insulation and/or mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation and/or mitigation, as approved, shall be fully installed or implemented prior to first use of the plant, machinery or equipment, and retained as such thereafter.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

6. Clarification of approved plan reference and plot numbers in condition 10:

10. Alternative Ventilation Scheme

No above ground development relating to plots 001 – 016 as shown on the approved site plan (drawing number DR-0101 REV T), shall commence until details of an alternative ventilation scheme for the habitable rooms on the north-west and south-west façades overlooking the NIAB facility and Local Centre (including the site referred to in the approved

Design Code as the 'supermarket option') in order to protect future occupiers from external noise has been submitted to and approved in writing by the local planning authority. The ventilation scheme shall achieve at minimum of 2 air changes per hour and shall include full details of the operating noise level of the alternative ventilation system. The scheme, as approved, shall be fully installed and operational prior to first occupation of ~~the dwellings~~ plots 001-016 and retained as such thereafter.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

7. Amendment to condition 12 part iii to read:

12. Carbon Reduction Strategy

The carbon reduction strategy shall be carried out in accordance with the approved Sustainability Statement V2 (Environmental Economics 22/09/2022) and submission of details to discharge condition 29 on the outline consent 07/0003/OUT (insofar as it relates to this reserved matters) shall be as follows, or in accordance with alternative details that have been submitted to and approved in writing by the local planning authority:

- i. No more than 59 dwellings hereby approved shall be constructed to the Part L Building Regulations 2013 standard and assessed against Code for Sustainable Buildings Level 4. Certificates shall be submitted in accordance with condition 29 on the outline consent 07/0003/OUT; and
- ii. No more than 216 dwellings hereby permitted shall be constructed to the forthcoming Part L Building Regulations 2021 standard. Post-construction assessments demonstrating compliance with the relevant standard shall be submitted to and approved in writing by the local planning authority prior to occupation of the dwelling to which the assessment relates; and
- iii. No less than ~~69~~ 67 dwellings hereby permitted shall be constructed to the Future Homes Standard. Post-construction assessments demonstrating compliance with the relevant standard shall be submitted to and approved in writing by the local planning authority prior to occupation of the dwelling to which the assessment relates.

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

8. Additional condition to address comment from Shared Waste Team:

26. Plot 136 – Bin collection point

The bin collection point for plot 136 as shown on the approved site plan (drawing number DR-0101 REV T) must be communicated to prospective purchasers prior to sale and during marketing of the property so that all prospective occupants are aware of the refuse and recycling collection arrangements and the route from the dwelling to the bin collection point.

Reason: In the interest of achieving a safe and efficient refuse and recycling collection service to meet the functional needs of the development (Cambridge Local Plan 2018 policy 57).

The Committee:

1. **Unanimously resolved** to approve reserved matters application 21/05433/REM in accordance with the officer recommendation as amended by the 'Pre-Committee Amendments to Recommendation' above and subject to further amendments, with delegated authority to officers to draft the wording of appropriate amendments to conditions and informatives:
 - a) Amendment to condition 8 on the reserved matters consent to include requirement for replacement trees within the 5 year period, and for such trees to be managed and maintained for a further 5 year period.
 - b) Additional condition requiring submission of an alternative landscaping scheme for plot 136 to facilitate improved waste collection, in place of condition 26.
 - c) A mechanism to secure measurable water efficiency which is consistent with the approach taken for other major residential applications.
 - d) Amendment to condition 12 requiring a carbon reduction strategy to be submitted for approval including securing enhanced environmental performance for social rent homes.
 - e) Informatives in relation to i) information about car club spaces and off-street parking being included in the welcome pack to new residents, ii) information on heat loss in dwellings to be provided to new residents by the developer, iii) house numbering and wayfinding to consider legibility for door knocking, iv) encouraging opportunities for green roofs to be maximised, v) alternative details of visitor cycle parking needs to be submitted with approval of outstanding details to discharge condition 49, including reconsideration of wall brackets.
2. **APPROVE AND REFUSE** the partial discharge of conditions in the outline consent 07/0003/OUT in so far as they relate to the reserved matters consent in accordance with the officer recommendation set out in the committee agenda.

The meeting ended at 1.15 pm

CHAIR



21/05434/REM – Parcel BDW3, Darwin Green 1, Land between Huntingdon Road and Histon Road, Cambridge

Committee Date: 5 April 2023

Report to: Joint Development Control Committee (JDCC)

Lead Officer: Joint Director of Planning and Economic Development

Ward / Parish: Castle

Proposal: Reserved Matters application for third housing phase (known as BDW3) including 210 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 22, 25, 26, 28, 35, 40, 49, 58, 62, 66, and 69 pursuant to outline approval 07/0003/OUT

Applicant: Barratt David Wilson Homes (BDW) Cambridgeshire

Presenting Officer: Julia Briggs, Senior Planning Officer

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

Member Site Visit Date: None

Key Issues:

1. Principle of development
2. Context of site, design, and external spaces
3. Housing delivery
4. Community infrastructure
5. Residential amenity of future occupiers
6. Residential amenity of existing neighbours
7. Access and transport
8. Sustainability
9. Environmental considerations
10. Third party representations

Recommendation: **APPROVE** this reserved matters application 21/05434/REM 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.

Part discharge outline planning conditions on the outline consent 07/0003/OUT in relation to this reserved matters only:

- 8 – Design Code Compliance
- 14 – Soft and Hard Landscaping
- 17 – Tree and Hedges Protection
- 18 – Tree Protection
- 25 – Affordable Housing
- 26 – Accessible Housing
- 28 – Renewable Energy
- 35 – Detailed Surface Water Strategy
- 40 – Ecological Conservation Management Plan Statement
- 49 – Secure Parking of Bicycles (part discharge)
- 58 – Noise Assessment for Future Residents
- 62 – Domestic and Trade Waste (part discharge)

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1.0 Executive Summary

- 1.1 The proposal is for parcel 'BDW3' which is the final phase of residential development to come forward on Darwin Green 1 (Land between Huntingdon Road and Histon Road) pursuant to the outline consent 07/0003/OUT. Approvals on previous parcels to date total 1,362 dwellings out of a maximum 1,593 homes approved under the outline consent, with the current application bringing the total to 1,572 homes.
- 1.2 The application is for the approval of reserved matters for layout, landscaping, appearance and scale. The scheme would deliver 210 homes including 84 affordable homes, open space, play areas, allotments, part of the Orbital Cycle Route connecting to Windsor Road, and other associated infrastructure. Parts of the approved road infrastructure are included in the red line boundary of the application site to incorporate changes to design speed features to align with the proposed scheme.
- 1.3 The application also includes details for approval required by conditions on the outline consent, seeking to part discharge those conditions in relation to this parcel only.
- 1.4 The application was subject to full public consultation ending in January 2022. Following this, review by the Disability Panel, and a series of workshops with urban design, landscape, waste and sustainability officers and the Lead Local Flood Authority and Highway Authority, the applicant submitted substantial amendments (including an amendment to the red line boundary of the application site) in January 2023. A second full public consultation was held on the amendments which expired in February 2023.
- 1.5 The reserved matters proposals are generally compliant with the outline consent including the outline parameter plans. The proposals have evolved the site layout from the Design Code and conform to the established principles within the Code. This has been a result of an extensive collaborative process with officers, review by the Cambridgeshire Quality Panel and the Disability Consultative Panel, feedback from briefings with the Joint Development Control Committee and amendments submitted during the course of the application.
- 1.6 The resulting scheme would provide a high-quality living environment for the future occupants. The site layout and provision of infrastructure promotes sustainable lifestyles through minimising vehicle access and promoting sustainable travel by prioritising the Orbital Cycle Route. Amendments to the site layout have created a highly permeable network for pedestrians and cyclists. The applicant has worked hard to provide high quality cycle parking which is at least as convenient as car parking. This work has been complemented by greening across the parcel and landscape proposals which take opportunities to incorporate biodiversity, edibles, space for play and community, and sustainable drainage features,

in order to maximise the environmental and social value of the landscaping. This is supported.

- 1.7 In addition to providing a housing mix that responds to the current housing demand, the scheme delivers benefits over and above the requirements of the outline consent. These benefits should be given weight in the planning balance. This includes more public open space, a commitment to build a high proportion of homes to the Future Homes Standard and the remainder to the forthcoming Part L Building Regulations 2021 future-proofed for electric heating systems; and homes which meet or exceed the Nationally Described Space Standards and have private amenity space; homes which are dual aspect; a higher proportion of accessible homes; and active electric vehicle (EV) charge points. This is supported.
- 1.8 For these reasons, the proposals are supported by officers, and the recommendation is to approve the application subject to conditions. The recommendation includes the respective approval or refusal of details submitted to part discharge outline planning conditions in relation to this phase of development. Any details that are not recommended to be fully approved in respect of this parcel will need to be resubmitted in line with the triggers for each specific condition or another timescale agreed with the local planning authority.
- 1.9 Issues relating to compliance with the approved Phasing Plan and delivery of infrastructure in line with the obligations within the Section 106 Agreement mentioned in this report are in the process of being resolved through submission of an updated phasing plan and are not considered to warrant significant weight for this application.

2.0 Site Description and Context

- 2.1 The application is pursuant to the Darwin Green 1 outline consent 07/0003/OUT supported by the site allocation in the Cambridge Local Plan (CLP) 2018 under policy 20 'Land between Huntingdon Road and Histon Road Area of Major Change'. Darwin Green 1 is a 52.87 hectare site.
- 2.2 To the northwest of Darwin Green 1 is the Darwin Green 2/3 site allocation. The retained Green Belt lies beyond and is identified in the Darwin Green 2/3 site allocation for a new country park.
- 2.3 Parcel 'BDW3' is located on the eastern side of Darwin Green 1, with BDW2 to the south west, BDW5/6 to the north and the Darwin Green Central Park to the west. The site is orientated with the longest length approximately on a south-west to north-east axis, with the land gradually rises from south to north.
- 2.4 The Darwin Green 1 Primary Street South lies on the north western side of the parcel and has been constructed to base course level. Part of the primary route has been included in the amended red line boundary to

incorporate changes to the design speed features. Beyond the primary street the parcel has a long frontage onto the Central Park.

- 2.5 The south-western boundary adjoins BDW2 with an existing hedge forming a natural boundary. The approved BDW2 scheme includes two storey residential development along the south western boundary and three storey apartment blocks fronting the north eastern boundary. A tertiary road serving the homes goes up to the boundary. The BDW2 parcel is currently under construction.
- 2.6 The north-eastern boundary of the site adjoins a Green Corridor approved through the infrastructure reserved matters, with Cavesson Court properties and BDW5/6 residential development beyond. The approved Green Corridor includes public open space, a drainage swale, landscaping and tree planting, and includes pedestrian and cycle routes. The BDW5/6 parcel is currently under construction.
- 2.7 The south-east boundary adjoins the rear gardens of Tavistock Close and Stratfield Close and the side boundaries of 100 and 111 Windsor Road. Tavistock Road properties are a mixture of detached two storey houses, semi-detached single storey houses and semi-detached two storey houses, with back gardens facing the proposal site. Stratfield Close properties are a mix of two storey link attached houses and a terrace block of two storey houses, with back gardens facing the proposal site. The Windsor Road properties are two storey detached houses with side boundaries adjoining the site.
- 2.8 Where the site meets 111 Windsor Road a sliver of land that was within the Darwin Green 1 outline has subsequently been acquired by 111 Windsor Road, increasing the width of the garden. A planning application for change of use from agricultural to residential land was approved in January 2023 planning reference 22/05205/FUL with an accompanying Deed of Release to remove this land from the Section 106 Agreement.
- 2.9 In the south of the parcel the Darwin Green 1 Orbital Cycle Route crosses the site and forms part of the route that connects from the main Huntingdon Road to Histon Road route through the Local Centre, the southern part of the Central Park and onto Windsor Road, with onward routes to Histon Road beyond.
- 2.10 The site is former agricultural land. Along the southwest boundary there is a hedgerow, along the southeast boundary there are areas of scrub and in the northeastern corner of the site are trees and scrub that are part of an existing green pathway within the Green Corridor. The site is not within a conservation area. There are no listed buildings within the vicinity. The site is within Flood Zone 1.

3.0 The Proposal

- 3.1 The application is made pursuant to condition 1 of the outline planning permission (07/0003/OUT) which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale for 210 homes, with associated internal roads, car parking, landscaping, amenity and public open space. The proposal includes part of the adjoining BDW2 parcel to include access from BDW2 tertiary street to serve the southern section of BDW3. The proposal also includes sections of the primary street approved through the infrastructure reserved matters to secure raised tables for highway safety.
- 3.2 The proposal would provide 84 affordable and 126 market homes including a mix of houses and apartments, with a range of sizes, types and tenures, as summarised in the table below.

Size of unit	Affordable - Social rent	Affordable - Shared ownership	Market	Total
1 bed flat	16	0	11	27
2 bed flat	14	4	10	28
2 bed house	14	8	1	23
3 bed house	12	9	12	33
4 bed house	7	0	92	99
Total	63	21	126	210

- 3.3 The affordable homes would be a mix of 63 affordable rent and 21 shared ownership. The affordable dwellings will be owned and/or managed by the affordable housing provider London and Quadrant (L&Q) who are the developer's partner in delivering affordable housing across the Darwin Green development.
- 3.4 The houses would be a mix of attached and detached properties over two to three storeys and including flats-over-garages (FOGs) and 2 storey duplex apartments. The apartments would be within three blocks up to three storeys high. The scheme also includes 'walk-up blocks' which provide flats on the ground floor, and apartments above within blocks up to three storeys, each unit with a separate entrance. The built form is a mix of gabled and hipped roofs with varying orientations parallel and perpendicular to the street.
- 3.5 There are two motor vehicle accesses into the parcel. One access is via the Primary Street and is categorised as a 'Secondary Street' and serves a network of Secondary and Tertiary Streets for the majority of the site. The second access is via a tertiary street within BDW2 and would serve the southern section of BDW3 south of the Orbital Cycle Route. This

access is categorised as a 'Secondary Street' and serves two tertiary streets, including the 'Mews' in the south east corner of the site.

- 3.6 Cycle and pedestrian links are provided via car-free routes from the Primary Street, the Orbital Cycle Route connecting the parcel to the Central Park, Local Centre and Windsor Road, and the Green Corridor. These connections feed into a network of low-traffic routes through the site.
- 3.7 Open space is provided throughout the parcel via the Formal Park and Windsor Road Park in the south, the Allotment Arrival Park and Play Along the Way spaces on the secondary street in the centre, and a Pocket Park, Northern Gateway Seating Area and Tertiary Street Shared Seating Area in the north of the site. This provides 0.297 hectares of public open space. The proposal also includes Allotment 2 site of 0.67 hectares adjoining the north east boundary and includes car and cycle parking, an area to receive deliveries and communal facilities. The open space and allotments provide a total open space provision of 0.967 hectares. Five locally equipped areas of play (LAPs) are proposed within the open space across BDW3. This is in addition to the LAP provided within the green corridor to the north of the parcel.
- 3.8 Car parking is proposed via on-plot spaces for the houses, including some garages, car-ports and tandem spaces. The apartment blocks have small parking areas to the rear. There are some car-free units within the apartment block in the north eastern corner. In total 318 residential car parking spaces are proposed plus 49 visitor spaces located on-street on the Primary and Secondary Streets across the parcel and within individual parking bays.
- 3.9 Cycle parking is via small stores for each house and unit within the walk-up blocks, or within garages. The apartment blocks are served by small communal stores within the ground floor of the building. In total 683 residential cycle parking spaces are proposed plus 19 spaces for visitors located within areas of open space and close to the entrances to apartment blocks, and 34 spaces for allotments.
- 3.10 Refuse and recycling facilities are similarly provided for each house or via communal stores for the apartment blocks.

Discharge of conditions

- 3.11 The application includes details for approval required by conditions on the outline consent, seeking to part discharge the following conditions in relation to this parcel:
 - Condition 8 Design Code Compliance
 - Condition 10 Youth Facility and Children's Play Provision

- Condition 14 Soft and Hard Landscaping
- Condition 17 Tree and Hedge Survey and Arboricultural Implications Assessment
- Condition 18 Arboricultural Method Statement
- Condition 22 Allotment Strategy
- Condition 25 Affordable Housing
- Condition 26 Accessible Dwellings
- Condition 28 Renewable Energy
- Condition 35 Detailed Surface Water Strategy
- Condition 40 Ecological Conservation Management Plan Statement
- Condition 49 Secure Parking of Bicycles
- Condition 58 Noise Assessment for future residents
- Condition 62 Domestic and Trade Waste
- Condition 66 Lighting
- Condition 69 Public Art

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

Application documents

3.13 In addition to the application forms, location plan and covering letter, the application is accompanied by the following supporting information:

- Planning Statement
- Statement of community involvement
- Design and Access Statement
- Accommodation Schedule, plot by plot schedule and tenure schedule
- Soft Landscape Specification
- Detailed Open Space Landscape Management and Maintenance Plan
- Landscape Design Approach
- Transport Statement
- Sustainable Drainage Management and Maintenance Plan
- Drainage technical report, drawings and calculations
- Play Strategy - DG1 Site Wide Play Strategy BDW3
- Arboricultural Method Statement and plans
- Detailed Allotment Strategy, Detailed Open Space Landscape Management and Maintenance Plan
- Sustainability Strategy
- Ecological Conservation Management Plan Statement
- Noise Assessment
- Outdoor Lighting Report, Lighting Strategy
- Delivery Plan Mapping and Allotments Commissions
- Vehicle tracking diagrams and highway adoption plan

Pre-application

3.14 The proposals were subject to extensive pre-application discussions with urban design and landscape officers and the Highway Authority in 2021.

This included a presentation at pre-application stage to the Cambridgeshire Quality Panel in August 2021.

Application timeline

- 3.15 The application was received on 10 December 2021 and before the expiration of the outline consent on 18 December 2021 as controlled via condition 4 on the outline consent. The application was received valid.
- 3.16 The first statutory consultation period expired in January 2022. A series of workshops were held with urban design, landscape, waste and sustainability officers and the Lead Local Flood Authority and Highway Authority to resolve issues raised. An Officer briefing on the scheme was undertaken with the Joint Development Control Committee on 19 October 2022. Following this, the applicant submitted substantial amendments received on 13 January 2023. This included amendments to the red line of the application site boundary, so a second statutory consultation was carried out which expired in February 2023.

Amended plans and additional information

- 3.17 During the course of the application, amendments were submitted by the applicant seeking to address the following:
 - 1. Amendments to the red line to include areas of approved infrastructure to allow for improvements to certain areas;
 - 2. Amendments to houses and layouts adjacent to existing neighbours to address amenity comments.
 - 3. Redesign of flat blocks to provide all properties with external amenity space.
 - 4. Amendments to cycle parking spaces to make them more convenient than access to car parking;
 - 5. Additional wheelchair accessible homes provided.
 - 6. Improvements to the sustainability feature such as green roofs on the cycle stores;
 - 7. Amendments to refuse collection to improve areas without direct street access.
 - 8. More meaningful planting including fruiting trees; and
 - 9. Alterations to the Windsor Road route to improve use as a shared space.

4.0 Relevant Site History

Reference	Description	Decision
07/0003/OUT	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian	Approved on 20 February 2015

	and cycleway accesses, open space and drainage works.	
S/0001/07/F	Formation of Vehicular Pedestrian and Cycleway Access Road from Histon Road to serve the Urban Extension of the City between Huntingdon Road and Histon Road Cambridge together with Drainage and Landscaping Works.	Approved on 18 December 2013
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site (Infrastructure reserved matters consent)	Approved on 19 June 2014
14/1410/REM	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT	Approved on 23 December 2014
15/1670/REM	Reserved matters for 114 residential units and local centre, including library, community rooms, health centre and retail units pursuant to outline consent 07/0003/OUT.	Approved on 23 May 2016
C/5000/15/CC	Erection of 2-Form Entry Primary School and Children's Centre.	Approved on 17 February 2016
16/0208/REM	Reserved matters application for first housing phase (known as BDW1) including 173 dwellings with associated internal roads, car parking, landscaping, amenity and public open space.	Approved on 27 May 2016
21/03619/REM	Reserved matters application for fifth and sixth housing phases and Allotment 3 (collectively known as BDW5 and 6) including 410 dwellings and allotments with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters include access, appearance, landscaping, layout and scale and the related partial discharge of conditions 8, 10, 14, 22, 25, 26, 27, 29, 35 and 58 pursuant to outline approval 07/0003/OUT (BDW5/6)	Approved on 22 December 2021
21/04431/REM	Reserved Matters application for second housing phase (known as BDW2) including 323 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved	Approved on 26 July 2022

	Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 26, 28, 35, 40, 49, 52, 58, 63, 66 and 69 pursuant to outline approval 07/0003/OUT.	
21/05433/REM	Reserved Matters application for the fourth housing phase (known as BDW4) including 342 dwellings, with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 25, 26, 28, 35, 40, 49, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT	Approved on 22 December 2022
22/02528/OUT	Darwin Green 2/3. Hybrid planning application comprising: Outline planning permission (all matters reserved except for means of access) for up to 1,000 residential dwellings, secondary school, primary school, community facilities, retail uses, open space and landscaped areas, associated engineering, demolition and infrastructure works; and Full planning permission for relocation of drainage pond permitted under reference S/0001/07/F	Under consideration
07/0003/COND5	Submission of details required by condition 5 (Phasing Plan) of planning permission 07/0003/OUT	Under consideration

5.0 Relevant Policy

5.1 National

National Planning Policy Framework 2021
National Planning Practice Guidance
National Design Guide 2019
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
Circular 11/95 (Conditions, Annex A)
Technical Housing Standards – Nationally Described Space Standard (2015)

5.2 Cambridge Local Plan 2018

Policy 1: Presumption in favour of sustainable development
Policy 3: Spatial strategy for the location of residential development
Policy 13: Areas of major change and opportunity areas
Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change

Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution
Policy 35: Protection of human health and quality of life from noise and vibration
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
Policy 42: Connecting new developments to digital infrastructure
Policy 45: Affordable housing and dwelling mix
Policy 50: Residential space standards
Policy 51: Accessible homes
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 68: Open space and recreation provision through new development
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.3 Supplementary Planning Documents

Affordable Housing SPD (2008)
Cambridgeshire Flood and Water SPD (2018)
Cambridgeshire Quality Charter for Growth (2008)
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide SPD (2012)
Public Art SPD (2010)
Greater Cambridge Sustainable Design and Construction SPD (2020)
Greater Cambridge Biodiversity SPD (2022)

5.4 Other Guidance

Greater Cambridge Housing Strategy 2019 – 2023
Draft Affordable Housing SPD (June 2014)
Open Space and Recreation Strategy (2011)
Air Quality Action Plan (2018)
Waste Storage & Collection Guidance for Developers (November 2021)

6.0 Consultations

Access Officer, Cambridge City Council

- 6.1 Shared surfaces should have a 25mm up stand at the edge to allow visually impaired people to navigate.

Anglian Water

- 6.2 Comments on amendments:
- 6.3 The submitted drainage drawings "DRAINAGE STRATEGY LAYOUT SHEETS 1 TO 5 1010.5003.501-5 Rev B" in "Drainage Technical Note 1010.5003/DTN/2" show the surface water strategy proposes discharge to surface water sewers to the edges of the proposed development. These sewers appear to currently be private as they may still be pending adoption and so Anglian Water are unable to provide comments on the discharge of surface water condition 35 at this stage. A solution to this is to submit information showing the wider drainage strategy, indicating the point at which the private sewers connect to the public network so that an assessment may be carried out.

Initial comments:

- 6.4 No comment to make. The Flood Risk Assessment/Drainage Strategy has been reviewed and the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of Anglian Water's jurisdiction and so unable to provide comments on the suitability of the surface water discharge. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.

Cambridgeshire Fire and Rescue – No objection

Comments on amendments

- 6.5 Confirm no objection. Number and location of hydrants are acceptable.

Initial comments

- 6.6 Advice about securing fire hydrants, access and facilities for the Fire Service in accordance with Building Regulations. If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required.

Safeguarding Department, Defence Infrastructure Organisation (Ministry of Defence) – No objection

Comments on amendments

- 6.7 Confirm previous comments, no objection provided a bird hazard management plan condition is included.

Initial comments

- 6.8 No objection provided a Bird Hazard Management Plan requiring details of how the flat-roof spaces will be managed/mitigated to deter breeding/roosting 'large gull' species from being attracted to these areas is provided. No safeguarding concerns with the heights of the development.

Designing Out Crime Officer, Cambridgeshire Constabulary

Comments on amendments – Comments

- 6.9 The site is of medium vulnerability to the risk of crime. Supportive of urban design comments regarding hard landscaping and boundary treatments to define public and private amenity space. Supportive of relocation of cycle stores to front of properties, provided the storage is robust. Detailed comments relating to lighting of adoptable and non-adoptable roads, footpaths and parking courts, and access to the apartment blocks and the cycle and bin stores.

Initial comments - Comments

- 6.10 The site is in an area of low to medium risk to the vulnerability to crime. Overall the proposal is an acceptable layout in relation to crime prevention and fear of crime. Detailed comments in relation to cycle stands and stores, landscape management, access to the apartment blocks and lighting of open spaces.

Disability Panel

Notes of meeting 25 January 2022:

- 6.11 Some private market homes should be M4(3) compliant. The lack of step-free access to the M4(2) apartments which was seen as disappointing. Questioned how it would be possible to move around in a wheelchair or mobility scooter. Sliding (pocket) doors recommended for bathrooms. Potential conflict between pedestrians and cyclists should be considered especially in areas defined as 'events'.

Ecology Officer, Cambridge City Council – No objection

- 6.12 The proposed nest box provision accords with outline ECMP. Support the discharge of condition 40.

Environment Agency – No objection

Comment on amendments

- 6.13 Confirm no further comments.

Initial comment

- 6.14 No objection. We have no objection in principle to the proposal provided that all outstanding pre commencement conditions are discharged prior to commencement of works.

Environmental Quality and Growth Team, Cambridge City Council

Comment on amendments – No objection subject to conditions and informatives

- 6.15 Confirm earlier comments. Due to 180 dwellings now being proposed to be heated with air source heat pumps an air source heat pump informative is recommended to inform the Applicant of what is required to be submitted under the plant noise insulation condition. Information relating to condition 66 remains outstanding and is not recommended for discharge.

Initial comments

- 6.16 No objection subject to recommended conditions for plant noise insulation, electric vehicle charging points, and management of allotments for noise, waste and fire. Outline condition 58 recommended for discharge. Outline condition 66 is not recommended for discharge.

Health and Safety Executive – No comment

Housing Strategy Team

- 6.5 Comment on amendments – Support

- 6.6 Three 2 bedroom flats will now be built to Building regulations M4(3)b standard which is supported.

Initial comments

- 6.17 This application is providing 210 residential units, of those 84 units will be for affordable housing. The affordable housing provision is policy compliant. The housing mix is acceptable.

- 6.18 The applicant has agreed that all of the affordable units will meet the Building Regulations requirement M4 (2) and two of the Social rent units will meet the M4(3) standard 'Wheelchair user dwellings'. All of the

affordable units, meet or exceed the Nationally Described Space Standards.

- 6.19 The clustering meets policy requirements. The scheme adheres to the Draft Housing SPD, with regard, to its requirements that the affordable housing is not distinguishable from market housing by its external appearance and is well integrated into the scheme.
- 6.20 Local Lettings Plan and nomination agreement for the scheme to be agreed between the Council and the Registered Provider.
- 6.21 The scheme does not maximise the bed spaces for affordable homes.

Landscape Officer, Greater Cambridge Shared Planning

Comment on amendments - Support

- 6.22 The proposals are generally acceptable. Suggest improvements could be made to planting: planting other nut trees/varieties and interplanting with trees and shrubs for early spring interest.
- 6.23 Condition 10 – Youth and Play Provision - Unsuitable for Discharge. Full details have not been provided.
- 6.24 Condition 14 – Hard and Soft Landscape – Suitable for discharge.
- 6.25 Condition 22 – Allotments – Suitable for discharge subject to comments from City Council Streets and Open Spaces Team.
- 6.26 Condition 49 – Cycle Storage – Suitable for discharge, subject to comments from Urban design.
- 6.27 Condition 62 – Bin Storage – Suitable for discharge, subject to comments from Urban design.
- 6.28 Condition 66 – Lighting – Unsuitable for discharge. A coordinated street lighting plan has not been provided for consideration. Street light placement must be mindful and work in coordination with the tree planting shown within the Soft Landscape proposals.

Initial comments

- 6.29 The proposal can be supported with a series of amendments to hard and soft landscaping. A tracking diagram must be provided for deliveries at the allotments. A clear adoption plan for City Council and County Council is required. Further detail needs to be provided on the enclosures plan and for plot landscapes.
- 6.30 Outline conditions 10, 14, 22, 49, 62 and 66 are unsuitable for discharge.

Lead Local Flood Authority, Cambridgeshire County Council

- 6.31 Final comments – No objection.
- 6.32 Calculations are acceptable. Support subject to informative for pollution control.

Initial comments - Objection

- 6.33 The applicant has only submitted hydraulic calculations for the 1% Annual Exceedance Probability (AEP) storm event, including a 40% allowance for climate change. However, calculations for the 100% and 3.3% AEP storms should be submitted for review. There should be no surcharging in the 100% AEP storm and no water outside the system during the 3.3% AEP storm. Until full hydraulic calculations have been submitted for the 100% and 3.3% AEP storm events, we are unable to support this application.
- 6.34 FSR rainfall data is now outdated and there are more accurate data sets in FEH 1999 and 2013 models. FEH rainfall data is now required on all applications to ensure the hydraulic modelling is an accurate representation of the proposed network.
- 6.35 A pollution control informative is provided.

Local Highways Authority, Cambridgeshire County Council

- 6.36 Comment on amendments – No objection
- 6.37 The concerns previously raised have been addressed. Require condition to ensure land within visibility splays that will not be adopted remains clear. The proposed Highway Adoption Plan should not be an approved document to avoid potential conflict at adoption stage. The Highway Geometries Plan should be an approved document to ensure layouts are secured. The no waiting restrictions on land that is not to be adopted will not be enforced by Local Parking Enforcement Officers.

Initial comments – Objection

- 6.38 In its current form the development will not be adopted for the following reasons:
- The plans do not provide written dimensions.
 - Inter vehicle visibility splays need to be shown of each road junction and access that serves more than 1 dwelling.
 - Turning heads on shared use surfaces on eastern side are also shown as open space.
 - The Windsor Road access the layout of the route through the development to Windsor Road is visually complex, potentially confusing and does not prevent motor vehicle access.
 - Some of the proposed rain water gardens seem quite small, in particular when the required 425mm of mass concrete needed for

the kerb beam is subtracted from their area. The Highway Authority will not adopt the rainwater gardens and thus will also not adopt the trees shown within the same.

- 6.39 Conditions are sought for pedestrian visibility splays, prevention of drainage onto the highway, and bound material for off street car parking spaces.

Natural England – No objection

- 6.40 The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Public Art Officer, Cambridge City Council – No comments received.

Streets and Open Spaces Team, Cambridge City Council

Comments on amendments

- 6.41 Allotment strategy requires allocation policy (has this happened on other sites?). City Council wouldn't be responsible for managing compost. Picnic tables not robust enough. Allotment building meeting space should have access to toilets. Who will manage locking of building? Management plan should refer back to adoption plan. Will management be through CCC?

Initial comments

- 6.42 Local Areas of Play require a number of amendments to improve play value. Require adoptable areas to be clarified. A number of amendments and clarification required for the allotments. Further information required:
- Details of allotment components
 - Detail of fixed play equipment at each location.
 - Extent of boundaries of the adoptable open space/play space provision.
 - Dates for the completion of the adoptable play space and landscape.
 - Detail of the community art offering for public open space.
- 6.43 Recommended conditions relating to submission of details of maintenance and management of the public open space and allotments, submission of details of boundary treatments, and submission of further details about the LAP and allotments.

Sustainable Drainage Engineer, Cambridge City Council – No comments received.

Sustainability Officer, Greater Cambridge Shared Planning – Support

Comments on amendments

- 6.44 Support, subject to subject to conditions relating to futureproofing for low temperature housing and implementation of carbon reduction strategy. The updated energy strategy will see 180 homes built to the FHS with ASHP and PV panels, with 30 homes being built to Part L 2021 with PV panels and futureproofing of measures to enable the installation of ASHP at a future date. Where the ASHP unit will be located on the first floor terrace, I would recommend the use of anti-vibration mounts.

Initial comments

- 6.45 Support, subject to conditions relating to futureproofing for low temperature housing and implementation of carbon reduction strategy. The principles of sustainable design are supported. Outline conditions 27 and 28 recommended for discharge subject to imposition of new conditions.

Tree Officer, Cambridge City Council

- 6.46 It appears that the sycamore tree no. 20 should be category B, given it has 'good' physiological and 'good' structural condition. The question of whether the removal of the tree is acceptable then comes down to assessing if the public benefits of the scheme outweigh the amenity value of the tree.

Urban Design Officer, Greater Cambridge Shared Planning

Comments on amendments: Support

- 6.47 We are pleased to see that the applicant and their design team have taken on board the majority of our suggestions put forward in our original consultation response. Overall, we are satisfied that our main outstanding issues have been addressed, and therefore subject to the conditions relating to materials, sample panels, and cycle parking as set out in our previous comments, the proposed scheme is supported in urban design terms.

Initial comments:

- 6.48 Scale and massing and the overall elevations and materials is supported. The following matters must be addressed:
- Lack of private ground floor amenity space for some walk-up units is unacceptable.
 - Privacy for ground floor apartments fronting primary street.
 - Issues with mews area.

- A number of detailed functional design issues for the cycle parking require refinement.
- A number of detailed elevation and typologies matters should be addressed.
- A 'Quality Panel Feedback' table that provides a clear response to all suggestions/queries raised should be provided.
- 3D street view to north of Windsor Road and refinements to rear elevations of duplex plots 188 and 187.
- Explanation of link to Histon Road
- Public realm amendments

6.49 Conditions sought relating to materials, brickwork sample panel and cycle parking.

Waste Team, Greater Cambridge Shared Waste – no comments received.

Cambridgeshire Quality Panel

6.50 Comment 24 August 2021 prior to submission of amendments:

- Further thought needs to be given to how cycles and pedestrians from the north of the site (Northern Edge Park) connect with the Transverse Green Corridor, particularly in term of cycle track widths and how they cross over areas of public open space.
- The direct routes to Huntingdon Road and Histon Road are important and the Panel encourages the applicant to continue their work in seeking the delivery of these connections.
- The application should include a drawing showing the full extent of the Orbital Cycle Route within the site and the interface beyond the boundary to demonstrate how the character of the route will respond to different conditions along its length and to show how it responds to peak flows of cycles and pedestrians.
- The shape of the plot and the layout adopted has inherently led to a street network characterised by cul de sacs. This poses an issue for residents and other users such as delivery vehicles due to the lack of turning places throughout the development. Further thought should be given to improving permeability for vehicles.
- The Panel welcomes and encourages the efforts being made to create connections with the existing communities despite the apparent reluctance from those communities at present.
- Further thought needs to be given to how the route to North Cambridge Academy will work given the demand create by pupils at peak times of the day.
- The Panel was pleased to see the increase in open space, but the application should include a framework within which the landscape and open space sit.
- The landscaping could be a less overdesigned to maximise biodiversity gains within the site and reduce ongoing maintenance.

- The architecture is still in development but will need to provide details of how essential elements such as PVs, heat pumps and battery storage will be integrated as part of the architecture.
- The applicant should give further thought to developing a courtyard typology for the plots of the eastern street and adjacent to the rear of the properties on Tavistock Road.
- The 3-storey walk up apartments work well especially the gable detailing, however there is some concern over the functional effectiveness of the valley gutters given changing weather events.
- Whilst it was acknowledged that the development is pre-registered under existing regulations there needs to be more work in terms of describing and creating a net zero enabled development to allow it to respond in the future.
- More attention needs to be given to thermal efficiency of the building fabric and the localised areas where overheating may be an issue

7.0 Publicity

The following publicity has been undertaken:

Neighbour notification	Yes
Site notice	Yes
Advertisement	Yes

- 7.1 In addition to the initial consultation when the application was validated, a full re-consultation for 21 days was undertaken for the amended scheme (including location plan) in January 2023 via neighbour notification, site notice and advertisement, and with statutory consultees.

8.0 Third Party Representations

Comments on amended proposal

- 8.1 The Committee of the Windsor Road Residents Association (WIRE) submitted a letter objecting to, supporting and querying the proposal:
- There are two points where vehicles may cross the pedestrian and cycle route, request this route be traffic free. If proposed emergency access is justified request detailed design of barriers is considered by committee. Bollards can be removed or can fail.
 - Request plans and dimensions of the pedestrian/cycle route through Windsor Road park. How will the design slow cyclists down to ensure safe transition between Windsor Road and BDW3. The arrangements of the park with numerous routes is complex and potentially confusing.
 - Welcome amendments to dwellings adjacent to 100 and 111 Windsor Road. Request conditions to prevent new proposals reintroducing overlooking.

- Request LAP is separated from pedestrian and cycle route, and fenced off to secure safety of children from cyclists and dogs.
- Rain gardens along pedestrian and cycle route are removed, what are the alternative drainage arrangements?
- Concerned that built form along orbital cycle route is too wide to prevent future motor vehicle access. Request distance between duplexes is no greater than 4.8m and a condition requiring retention of porches.
- Object to naming of pedestrian and cycle route as 'Orbital Cycle Route' as it downgrades pedestrian access and is geometrically inaccurate. Suggest 'Radial Pedestrian/Cycleway'.
- Object to pedestrian routes through to mews streets either side of Windsor Road park as there is no natural surveillance and could attract dumping and graffiti.
- Request details of how the design ensures safety at points along the Orbital Cycle Route where pedestrians and cyclists meet.
- Request confirmation of delivery of temporary pedestrian/cycleway, and whether there will be separation between pedestrians and cyclists.
- Request a condition is added for removal of permitted development rights in line with those approved on the BDW2 site.

8.2 Representations were received from the owners/occupiers of the following properties:

9 Cavesson Court
100 Windsor Road
73 Tavistock Road

8.3 The representations have been summarised as follows:

- Plot 209 is proposed too close to the historic field drainage ditch and effectively narrows the green corridor to the north. It will require removal of existing vegetation. Plot 209 should be moved to the south.
- Welcome the changes to units adjacent Windsor Road to remove windows and ensure back to back distances to address overlooking concerns.
- The proposal should provide longer back gardens to the plots adjoining the bungalows on Tavistock Road. The dwellings should move northwest to improve the relationship to existing neighbours.
- The boundary fence is currently the responsibility of Darwin Green and is barbed wire and chicken wire and should be removed/replaced. Request plans for fencing along the boundary.
- Construction noise is an ongoing issue.
- The development should take account of up-to-date data for example the reduced pedestrian capacity of Histon Road since recent highways works. Access to Histon Road at the north of the site and Windsor Road in the south must be provided.

Comments on the initial submission

8.4 During the course of the application, representations were received from the owners/occupiers of the following properties:

103 Windsor Road
103 Windsor Road
9 Cavesson Court
111 Windsor Road
12 Stratfield Close
100 Windsor Road
15 Cavesson Court
73 Tavistock Road

8.5 Representations were also received from the Committee of the Windsor Road Residents Association.

8.6 The representations have been summarised as follows:

8.7 Character, appearance and scale

- The Windsor Road Park is too large and has too many facilities for the quiet residential area at the end of Windsor Road. The sandpits should be removed, lighting installed and planting that will not block surveillance of the area or overhand the space.
- The Windsor Road Park design principle to provide natural surveillance by neighbouring properties is supported.
- The width between houses either side of the pedestrian/cycle way at the pocket park could allow future development as a vehicular access. Request an updated sectional plan showing the Anglian Water easement, dwelling, porches and garden at either wide and the pedestrian/cycle way.
- The proposed house types and distance from the proposed dwellings to the boundary are not consistent with the bungalow properties of Tavistock Road.
- Seek further detail of the proposed fence/border separating existing neighbours and the new development. The old barbed wire fence should be removed prior to new fence construction.
- Chimneys should be removed if they do not serve a functional purpose as they will require maintenance and are not in line with air quality aspirations.
- Suggest offer to existing residents to buy land on the boundary could benefit them and create a more integrated parcel edge.
- Proposed urban park is supported as communal space.

8.8 Residential amenity impact

- The proportion of social rented housing surrounding the Windsor Road park and adjacent to the existing neighbourhood boundary is 50% and should be reduced to provide balance.
- The proposed house on plot 209 has been squeezed onto the site, and has overlooking windows. Previous schemes indicated all land behind Cavesson Court was to be green corridor.
- The proposed affordable social rent property north of 111 Windsor Road has a first floor window looking directly to 111 Windsor Road. This could be exchanged with the property of the north corner of the development which has a lower roof line.
- The proposed secure communal bin store faces the patio of 111 Windsor Road. Details regarding collections, management and vermin control are requested.
- The proposed dwelling at plot 193 backs on to 12 Stratfield Close impacting privacy. It was understood from previous consultation that there would be no houses to the rear boundary of Stratfield Close. Seek reduced width plots for 192 and 193 with 3 bedroom dwellings.
- The plots 189 and 190 are close to 100 Windsor Road and there may still be windows and a balcony overlooking 100 Windsor Road. There is a discrepancy between the design and access statement and the house plans which must be addressed.
- Is the visitor parking sufficiently close for delivery vehicles to service all properties?
- Suggest relocating windows on plot 194 from rear to side to reduce overlooking on Tavistock Road and increase security of the allotments.

8.9 Construction impacts

- Construction management should be clear and a total length of time given for which disruption is permitted. Consideration to working or studying from home should be taken.
- The noise assessment should consider the levels and mitigation of noise impacts during the construction period.

8.10 Highways

- Support the pedestrian/cycleway from the formal square to Windsor Road design emphasising it is for pedestrians and cyclists only, however a physical barrier to motorised traffic such as a bollard or planter should be provided at either end of the route. Features to discourage motorcycles and motor-scooters must be made.
- There should be no emergency cross-point for motorised traffic from Windsor Road.
- The cycle corridor behind Cavesson Court linking with Histon Road should be included in this scheme with the housing it will serve. The link should be constructed at the same time as the housing on

parcels 3, 5 & 6. The link is currently a haven for wildlife, and requires assessment.

- Bus stops and statement about expected frequency of buses and their routes is sought.
- Two access roads is low for a development of this size.
- Access for pedestrians and cyclists and potentially vehicles from the old squash courts requires changes to the junction with Histon Road to address safety risks.
- Seek bus gate on Galton Road to be openable to manage high traffic.
- Interaction between existing residents and the parcel, and access to new facilities, is limited due to the small number of access points.
- Seek lighting on the orbital cycleway.
- The 'Orbital cycleway' should be renamed; it is not orbital and is a pedestrian and cycle way. Suggest 'The Sandpath' or 'Sandpath Way' (which refer to Darwin's favourite path for regular daily exercise) or Emma Darwin Way.
- Require clarification of when the temporary pedestrian cycle way between completed parts of Darwin Green and Windsor Road will be built and for the position of the permanent and temporary pedestrian cycle ways to be set out clearly in the proposed layout parameters overlay – access plan.
- Object to Windsor Road designated as 'high quality cycle route'.

8.11 Impact on trees and hedges

- The existing tree canopy screening of plot 209 will need to be felled or significantly reduced to provide for this property. This is in violation of the local plan tree policy 71.

8.12 Drainage and flooding

- The dwelling on plot 209 and brick wall are parallel to and inches from a historic field drainage ditch which could cause a subsidence risk.

9.0 Member Representations

9.1 No representations are reported.

10.0 Planning Background

Outline Consent

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

outline planning application required Environmental Impact Assessment (EIA).

- 10.2 The outline consent approved the detail of access from Huntingdon Road (with a second access from Histon Road approved under a separate full planning permission S/0001/07/F). The details that were reserved for determination at a later stage were the appearance, landscaping, layout and scale. These are defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The assessment of a reserved matters application is limited to these aspects.
- 10.3 The outline consent approved a series of parameter plans. The approved parameter plans relate to land use, access, building heights, landscape and urban design parameters, and supporting text. Illustrative material accompanying the outline consent including illustrative masterplans or visualisations are not listed on the decision notice and are not approved plans.
- 10.4 The outline consent was also subject to planning conditions. These include strategic conditions, including approval of a site-wide Design Code. This was approved in 2014 and all reserved matters parcels are required to demonstrate compliance with it. The Code defines a vision for Darwin Green, site-wide coding and character areas.
- 10.5 Other strategic conditions include a site-wide drainage strategy, a site-wide strategy for youth and play and a public art strategy. The conditions on the outline consent also set requirements for car parking standards, sustainability targets, and affordable housing delivery. Reserved matters must demonstrate compliance with these details.
- 10.6 The outline consent was subject to a Section 106 Legal Agreement which sets out the requirements for the delivery of affordable housing and social infrastructure, including formal and informal open space, allotments, community facilities and the primary school, and transport improvements.
- 10.7 The outline consent was approved under the previous Cambridge Local Plan 2006. As such, policies within the subsequently adopted CLP 2018 can only be applied where these fall within the definition of the reserved matters, where details have been secured through conditions, or where the requirements of the new policy are consistent with the Design Code or other approved outline documents.

Reserved Matters

- 10.8 Reserved matters consents have been granted for infrastructure and all other residential parcels on the Darwin Green 1 site, as detailed in the Planning History section of this report. This includes approval of site-wide infrastructure including roads, pedestrian and cycle paths, open space, services across the site and two allotment sites (14/0086/REM and

21/03619/REM). The main arterial route through the site has been completed to at least base course level and the strategic drainage works have been completed.

- 10.9 Reserved matters consent has been granted for the Local Centre (15/1670/REM) and public square (14/1410/REM), and four residential parcels known as BDW1 (16/0208/REM), BDW5 and 6 (21/03619/REM), BDW2 (21/04431/REM) and BDW4 (21/05433/REM). Construction is complete on BDW1 and partially complete on the Local Centre except for the retail block, library and public square. Parcels BDW5/6 and BDW2 are currently under construction. Development has not commenced on BDW4.

Planning Obligations and Phasing

- 10.10 In correspondence with the Council, the applicant has advised that the occupation of these parcels has reached the 260th dwelling, triggering certain planning obligations. The sequence of construction has not followed the approved Phasing Plan and a revised Phasing Plan has been submitted to discharge condition 5 on the outline consent (07/0003/COND5). The relevant obligations and phasing are discussed further in the Principle of Development section of this report.

11.0 Assessment

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

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

12.0 Principle of Development

- 12.1 The principle of residential development was established by the outline permission 07/0003/OUT. This is a reserved matters application submitted pursuant to condition 1 on the outline consent, which requires approval of details of the appearance, landscaping, layout and scale. This application was submitted and validated within eight years from the date of the outline permission thus complying with condition 4.
- 12.2 This reserved matters proposal is acceptable in principle provided that it complies with the outline parameter plans, the Design Code and the Section 106 Agreement, and that the development is carried out in

accordance with the mitigation measures as set out in the Environmental Statement. Compliance is assessed as follows and in the relevant sections of this report.

Compliance with Outline Parameter Plans

- 12.3 Condition 72 of the outline consent requires development to be in accordance with the approved parameter plans and supporting text.
- 12.4 The scheme is compliant with the Land Use PP which shows BDW3 within an area identified on the key as 'predominantly residential zones, including associated infrastructure and facilities, such as access roads, play areas and allotments'. The proposed residential use is supported.
- 12.5 The Number of Storeys PP shows the parcel includes zones varying between up to 2 storeys at the boundary with existing residents and up to 4 storeys towards the central park with a transitional area of development up to 3 storeys in between these two zones. It is noted the PP contains maximum heights for the storeys.
- 12.6 The proposal is in general accordance with the parameter plan, however there are instances where the proposed site layout following the designed process has resulted in some built form straddling the boundaries between the zones shown on the parameter plan. In the south east corner of the site the scheme proposes four 3 storey dwellings positioned across the boundary between the 2 storey and 3 storey areas, thus proposing an element of 3 storey development within the 2 storey zone. Although 3 storeys, these dwellings do not exceed the maximum heights for the 2 storeys as defined on the parameter plan. Furthermore, the intention of the 2 storey zone on the parameter plan is to provide a transition to the 2 storey dwellings and bungalows of the existing neighbours. The scheme maintains two rows of 2 storey houses on the eastern boundary adjacent to existing neighbours in accordance with the intentions of the parameter plan. Thus, the presence of an element of 3 storey built form within the 2 storey zone is acceptable. Additionally, these 3 storey dwellings provide a strong frontage to the Formal Park in design terms which is supported.
- 12.7 All other areas of the proposal are compliant with the number of storeys and building heights as defined on the Number of Storeys PP. This is acceptable.
- 12.8 The primary street shown on the Access PP on the south western side of the parcel is partially included within the extended red line site boundary in order to make changes to the design speed features previously approved under the infrastructure reserved matters consent. The proposed amendments are consistent with the PP. The Orbital Cycle Route through the south western corner of the site connecting to Windsor Road is provided as per the PP, and is designed to not allow motor vehicle access. The pedestrian/cycle route to the north east of the site was approved under the infrastructure reserved matters consent and is outside the red

line boundary. The scheme's edges and frontages are consistent with this. This is supported.

- 12.9 The approved Urban Design Framework PP shows key building frontages along the north western edge fronting the primary road and central park, and positive building frontages along the north eastern edge. The proposal is consistent with this, which is described in more detail in later sections of this report. This is supported.
- 12.10 The Landscape PP shows any existing hedgerows to be retained on the BDW3 boundaries with Windsor Road, Stratfield Close, Tavistock Road and Cavesson Court properties and existing hedgerow to be retained with gaps for access on the southern boundary with BDW2. The Arboricultural Layout Plan identifies a number of trees on the eastern boundary with existing neighbours that will be retained. The proposed layout on this boundary has back gardens facing the trees, which is compatible. The hedgerow between BDW3 and BDW2 to the southwest is shown on the Landscape Plan, with a gap to be created for the road connection into BDW2. The arboricultural layout plans show this hedge will be retained and protected during construction. This is consistent with the Landscape PP and is supported.
- 12.11 The Landscape PP also shows the proposed landscape corridor to the north east of BDW3. The proposals in the north east of the parcel within the application red line site boundary do not impact the approved landscaping and tree planting in the approved Green Corridor secured through the infrastructure reserved matters. This is supported.
- 12.12 For these reasons, the proposal is assessed to be generally compliant with the outline approved parameter plans and supporting text.

Outline Environmental Statement

- 12.13 Condition 6 on the outline consent requires the development shall be carried out in accordance with the mitigation measures as set out in the Environmental Statement (ES) submitted with the outline permission. The conclusion is that the proposal would not have significant environmental impacts as these would be mitigated through measures secured via conditions and planning obligations. The topics covered by the ES are the following:

- Landscape and Visual Assessment
- Ecology
- Cultural Heritage and Archaeology
- Agriculture and Soils
- Ground Conditions and Contamination
- Drainage and Flood Risk
- Traffic and Transportation
- Noise and Vibration
- Air Quality

- Recreation
- Socioeconomics
- Services
- Waste
- Energy and Carbon Strategy

12.14 The proposals would not vary from the outline consent and therefore they would not have significant environmental effects beyond those already assessed with the outline application. An Environmental Impact Assessment therefore is not required alongside the reserved matters application.

Compliance with Section 106 Planning Obligations

12.15 The Section 106 Agreement for the outline consent (as amended by Deed of Variations) establishes the triggers for the delivery of infrastructure. At the time of preparing this report, the delivery of some infrastructure is in breach of those triggers. Members of the Joint Development Control Committee and local Councillors were briefed on this at a separate private officer briefing which was held in October 2022. The Council is working proactively with the applicant, the County Council and other stakeholders to resolve these breaches and to ensure upcoming triggers are on-track to be delivered. Breach of planning control is a material consideration and the weight given to a breach is one for the decision maker. In the circumstances of the current application, officers recommend to Members that the breaches in question are not such as to warrant significant weight.

Phasing

12.16 A site-wide phasing plan dated June 2014 was approved through the discharge of condition 5 on the outline consent. There are some areas of inconsistency between construction on site and the phasing plan. This includes the construction sequencing, delivery of infrastructure, open space, drainage, highways works, and pedestrian and cycle networks, and a temporary access to Windsor Road that runs through the BDW3 site. The Council requested that the applicant submit an updated phasing plan to re-discharge condition 5 and an application was received in May 2022. Officers have commenced a review of the updated plan and briefed members of the Joint Development Control Committee on 25 January 2023. Further briefings will be provided to the committee to update on discussions with the applicant in due course before the application comes to the committee for determination. Officers recommend to Members that these issues including the timing of the access to Windsor Road are managed in a separate process and are not such as to warrant significant weight for this application.

Principle of Development – Conclusion

12.17 The scheme forms an important next phase of delivery on Darwin Green 1, which makes a significant contribution to meeting the Greater

Cambridge housing delivery targets. The scheme is generally compliant with the outline consent in terms of the outline parameter plans and Environmental Statement. Issues relating to compliance with the Section 106 Agreement and approved phasing plan are not such as to warrant significant weight for this application. The principle of development is acceptable in accordance with CLP 2018 policies 1, 3 and 20.

13.0 Context of site, design, and external spaces

Compliance with Design Code

- 13.1 The Design Code for Darwin Green 1 was approved through discharge of condition 7 on the outline consent in 2014. Design codes are intended to bridge the gap between outline consents and reserved matters applications for complex and large scale developments that will be delivered over many years. The Code aims to achieve a balance between a clear level of prescription to ensure high standards of design, and an appropriate degree of flexibility to accommodate changing needs, market conditions or government / local guidance over the duration of the project, and allow schemes to come forward that improve upon the Code.
- 13.2 The approved Design Code sets a vision for the creation of a distinctive new urban extension to the city, achieving the highest quality of design and embodying the principles of sustainability. It includes site-wide coding for elements that cover the whole site and do not differ across the character areas, including movement network, landscape, waste and drainage strategies. The Code also includes character area coding, which set out the essential characteristics for each area. The BDW3 parcel falls within two character areas: the Northern Quarter ('medium' density) and the Northern Quarter ('lower' density).
- 13.3 Condition 8 on the outline consent requires reserved matters applications to include a Design Code Statement to demonstrate how the proposal accords with the Code, and accordingly the applicant has submitted a Design and Compliance Statement (Design and Access Statement appendix A). It is important to note that some elements of the Design Code are 'mandatory' meaning there is 'minimum flexibility' and any departure must not conflict with the overall aim of the Design Code. All other guidance is important and must be taken into account of when developing reserved matters. Compliance with the Design Code is discussed in the relevant sections of this report.

Layout, Form, Scale and Density

- 13.4 The overall layout has evolved and improved upon the Design Code through extensive collaboration with officers. Key spatial changes include maximising the central park frontage, reducing the number of motor vehicle access points from the primary road and replacing one of these with a green pedestrian link, increasing open space throughout and prioritising the route of the Orbital Cycle Route though the site.

- 13.5 The movement strategy for motor vehicles has reduced the extent of motor vehicle access through the parcel, enabling greater permeability for pedestrians and cyclists. There are a number of pedestrian and cycle gateways throughout the site that connect to surrounding areas. Carefully designed routes are proposed through the site to provide safe and attractive circulation for pedestrians and cyclists. This is supported.
- 13.6 The proposal offers an increase in the amount of open space compared to the Design Code illustrative masterplan and a greener spatial structure that is more integrated and connected, with pocket parks adjoining the green corridor to the north and the central park to the west, and play-along-the-way spaces on the secondary street. Other positive variations from the Design Code include the introduction of a large Formal Square park on the south west corner of the parcel, an Allotment Arrival Park and a larger Windsor Road Park at the connection to Windsor Road. This is supported.
- 13.7 In terms of density, the Design Code shows the central and western parts of the site within the medium density areas (up to 45 dwellings per hectare), and the eastern part of the site adjoining existing neighbours within the lower density suburban quarter area (up to 40 dwellings per hectare). The Design Code states densities may be subject to review as reserved matters applications are prepared. The supplementary Design Code density statement submitted by the applicant advises that the proposed density in the medium density area is approximately 45 dwellings per hectare and in the low density area is approximately 36 dwellings per hectare in line with the Design Code. This is acceptable.
- 13.8 The proposed typologies include small apartment blocks, walk-up blocks, flats-over-garages, and a range of house types (linked semi-detached villas, linked townhouses and detached and semi-detached two-storey houses). The arrangement of typologies creates a legible structure that provides defined edges and good levels of active frontages onto streets, intersections and spaces. The three apartment blocks are located on the park frontage, one fronting the urban square park, one on the corner of the vehicle access off the primary street and one at the top of the parcel where it meets the green corridor. These mark key outer corners and main vehicle access of the parcel, helping wayfinding, and are supported in the Design Code as a placemaking approach. The three storey walk-up blocks are located on key frontages adjacent to the green corridor to the north, on the corners of the green link access and vehicle access from the primary street at the entrance to the allotments and fronting the orbital cycle route across from the urban square. Taller 3 storey houses are focussed mainly on the Primary Street, the western side of the secondary street and fronting the urban square. Two storey detached and semi-detached forms on the eastern part of the site create a clear distinction in character and hierarchy between the Secondary Street and the lower order Tertiary Streets. This is supported.

13.9 As well as the range of typologies, varied roofscapes reinforce the different character of streets and spaces they define. Larger townhouses and apartments along the park frontage combine to create a strong building line and well-articulated roofscape. Around the interface with Windsor Road the forms are sympathetic to the existing character of the street. Pitched roof forms and chimneys on the eastern part of the site create a more domestic and suburban appearance that responds well to the design code character requirements. The mews typology used only along one street in the south east corner of the parcel uses hipped roofs. This is supported.

Detail and Materials

13.10 The range of typologies provides variety to the street scene. Facades of buildings are well-ordered and proportioned providing a degree of rhythm and vertical emphasis to the street, with gables positioned to define corners throughout. The combination of different roof shapes: flat, pitched, hipped, gabled forms, with the use of modern dormers and chimneys create a suitably varied and articulated roofscape. The majority of pitched roofs creates a more suburban character, responding well to the design code. This is supported.

13.11 A material palette has been provided within the Design and Access Statement. The development would be a mix of red, buff and white brick tones to be used separately or in combination and mixed. Decorative brick patterning provides depth in apartment buildings and interest to house types providing a common language throughout the range of typologies. This is supported. The distribution of brick types, entrance types and other architectural features, supported by 'key details' vignettes is supported.

13.12 Overall, the proposed architectural approach meets good urban design objectives the established principles in the Design Code and will be complimentary to other residential parcels approved on Darwin Green and the surrounding residential context. The approach to elevational design, detailing and materials is supported by the GCSP urban design team with final details to be agreed through the sample panel. A condition is recommended to secure samples for all external surfaces and brickwork sample panels (**condition 13 – Design details and materials and condition 14 – Brickwork sample panel**).

13.13 A condition is also recommended to remove permitted development rights for the installation of microwave antennae in the interest of visual amenity and to protect the high-quality design of the development, consistent with the consent granted for the BDW2 and BDW4 parcels (**condition 25 - Class H permitted development rights (microwave antennae)**). An informative is recommended to advise the developer that letterboxes should be no less than 0.7 metres above ground level (**informative 6**).

- 13.14 The proposed site layout plan shows a substation building in front of the allotment gates. Plans and elevations have not been submitted. A condition is recommended to secure the detailed design (**condition 15 – Substation buildings**). This approach is acceptable.

Landscaping

- 13.15 The proposal has introduced a number of green spaces over and above the Design Code layout and street greening to provide more greening throughout the parcel and promote positive connectivity with adjacent areas. One vehicle access is now a car-free green link Pocket Park connecting the central park with the secondary street within the BDW3 parcel. The addition of an Allotment Arrival Park containing a number of nut trees is a very positive feature that will foster community interaction with the allotments. A Formal Square park in the south west corner is provided at the intersection of many cycle and pedestrian routes, creating a meeting space, and providing a sense of arrival to the parcel. Play-along-the-way spaces (in front of plots 122-125 and 132-135) provide interesting interventions along key routes, and two pocket parks connect the parcel to the green corridor and terminate vista along the roads. This is supported.
- 13.16 The Design Code provides guiding principles for the BDW3 interface with Windsor Road. This area has evolved the Design Code and been substantially redesigned during the course of the application to improve safety and surveillance, remove conflict with vehicles, provide a larger Windsor Road Park, whilst importantly retaining a 4.8 metre width and designing built form to prevent future vehicle access as per the Design Code. The Orbital Cycle Route passes through this park and an 'event' - an area of contrasting paving and the Windsor Road Park - has been introduced to slow cyclists down in this area. The design has been agreed with County Highways, landscape and urban design consultees. This space meets the Design Code guidelines, balances the needs of different users, and is supported.
- 13.17 The street hierarchy is reinforced through the landscape strategy which establishes street character, moving from larger formally spaced trees and low hedges in the Primary Streets, medium tree planting and a more open design to the secondary streets and drifts of informal planting, small trees, low planting of boundaries and an absence of hard boundary enclosures to the tertiary streets. Boundary treatment with existing neighbours would be 1.8 metre high close board timber fencing. Greening has been achieved through tree planting, rain gardens, low shrub planting, planted thresholds and climbers into the Flats over garages within the Mews Street. The landscaping softens the streetscape and delivers other environmental benefits such as shading and cooling, and reduces acoustic reverberation. This is supported.
- 13.18 The hard and soft landscaping scheme integrates drainage, ecological and other social elements. Sustainable drainage rain gardens are integrated

with planting which promote species diversity and can cope with periodic flooding and prolonged drought. The planting scheme focuses on a diverse range of native species and pollinators. Areas of open space include species rich grassland. Log piles and bug hotels within areas of open space encourage interaction. Fruiting trees, nut trees and shrubs provide edibles for wildlife and residents, in particular concentration in the Allotment Arrival Park which will contain a 'nuttery'. This has evolved during the course of the application and is supported.

- 13.19 Overall, the landscape team supports the proposals, and recommends discharging condition 14 on the outline consent for BDW3. Further details are requested by the landscape officer about the play and lighting conditions, which are discussed in the relevant sections of this report.

Inclusive Access

- 13.20 The application was reviewed by the Disability Panel in January 2022 as part of the initial consultation and on the recommendation of the Access Officer. A copy of the report is provided in Appendix 3 of this report. The applicant responded to the panel's comments in their submission of amendments in January 2023. This response is provided in Appendix 4 of this report showing how the applicant has addressed the feedback from the panel.
- 13.21 Overall, the applicant has responded satisfactorily, including changes such as the installation of lifts into all 3 apartment blocks on the site. Accessible housing is assessed in the Housing Delivery section of this report and addresses the feedback from the Access Officer regarding the provision of accessible market homes which is proposed over and above the requirements of the outline consent. This is supported.
- 13.22 The amended proposal has addressed the potential conflicts between pedestrians and cyclists at 'events' where pedestrians and cyclists meet, at the entrance to the Windsor Road Park and where the secondary road meets the Orbital Cycle Route. These squares are to be laid with paving to provide a change in texture and in a different colour to the cycle path and pedestrian footway. The route of pathways within Windsor Road Park have also been redesigned to promote better way finding. This is discussed in more detail in the Access and Transport section of this report and is acceptable. The landscape plan confirms shared surfaces have a 25mm up stand at the edge to allow visually impaired people to navigate, which addresses the Access Officer's comments.
- 13.23 Accessible car parking spaces are provided across the parcel and are well-located close to the entrances of apartment blocks. Visitor car parking spaces are also well-distributed across the parcel, available for visiting health care professionals. This is acceptable.

Designing Out Crime

- 13.24 Cambridgeshire Constabulary has reviewed the scheme and notes the site is in an area of low to medium risk to the vulnerability to crime. Overall, the proposed layout has considered crime prevention by providing reasonable levels of natural surveillance with many of the homes facing each other and overlooking open space. Pedestrian and vehicle routes are aligned together, well-overlooked and pedestrian safety has been considered. Most of the vehicle parking is on-plot between and to the side of properties and in garages. The majority of homes have back-to-back protected rear gardens which reduces the vulnerability to crime, and these have been provided with some defensible space to their front.
- 13.25 Comments were made with regards to the lighting of open spaces and the Orbital Cycle Route. Lighting plans have been submitted pursuant to the discharge of condition 66 on the outline consent. The Cambridgeshire Constabulary have questioned the lighting details for adopted roads and provided further guidance and comments regarding lighting outside of adopted roads. The Environmental Quality and Growth Team do not support discharge of condition 66, and a resubmission will be required. Cambridgeshire Constabulary will be consulted on the resubmission to ensure acceptability from a safety and security perspective.
- 13.26 Recommendations have been made about landscape management and maintenance to allow surveillance and to sure there is no conflict with lighting. The recommendation is to maintain ground planting and hedging to 1 – 1.2 metres higher, and to raise tree crowns to 2 metres. In response, the applicant has confirmed that the planting is predominantly low and the landscape management and maintenance plan specifies that all single stem trees would have approximately 2.5 metre clear stems. This addresses this comment.
- 13.27 Further detailed comments have been made about the access and visitor entry systems for the apartment blocks, and the preference for secure external post boxes. Detailed comments were also made about access to communal bin and bike stores. These are matters of detailed design, however throughout Darwin Green 1 the approach has been entry via a fob for residents and compliant with Secure by Design. This is acceptable.

Cambridgeshire Quality Panel

- 13.28 The scheme was reviewed by the Cambridgeshire Quality Panel at pre-application stage in August 2021. A copy of the report is provided in Appendix 1 of this report. The applicant submitted a response to the main points of feedback and recommendations with their amendments in January 2023, which is provided in Appendix 2.
- 13.29 The scheme evolved significantly and positively in response to the panel's feedback. The accesses have been refined to rationalise motor vehicle movements and provide more connected green streets for pedestrians

and cyclists. Open spaces have been refined to be more simple and effective with less ongoing maintenance. The energy strategy has been updated to provide more Future Homes dwellings addressing desire for future-proofing the scheme, particularly in terms of providing space within the scheme to air source heat pumps. Another significant outcome was making the landscape scheme work harder to integrate sustainable urban drainage features, a biodiversity strategy, edibles, climate resilience and opportunities for community building. This is supported.

Context of site, design, and external spaces – conclusion

13.30 In conclusion, the scheme has developed positively through a collaborative process with the urban design and landscape teams and through review by the Cambridgeshire Quality panel. The scheme would provide high quality public realm. The proposal accords with the outline consent and the established principles within the Design Code, and with CLP 2018 policies 55, 56, 57 and 59, and the guidance on good design within the NPPF applicable to this reserved matters.

14.0 Housing Delivery

Affordable homes

14.1 The Section 106 Agreement accompanying the outline consent requires any reserved matters application to be submitted with an Affordable Housing Scheme to address the priority housing needs identified by the Council, with regard to the Indicative Housing Mix set out within Schedule 17 of the Agreement, the Council's adopted Affordable Housing SPD or any replacement document, the City Council's most recent Strategic Housing Market Assessment, or any replacement mix approved by the Council.

14.2 Condition 25 on the outline consent also requires any reserved matters application to be submitted with a plan showing the distribution of market and affordable dwellings, a schedule of the dwellings size (by number of bedrooms). The clustering of affordable homes should be consistent with the Council's affordable housing SPD unless otherwise agreed by the local planning authority. The applicant has submitted a housing tenure plan and housing schedule with the application. This is assessed in the following sections.

Affordable housing provision

14.3 The Indicative Housing Mix within the Section 106 Agreement requires 40% of dwellings to be affordable tenure. The current proposal provides 84 affordable dwellings which is 40% of the total housing provided. Taken together with the earlier approved phases, the overall development would achieve 40% affordable housing across Darwin Green 1. This is supported. The scheme has been designed to be tenure blind in the housing design. This is supported.

Parcel	Percentage of homes affordable %
BDW1 (approved)	39.90
Local Centre (approved)	40.35
BDW5 and BDW6 (approved)	39.90
BDW2 (approved)	39.94
BDW4 (approved)	40.06
BDW3 (proposed)	40.00
Overall	40.025

Tenure split

- 14.4 The Indicative Housing Mix within the Section 106 Agreement requires a tenure split within the affordable housing provision of 75% for social rent and 25% for intermediate. The current proposal provides 63 homes for social rent and 21 homes for shared ownership. This equates to 75% for social rent and 25% for shared ownership. This meets the Indicative Housing Mix. Together with the earlier approved phases, (with rounding applied) this would mean the development would meet the Indicative Housing Mix. This is supported.

Parcel	Percentage for social rent %	Percentage for shared ownership %
BDW1 (approved)	81.15	18.85
Local Centre (approved)	73.92	26.08
BDW5 and BDW6 (approved)	75.00	25.00
BDW2 (approved)	72.09	27.91
BDW4 (approved)	75.18	24.82
BDW3 (proposed)	75.00	25.00
Overall	75.39	24.61

Housing mix and typology

- 14.5 The Indicative Housing Mix within the Section 106 Agreement sets out the preferred size mix for the affordable element across Darwin Green, having regard to the different social rent and intermediate tenures. This was intended to ensure a balanced, mixed community with a range of sizes to meet housing needs. The Section 106 Agreement was completed in 2013. Schedule 8 of the Agreement requires the affordable housing provision to meet the Indicative Housing Mix, unless otherwise agreed with the City Council. This allows an opportunity for the Council to agree an alternative appropriate mix with the applicant.
- 14.6 The table below shows the proposed dwelling mix for the affordable tenures on BDW3 alongside the mix for the other parcels already approved. The dwelling mix for each parcel follows the densities and character areas set out in the Design Code, which is reflected in the affordable housing mix as well as the market homes. BDW3 is within low

and medium density character areas adjacent to existing neighbouring properties. It is therefore an appropriate parcel on which to provide relatively more houses - as opposed to flats - to meet demand for larger homes for affordable tenures. This is supported.

Approved or proposed	Parcel	Tenure	1 bed flat	2 bed flat	2 bed house / maisonette	3 bed house / maisonette	4 bed house
Approved	Local Centre	Social rent	12	22	0	0	0
Approved	Local Centre	Shared ownership	0	12	0	0	0
Approved	BDW1	Social rent	11	35	5	5	0
Approved	BDW1	Shared ownership	0	0	10	3	0
Approved	BDW5/6	Social rent	32	53	28	6	4
Approved	BDW5/6	Shared ownership	7	28	0	6	0
Approved	BDW2	Social rent	12	18	33	9	21
Approved	BDW2	Shared ownership	0	12	8	16	0
Approved	BDW4	Social rent	33	26	15	20	9
Approved	BDW4	Shared ownership	3	5	12	14	0
Proposed	BDW3	Social rent	16	14	14	12	7
Proposed	BDW3	Shared ownership	0	4	8	9	0

14.7 The proposed affordable housing dwelling mix across Darwin Green has been extensively discussed with the Housing Strategy team with a view to achieving a balanced community which also reflects the current housing need within Greater Cambridge. The table below shows a comparison between the Indicative Housing Mix in the Section 106 Agreement and the cumulative mix including both the approved parcels and the BDW3 proposals. Overall, the figures show more smaller homes (1 and 2 beds) compared to the Indicative Housing Mix. This is supported by the Housing team as it reflects changes in the housing need in Cambridge City since the Section 106 Agreement was completed.

Source	Tenure	1 bed flat	2 bed flat	2 bed house / maisonette	3 bed house / maisonette	4 bed house
S106 Indicative Housing Mix	Social rent	10%	10%	15%	30%	10%
S106 Indicative Housing Mix	Shared ownership	0%	5%	10%	10%	0%
Approved plus proposed BDW3	Social rent	18%	27%	15%	8%	7%
Approved plus proposed BDW3	Shared ownership	2%	10%	6%	8%	0%
Overprovision (+) or under provision (-) compared to S106 Indicative Housing Mix	Social rent	+8%	+17%	0%	-22%	-3%
Overprovision (+) or under provision (-) compared to S106 Indicative Housing Mix	Shared ownership	+2%	+5%	-4%	-2%	0%

14.8 The current Greater Cambridgeshire Housing Strategy 2019-2023 was published after the outline permission for Darwin Green. This means that the requirement to maximise the number of bedspaces for affordable homes cannot be applied. It is acknowledged that the scheme could theoretically provide a further 12 bedspaces, however the Housing Strategy team has raised no objection on these grounds. This is supported.

Clustering

14.9 The adopted Affordable Housing SPD (2008) states that the layout of developments should integrate affordable and supported housing with the market housing in ways that minimise social exclusion. Clustering affordable homes is supported normally in groups of up to 25 dwellings. In flatted schemes no more than 12 affordable dwellings should normally have access from a common stairwell or lift. The submitted tenure plan shows clusters range from 4 units to 22 units. The Housing Strategy team consider the clustering to be policy compliant. This is supported.

Affordable housing provider

14.10 The Section 106 Agreement requires that the City Council has approved the appointment of an approved affordable housing provider. The

submission confirms that L&Q will remain as the affordable housing provider as per earlier phases of the development. This is acceptable.

Accessible homes

- 14.11 The outline consent was granted before the publication of the Building Regulations 2010 Approved Document M, establishing requirements for the access and use of buildings, and before the adoption of CLP 2018 policy 51 requiring all housing developments to meet M4(2) accessible and adaptable homes standard, and 5% of housing on developments providing 20 or more dwellings to meet M4(3) wheelchair user home standard, or be easily adaptable for residents who are wheelchair users.
- 14.12 Policy 51 cannot lawfully be applied to the assessment of the current reserved matters application because accessibility and the internal arrangement of the dwellings does not fall within the definition of any of the reserved matters. The only relevant requirement is condition 26 on the outline consent which requires a minimum of 15 per cent of all market housing and 15% of all affordable housing to be designed with external design, layout, and access suitable for occupation by people with disabilities and capable of adaptation to meet long term housing needs.
- 14.13 Nonetheless, 94 per cent of affordable homes meet M4(2) standard and the remaining 6 per cent meet M4(3)(2)(b) standard which would allow for immediate occupation by a wheelchair user which is strongly welcomed. All apartment blocks are served by lifts following feedback from the Disability Panel, making them M4(2) compliant. 17 per cent of market homes meet M4(2) standard. The proposal exceeds the requirements of the outline consent and for affordable homes greatly exceeds the outline. This is supported.

Housing Delivery – conclusion

- 14.14 In summary, the provision of affordable housing complies with the outline consent in terms of the percentage provision and tenure split. The affordable housing mix and typologies has been agreed following extensive discussions with the Housing Strategy team to reflect the current housing need in Greater Cambridge, updating the Indicative Mix set out in the Section 106 Agreement. This approach is supported. The affordable housing is well distributed across the parcel and clustering complies with the current policy. The applicant has exceeded the requirements of the outline consent to deliver more accessible homes. This is strongly supported. On this basis, the proposals are acceptable with regard to housing delivery. Condition 25 on the outline consent is recommended for approval.

15.0 Residential amenity for future occupants

Internal floor space

- 15.1 The outline consent was granted under the previous Cambridge Local Plan 2006 before internal space standards were adopted, and there is no condition to secure this requirement, nor is there is an internal floor space requirement within the approved Design Code. Internal floor space also does not fall within the definition of any of the reserved matters. Therefore, on the basis of legal advice from Counsel and case law, there is no lawful basis on which the local planning authority can require the proposed scheme to strictly comply with the Nationally Described Space Standards (NDSS, 2015) as required by CLP 2018 policy 50.
- 15.2 Notwithstanding this, the local planning authority must assess the quality of the proposed accommodation and the residential amenity of future occupants as a material consideration. For this purpose, the NDSS do provide a useful guide and reference point as to the minimum floor spaces that are generally considered to provide an acceptable living environment. As shown in the submitted accommodation schedule all homes within the current proposal would meet or exceed the NDSS and therefore would provide an acceptable level of amenity for future occupants. This is a benefit over and above the requirements of the outline consent.

External amenity space

- 15.3 On the same legal basis, the external space standards within the CLP 2018 policy 50 cannot be lawfully applied, and therefore the relevant assessment is about the quality of the external amenity space and whether this provides a high-quality living environment. The approved Design Code states that amenity space should be of a size, shape, aspect and level that allows it to be positively used whilst affording an appropriate level of privacy to users and should be of a size appropriate to the size of the dwelling in order to accommodate outdoor furniture so that the space is productive.
- 15.4 All of the proposed dwellings would have private external amenity space. Houses would have private rear gardens which would be an acceptable size for the number of bedrooms within the property and would meet the needs of the future occupants. Some, such as those fronting the central park and urban square park, would have additional roof terraces. Apartments, flats -over-garages and the upper-floor units within the walk-up blocks would have balconies at least 1.5 metres deep or roof terraces. This would provide useable space and is comparable to other balconies that are accepted across new developments. The amenity space for the apartment blocks are also located facing on to the Park Frontage and also the Formal Square, pocket park or green corridor, providing an appealing outlook to their amenity spaces. This would provide an acceptable level of amenity for the future occupants and is supported.
- 15.5 The ground-floor units within the walk-up blocks and some duplexes would have a small garden. The parcel is orientated diagonally, no gardens or amenity space faces due north, thereby providing morning sun and in the

warmer months providing morning and evening sun. The Applicant has submitted a shadow path study supporting this. This is supported.

- 15.6 A condition is recommended to secure the provision of private amenity space for each dwelling prior to its occupation (**condition 22 – Curtilages**). This is necessary.

Inter-relationships between units

- 15.7 There are no back-to-back distances within the adopted CLP 2018 and therefore this is another matter of planning judgement in terms of overlooking, sense of enclosure, and daylight and sunlight. An audit of the separation distances between proposed units has been submitted by the Applicant showing how these considerations have been addressed. Back-to-back distances between 'traditional' dwellings with windows on the rear elevations facing each other are typically around 18 metres, and no less than 17 metres. This is acceptable.
- 15.8 Where distances are between 17 - 18 metres, this has been mitigated by offsetting windows, providing only secondary windows on those elevations and removing windows to habitable rooms on the first storey of one of the facing properties. Where 3 storey houses face 2.5 storey houses, windows have been removed from the second floor of the 2.5 storey houses and roof lights have been added to provide light. While there could be some views from first floor windows into ground floor windows less than 8 metres separation distances, these would typically be an oblique view from a bedroom window and would not result in a significant loss of privacy. This is acceptable.
- 15.9 There are some areas around the Orbital Cycle Route and Mews Street where the challenging layout has resulted in some constrained back to back distances. This has been resolved by removing windows or including windows on to non habitable rooms only to maintain privacy. For example, where there are two storey dwellings backing onto flats-/ maisonettes-over-garages, there are only obscure-glazed bathroom windows on the first floor of the flats-over-garages. In these areas shorter gardens maintain generous overall amenity due to the width of the plots. This is acceptable.
- 15.10 Back to side distances are typically over 10 metres. Where they are below 10.5 metres where flats back on to apartments on the short ends of blocks, windows are off-set and the primary window of the habitable room is to the front with only a single narrow window to the rear. This is acceptable.
- 15.11 To secure the mitigation incorporated into the design, conditions are recommended to remove permitted development rights. First, a condition

to secure the implementation of obscure glazing with restricted opening prior to first occupation (**condition 21 – Opaque and fixed windows for all bathroom and ensuites**). Secondly, conditions to remove permitted development rights for the insertion of first and second floor windows and roof alterations on certain plots (**condition 18 – Removal of permitted development rights (windows)** and **condition 19 – Removal of Class B and C permitted development rights (alterations to roof)**). Thirdly, a condition to remove permitted development rights across the site for the erection of two storey extensions (**condition 20 – Removal of permitted development rights (two storey extensions)**). These are necessary in order to protect the amenity of future occupants. Subject to this, the proposal would provide an acceptable level of amenity in this regard.

Impact on amenity from existing neighbouring properties

- 15.12 The nearest Darwin Green approved dwellings adjacent to the parcel are the residential units on BDW2 to the south. The BDW2 dwellings closest to BDW3 are 2 storey houses with a side to side relationship with the gardens of BDW2 mews street properties, with a separation distance is approximately 14 metres and a 3 storey walk-up block diagonal to BDW3 plot 001 3 storey house, with a separation distance of at least 16 metres. These relationships are acceptable.
- 15.13 Residential units on BDW5/6 to the north of the site are separated by a green corridor and do not impact on BDW3.
- 15.14 Along the boundary with existing residents (primarily to the north east) back to back distances are at least 25 metres, with the average around 29 metres. Around the boundary with Windsor Road properties there are back to side distances of at least 10.5 metres, with the second storey windows facing the duplex properties typically from a bedroom window and would not result in a significant loss of privacy. This is acceptable.

Noise and Odour

- 15.15 The Environmental Quality and Growth team has considered the impact of the proposed allotments on neighbouring residents, both within BDW3 and existing properties. The potential impacts include smoke from burning of waste or bonfires, noise from powered gardening equipment and the keeping of livestock, and odour from composting and waste storage. The allotment adjoins the back gardens of multiple properties in the scheme. The consultee seeks a condition prohibiting burning at the allotments, or alternatively a condition requiring an allotment management strategy to be submitted and approved by the LPA. Outline condition 22 requires an allotment strategy to be approved by the LPA. This strategy is to include management guidelines and is considered the most appropriate mechanism to address these activities. This condition is not recommended for discharge, as the details submitted are not supported by the adopting authority. An informative is recommended (**informative 3**) advising the Applicant to address burning of waste, bonfires, powered gardening

equipment, keeping of livestock and odour from composting and waste storage in the management guidelines section of the Allotment Strategy when re-submitting for approval of outline condition 22.

- 15.16 The Environmental Quality and Growth team has also considered the impact of noise from air source heat pumps (ASHPs). ASHPs have the potential to harm local amenity if poorly located without sufficient noise mitigation. It is important to consider the noise impact of the ASHP upon the occupants where the ASHP is installed to ensure elevated noise levels do not dissuade use. An important element to consider regarding ASHPs will be directivity of the noise source including tonal elements and reflections from nearby reflective surfaces which will increase the noise impact. A plant noise insulation condition (**condition 9 – Plant Noise Insulation**) and a bespoke Air Source Heat Pump informative (**informative 5**) are recommended.

Residential amenity for future occupants – conclusion

- 15.17 Overall, the proposals would provide an acceptable residential amenity for the future occupants including the internal and external space, the inter-relationships between units, the impact of neighbouring properties, and noise and odour impacts. For these reasons, and subject to the recommended conditions, the proposal is acceptable both in terms of the outline permission and CLP 2018 policies 55 and 56.

16.0 Community Infrastructure

Public Open Space

- 16.1 A site-wide Strategy for Public Open Space provision was approved via schedule 6 of the Section 106 Agreement for the outline consent. The minimum requirement for this parcel was 0.81 hectares of open space consisting of 0.67 hectares of allotment, 0.17 hectares of secondary squares, and 0.03 hectares of Local Areas of Play (LAPs).
- 16.2 The proposal achieves approximately 0.967 hectares of open space (excluding areas already approved under the infrastructure reserved matters consents and play spaces). This has been achieved through the introduction of the following parks:

- Formal Park
- Windsor Road Park
- Allotment Arrival Park
- Allotments
- Secondary Street Planting with play ('Play Along the Way')
- Pocket Park
- Northern Gateway Seating Area
- Tertiary Street Shared Seating Area

- 16.3 Therefore, the scheme is compliant with the outline consent and is supported.

Children's Play Spaces

- 16.4 A site-wide Strategy for Youth Facilities and Children's Play Provision for Darwin Green was approved via condition 9 on the outline consent. Condition 10 on the outline consent requires reserved matters applications to include a Play Statement demonstrating compliance with the approved strategy. The approved site-wide strategy requires the BDW3 parcel to provide three local areas of play (LAPs) of 100 square metres each located at the Windsor Road boundary and on the northern access from the primary road, 1700 square metres of secondary squares on the park frontage side of the parcel entrances from primary road and allotments. The applicant has submitted a Public Open Space and Play Strategy within the landscape Design Statement which was updated and provided as a Landscape Design Approach in the amended submission.
- 16.5 The proposal provides five LAPs within the parcel which exceeds the requirements of the site-wide strategy. They are located in the urban square and Windsor Road Park in the south, as play along the way spaces on the secondary road and at the new Pocket Park in the green link from the primary road in the north of the parcel. The location of these has been adjusted compared to the approved site-wide scheme, however this is a result of a design-led process. The play provision provides safe, accessible and inclusive space which is well-integrated into the landscaping scheme in accordance with the aims of the approved site-wide scheme. This is supported.
- 16.6 The wider area includes a LAP within the green corridor to the north of the parcel, which was approved as part of the infrastructure reserved matters consent. The parcel is long and relatively narrow and adjacent to the central park that provides an extensive range of play for both children, teenagers and adults, including the Multi-Use Games Area (MUGA) and Neighbourhood Equipped Area of Plan (NEAP) and Trim Trail. As a result, there is good access to play space across the parcel and more widely.
- 16.7 The general layout and features of the play spaces have been provided on the landscaping plans and the Play Strategy. Play features are integrated into the landscape and provide informal opportunities to encourage exploration and to connect with nature. Elements include boulders, balancing logs and stepping stones, which respond to the landscape setting. This is in accordance with the aims of the site-wide scheme. However, detailed layouts and specifications have not been received. In addition, comments have not been received from the Streets and Open Spaces Team who will adopt the play spaces. This requires further review.
- 16.8 The individual pieces of play equipment have been positioned to achieve the 5 metre buffer distance to residential dwellings required by the Open

Space and Recreation Strategy (2011) in most instances in order to protect the residential amenity of future occupiers. However, this will need to be reviewed again once the final details layout and specifications have been submitted. Adjustments will be made to achieve the required 5 metres in as many instances as possible. The proposed soft landscaping around the play spaces and forming thresholds to residential properties enhances the buffer. This is acceptable.

- 16.9 Therefore, while the general principles of the play spaces are supported, condition 10 is not recommended to be discharged and a further submission is required. This is acceptable.

Allotments

- 16.10 The Section 106 Agreement of the outline consent secured three allotment sites across Darwin Green 1, which should total 1.59 hectares of allotments provided across the development. The BDW3 proposal includes Allotments 2 (measuring 0.67 hectares) as part of this overall provision, with the remainder to come forward in parcels BDW5 and BDW6 (Allotment 3 at 0.5 hectares), and BDW2 (Allotment 1 at 0.42 hectares). The proposed BDW3 allotments would bring the total approved allotment provision to 1.59 hectares. Condition 22 on the outline consent approved an illustrative plan showing the location and extent of the allotment area and requires the submission of an Allotments Strategy with the reserved matters covering the allotment areas.
- 16.11 The applicant has submitted a Detailed Allotment Strategy and allotment building plan, with the allotment layout set out in the detailed landscape plan. The allotments are located on the middle of the south eastern boundary of BDW3, and back on to residents on Stratfield Close and Tavistock Road. The allotment plots would be arranged around a central communal area accessed from the main entrance off the secondary road, close to the vehicular access off the primary street. The allotment site features a communal shed with meeting room, kitchen facilities and toilets, a composting site, seating, communal orchard area and a range of raised and lower timber beds for inclusivity. There are 3 car parking spaces with one designed for disabled parking, and 34 cycle parking spaces including spaces for cycles with trailers. The layout provides room for vehicle turning and bulk deliveries. There is an allotment arrival park with seating and a nuttery that is open to the public, and also extends past the gates into the private allotment communal area. This is a welcomed addition that will facilitate community interaction with the allotments.
- 16.12 The overall concept and layout of the allotments as shown on the landscape plan is supported. Cambridge City Council would adopt the allotment site, and the Streets and Open Spaces Team have raised a number of detailed points about the layout of the communal building and management of the site. For this reason, approval of the allotment building plans and elevations and discharge of condition 22 is not recommended at this stage, and will be subject to a further submission. This is acceptable.

Officers note that, by force of Schedule 6 of the outline S106 Legal Agreement, the applicants are still required to approve the allotments specification with the local planning authority in the future.

Provision for Waste and Recycling

- 16.13 Condition 62 on the outline consent requires full details of the on-site storage facilities for waste including waste for recycling. This should comply with the Design Code which states that the proposal should be guided by the Cambridgeshire and Peterborough Waste Partnership (RECAP) Waste Management Design Guide SPD. The Shared Waste Team has also prepared a Waste Storage and Collection Guidance for Developers dated November 2021 which is a material consideration, however carries less weight than the RECAP SPD as it has not been formally adopted.
- 16.14 The applicant has submitted a Refuse Strategy plan showing the arrangement for bin storage and collection. This was updated during the course of the application following meetings with the Shared Waste Team. Each house would have a bin store providing space for three bins, which is supported. Apartment blocks would have communal bin stores within the ground floor of the building or in a nearby block. The walk-up blocks have communal external storage areas. This is supported.
- 16.15 The individual stores for homes would have capacity for up to three bins. The storage capacity for the apartment blocks and walk-up blocks has been calculated based on the most up to date guidance within the new informal guidance document. In all cases, the proposal exceeds the requirements, providing some additional capacity to accommodate for higher occupancy of some of the units compared to the occupancy anticipated in the guidance. The number, size and mix of bins for the apartment blocks and walk-up blocks is acceptable. The communal stores are appropriately sized to accommodate and manoeuvre the required bins, without being excessively large. This is supported.
- 16.16 The maximum drag distance for collection crews as set out in the SPD and guidance for small bins is 25 metres and for larger bins within communal stores is 10 metres. The submitted Refuse Strategy plan shows most homes would be collected from the kerbside, apart from three locations where houses are located at the end of mews streets and some small bins serving the walk-up blocks. This is because these properties are not accessed from the adoptable highway. In those instances, the drag distance is below the 25 metres required by the SPD and is acceptable. This has been achieved through amendments submitted during the course of the application including the creation of collection points serving the southern mews street. This is supported.
- 16.17 The drag distance for larger bins within communal stores meets the required 10 metres, except for one block on the south west corner of the parcel (apartment block A) which has a drag distance of 10.4 metres. This

store fronts on to the Orbital Cycle Route and the slightly longer drag distance is a consequence of the place-making objective to create a car-free space. These exceptional circumstances have been agreed in meetings with the Shared Waste Team. This was compensated by amendments that the applicant has made to other parts of the scheme during the course of the application to achieve compliant drag distances. Those amendments included an additional gate on an apartment store in the north, allowing a much shorter drag distance to the secondary street, allowing direct access for crews from the highway. Overall, this approach is supported.

- 16.18 The maximum distance for residents to take waste to bins as set out in the SPD is 30 metres and to move bins from the storage point to the collection point is 25 metres. While the applicant has aimed to achieve this (including via the creation of collection points during the course of the application), it is noted that the most up to date guidance from the Shared Waste Team does not specify maximum distances for residents to take waste to bins. Instead, the guidance recommends storage areas should be safe and accessible, but recognises that the method of transit of waste to a storage point will depend on the type of development. This has allowed the applicant to balance this with place-making objectives.
- 16.19 Most homes are served by a store in the rear garden with distances to the collection point which comply with the SPD, or are up to 35 metres from the store to the kerb for houses fronting the urban square and houses northern end of the Orbital Cycle Route. However, there are 7 properties to the southern end of the Orbital Cycle Route with distances up to 45 metres, two of which (plots 184 and 186) where the distance between storage and collection is up to 52 metres. This exceeds the maximum distances within the SPD and therefore the proposal is not compliant with the SPD. However, this is balanced against the wider place-making benefits achieved by the southern mews street and urban square at the southern end of the Orbital Cycle Route which remove motor vehicle access to this area, and is acceptable on balance in this instance.
- 16.20 The applicant's Refuse Strategy plan shows distances from the door to the apartment blocks to the stores, rather than from individual apartments to the store as specified in the SPD. Therefore, there are instances where the distance from the individual apartments to the store will exceed the maximum. However, the stores have been conveniently located close to main routes to the apartment blocks. The location of stores has been dictated to some extent by the need to achieve the 10 metre drag distance for crews. In discussion with the Shared Waste Team, it was agreed that longer distances for residents was preferable to longer distances for collection crews. This allows the scheme to achieve the place-making objectives of car-free spaces and is acceptable.
- 16.21 Refuse vehicle tracking diagrams have been provided and updated during the course of the application to reflect amendments to the site layout and collection points. No objections have been raised by the Shared Waste

Team. The majority of the route is on the adoptable highway, however there is one instance where the refuse vehicle would need to traverse and reverse into a non-adopted hammerhead. A condition is recommended to ensure these are built to adoptable standards to minimise damage caused by the refuse vehicle (**condition 2 – Non-adopted roads**). There are also non-adopted turning heads which are required to be kept clear from parked vehicles and a condition is recommended to secure parking enforcement in these areas (**condition 6 – Parking enforcement on hammer heads**).

16.22 In terms of the detail of bin stores, the applicant provided plans and elevations for the 1-2 bed houses 3-4 bedroom homes and triplex flats and apartment stores with the initial proposal, however due to the spilt approach to cycle storage which developed during the course of the application, the store plans and elevations will need to be updated. Therefore condition 62 is recommended to be part-discharged at this stage, and a further submission with this additional information will be required.

16.23 On this basis, the proposals are acceptable with regard to the refuse strategy.

Public Art

16.24 The outline consent approved a site wide Public Art Strategy dated July 2013, which sets out the themes and process for delivering public art across the Darwin Green as a whole. It also breaks down separate commissions with budgets allocated for each commission. These commissions relate to the Local Centre, Central Park, allotments, gateways and mapping, as well as an artist in residence and temporary art space. The allotment within BDW3 will deliver part of the allotment commission and there is also an expectation that elements of the site-wide gateways and mapping project will be delivered within the parcel.

16.25 Condition 69 on the outline consent requires the submission of a Public Art Delivery Plan with any reserved matters application. The applicant has submitted an Interim Public Art Statement and a Public Art Location Plan and Vision, with a more detailed Public Art Delivery Plan to be submitted to discharge condition 69. The Public Art Location Plan shows public art in the general area of the two side entrances to the allotments and in the communal area. It is understood the allotments installation involves gold bricks integrated into paving. The Public Art Delivery Plan also indicates the 'mapping and gateways' commissions are relevant to BDW3. This commission involves a series of single stem wheat sculptures known as 'crop trees' located across the Darwin Green 1 site for wayfinding.

16.26 The Public Art Statement shows an intention to link in with the approved site-wide strategy and delivery timeframes, however there is insufficient detail to address the requirements of the outline condition in this

application. The Council's Public Art Officer has not commented on the application. There is wider work being undertaken by the Public Art Officer on the delivery of public art throughout the Darwin Green 1 site. The public art commissions relevant to BDW3 are suitable to be integrated into the proposed layout. It is considered acceptable to not discharge the outline condition and allow for a more detailed plan to be submitted and assessed by the Public Art Officer. Outline condition 69 remains outstanding in relation to this parcel.

Community Infrastructure – conclusion

16.27 In summary, the proposals would provide more open space than required by the outline consent, and would achieve good access to play spaces across the parcel in general accordance with the approved site-wide strategy, albeit the detail of the play spaces is still to be agreed. The applicant has worked hard to achieve a refuse strategy which is now supported on balance. The applicant has made a commitment to deliver public art within the parcel in accordance with the approved site-wide strategy. Details can be secured via further submissions at a later date. Overall, the provision of community infrastructure is generally compliant with the outline permission and the social and community objectives of the CLP 2018 policies and the NPPF.

17.0 Impact on residential amenity of neighbouring properties

17.1 The site has boundaries with existing residential properties as well as BDW2 which has yet to be built. These existing residential properties are: Hoadly Road to the south-west; Windsor Road, Stratfield Close, and Tavistock Road to the south-east. Cavesson Court to the north-east is in close proximity to the site, but is separated from the site boundary by the green corridor which forms part of the infrastructure reserved matters consent. The impact on these properties in terms of overlooking, overbearing, overshadowing and daylight/sunlight is considered in turn below. Construction impacts are mitigated through the outline conditions.

17.2 During the course of the application a site visit of the following properties was undertaken to assess the impact of the proposals on residential amenity:

- 100 Windsor Road
- 111 Windsor Road
- 12 Stratfield Close
- 6 Stratfield Close
- 4 Stratfield Close
- 81 Tavistock Road
- 77 Tavistock Road
- 73 Tavistock Road
- 53 Tavistock Road
- 45 Tavistock Road
- 35 Tavistock Road
- 31 Tavistock Road

- 9 Cavesson Court
- 15 Cavesson Court

Hoadly Road

- 17.3 The property at number 1 (and a small part of the rear garden of number 3) Hoadly Road shares a rear boundary with proposed plot 210. These properties have long rear gardens with patio areas most frequently used for sitting out being closer to the rear of the dwelling. There are two mature trees within the rear garden of number 1. The approved BDW2 scheme will introduce 2 storey dwellings with rear gardens backing onto the side garden boundary of number along the length of the garden.
- 17.4 Amendments to plot 210 during the course of the application have reduced the impact of this dwelling on number 1. The proposed dwelling would be a 2 storey flat-over-garage orientated with the side elevation facing towards the rear garden of number 1. The dwelling has been pushed back from the rear garden of boundary of number 1 with a driveway adjacent to the boundary. The separation distance would be approximately 4.7 metres between the proposed side elevation and the rear garden boundary of number 1. A hedgerow would be planted along the boundary within the red line of the application site.
- 17.5 The proposal would have an acceptable impact on number 1 Hoadly Road in terms of overbearing and sense of enclosure due to the separation distance, scale and siting of the proposed dwelling. This includes the cumulative impact with the approved BDW2 built form. There would be no overlooking towards the rear gardens of numbers 1 and 2 Hoadly Road, and a condition is recommended to remove permitted development rights for windows to be inserted (**condition 18 - Removal of permitted development rights (windows)**). This is acceptable.

Windsor Road

- 17.6 The proposal adjoins the long side boundary of two properties on Windsor Road, numbers 111 and 100. These are large 2 storey detached houses with long rear gardens, perpendicular to the red line boundary with one long side running along the boundary. The gardens include mature tree planting and hard landscaping. The scheme proposes the Orbital Cycle Route cycle and pedestrian access joining on to Windsor Road, with the Windsor Road Park to mark the transition of the existing and new neighbourhoods. There are a number of dwellings proposed to adjoin these existing properties. The impact on these properties is discussed in turn below.

111 Windsor Road

- 17.7 111 Windsor Road is a two storey detached property, with a rear extension. The windows facing the proposed scheme are to the dining and sitting room on the ground floor, and to three separate bedrooms on the

second storey. The front bedroom has a secondary window on the side elevation facing the proposed development, with a large primary window facing north. The middle bedroom has two windows on the side elevation both facing the proposed development. The back bedroom has one window on the side elevation facing the proposed development and another primary window facing south.

- 17.8 There are 4 proposed adjoining dwellings; plots 210, 181, 182 and 183/184, and further away plots 185/186 on the other side of Windsor Road Park.
- 17.9 The proposed plots 185/186 is a 2 storey duplex that has a balcony overlooking the park and further away towards the front garden and windows of 111 Windsor Road. The separation distance between this dwelling and the dwelling on plot 111 is approximately 20 metres and has only oblique views to the front garden and potentially side window of 111 Windsor Road. This is acceptable in terms of overlooking, particularly as the front of the existing property currently enjoys limited privacy.
- 17.10 Plot 183/184 is a 2 storey duplex, positioned to continue the building line of the existing properties on Windsor Road. There is a separation distance of approximately 11.6 metres between the elevation facing number 111 and the side elevation of number 111. This is acceptable in terms of overbearing and sense of enclosure on this property. The proposed duplex has no windows facing the side elevation of number 111 at first floor and a condition is recommended to remove permitted development rights for windows to be inserted (**condition 18 - windows**). However, there would be a balcony on the north east corner of the building that primarily faces the entrance park, but would afford some views towards the front and side of number 111. Nonetheless, this is acceptable in terms of privacy.
- 17.11 Plots 210, 181 and 182 are 2 storey dwellings orientated with rear elevations facing towards the side of the rear garden of with 111 Windsor Road. Amendments during the course of the application pushed these houses further away from the boundary to ensure a distance of approximately 14.4 metres for plot 182 which is closest to the rear of 111 and most sensitive to privacy impacts. Windows have been removed from the secondary storeys to avoid overlooking towards the rear garden of number 111. A condition is recommended to remove permitted development rights for windows to be inserted (**condition 18 - windows**) and a condition to remove permitted development rights for roof lights to be inserted (**condition 19 – alterations to roof**) which could create an overbearing impact. This is acceptable in terms of overlooking and loss of privacy. It is also noted there is a large tree on the boundary at 111 opposite 181 which provides additional privacy.
- 17.12 Different options for the placement of plots 210, 181 and 182 were explored to reduce the bulk and maximise gaps through the houses, which the applicant discussed with the occupants of number 111. Amendments

also lowered the roof profile with eaves of approximately 4.5 metres and a ridge height of approximately 6.5 metres and introduced terracotta tile to the first floor elevation to break up the blank elevation. Owing to these amendments, the proposal has an acceptable impact in terms of overbearing and sense of enclosure on number 111. Additional amendments also removed a bin store that had faced towards the patio of 111 Windsor Road to reduce noise, disturbance and odour impacts.

17.13 For these reasons, the impact of the proposals on the residential amenity of number 111 Windsor Road is acceptable.

100 Windsor Road

17.14 100 Windsor Road is a 2 storey link-detached house, with a single storey rear extension and single storey side garage extension adjoining the boundary with BDW3. There are two windows on the second floor of 100 Windsor Road facing the proposal, one to a stairs landing and another to the bathroom. The scheme proposes 4 plots adjoining number 100, and another plot beyond the Windsor Road Park.

17.15 Plots 185/186 on the other side of the Windsor Road Park are a 2 storey duplex that has a balcony overlooking the park and further away the front garden of 100 Windsor Road. The separation distance is approximately 20 metres to the main elevation of the house at 100 Windsor Road and has only oblique views to the front garden which is acceptable for the front of the existing property.

17.16 A two storey duplex (units 189 and 190) is proposed to align with the dwelling at number 100. The duplex is approximately 5.7 metres from the boundary, and 10.5 metres from the second storey side windows of number 100. These distances are greater than the typical distances between properties on Windsor Road and would not have an unacceptable overbearing impact on number 100. The duplex is approximately 10.5 metres from the second storey side windows of number 100. The duplex has no windows facing Windsor Road at first floor, they do have a balcony at the front of the unit, that primarily faces the Windsor Road Park, and only partially faces the front corner of number 100, which is a generally more exposed part of the house. This is acceptable in terms of privacy and a condition is recommended to remove permitted development rights for windows to be inserted (**condition 18 - windows**).

17.17 Bordering the rear garden of 100 Windsor Road closest to the house is a car parking area with an area of planting buffering the boundary, this is not considered to significantly impact on amenity in terms of noise and disturbance. Further along the rear garden, plots 191, 192 would back on to the boundary. Plots 191-192 have rear gardens of between 11.3 and 12.3 metres long to the boundary. 100 Windsor Road has mature planting along this boundary and it is noted that the house is angled slightly away from the boundary with BDW3. Due to the separation distances and these

houses being further down the garden there is considered to be no significant overbearing impact or loss of privacy.

- 17.18 For these reasons, the impact of the proposals on number 100 Windsor Road is acceptable.

Stratfield Close

- 17.19 There are two distinct types of properties on Stratfield Close that share a boundary with the proposal. To the south (numbers 6-12) is a row of attached 2 storey properties with small rear gardens of between 8-12 metres long (apart from number 12 at the end of the block that has a medium sized triangular garden), To the north (numbers 1-5) are link-attached 2 storey properties with small to medium sized rear gardens typically 15-17 metres long. The scheme proposes allotments to border these properties (with the exception of number 12 which is discussed separately below). There is plot 193 proposed diagonal to number 11, however only oblique views would be available and there are no overbearing or loss of privacy concerns. The allotments will not have any overlooking or overbearing impact. Potential impact on noise and air quality is discussed below.
- 17.20 Number 12 Stratfield Close would back on to proposed plots 192 and 193, a small section of the allotments and have an angled view of plot 191. Comments has been received that the proposal impacts privacy. Plots 191-193 are 2 storey detached houses. The relationship of the proposed houses would be back to back, with a minimum distance of 26 metres to the main rear elevation of number 12. As number 12 is on the end of the block it has an additional triangular section of garden in addition to the typical rectangular rear garden. There is an existing shed and vegetation on the northern side of the back garden at number 12. The main area used for sitting out is the southern section, which currently benefits from views into the fields on the Darwin Green site. Changes to the positions of the proposed BDW3 dwellings were made following comments received on the initial proposal to create a bigger gap between plots 192 and 193 to align with the outside sitting area of number 12. Along with the minimum 26 metre back to back distance there is not considered to be a significant overbearing impact or sense of enclosure. Plot 193 would be positioned behind the shed and vegetation of number 12, and plots 191-192 are angled away from number 12 creating an oblique view only. Together with the back to back distances it is not considered the proposal has significant impact on privacy. This is acceptable.

Tavistock Road

- 17.21 There are 3 types of properties bordering the site on Tavistock Road; to the south (numbers 55-81) are 2 storey semi-detached houses with medium sized rear gardens and a number of ground floor extensions. Further north (numbers 35-53) are 1 storey semi-detached bungalows with medium rear gardens with some sheds. On the northern most part of the

north east boundary (numbers 31 and 33) are two 2 storey link-attached houses with large rear gardens and mature trees along the boundary. The relationship of the proposed houses to the existing neighbours on Tavistock Road are back to back.

- 17.22 Numbers 73-81 Tavistock Road would border the proposed BDW3 allotments. Plot 194 would be diagonal to number 73, however only oblique views would be available and there are no overbearing or loss of privacy concerns. The allotments will not have any overlooking or overbearing impact. Potential impact on noise and air quality is discussed below.
- 17.23 To the rear of numbers 35 to 71 Tavistock Road the scheme proposes 2 storey detached or semi-detached houses with rear gardens of at least 11 metres deep. The back to back distances along this section are a minimum of 27 metres to the main elevations. This would have an acceptable impact in terms of overbearing and sense of enclosure.
- 17.24 There are a number of single storey outbuildings in the back gardens of the existing houses. Some of these buildings are close to the rear garden boundary and have windows on the rear elevation looking towards the Darwin Green site. A site visit to some of these properties was undertaken and most of the outbuildings were confirmed to be for storage and home offices rather than for habitable rooms. The proposed site layout has considered these outbuildings and sought to align these with gaps in the proposed building line to reduce the overbearing impact of the built form and sense of enclosure on any windows. Additionally the second floor windows that do align with these buildings have been removed from the proposed dwellings to avoid direct interlooking. Any oblique views would be partially screened by the proposed 1.8 metre high close board timber fencing boundary treatment. The boundary itself would reduce the outlook and light to these windows. Nonetheless, as a boundary fence could be erected under permitted development rights, this is considered to be an acceptable impact and reasonable situation. Additionally, some trees are proposed in the rear gardens in these areas to screen views. This relationship is acceptable.
- 17.25 Conditions are recommended to remove permitted development rights in the locations where windows have been removed from elevations and could have a different impact which would need to be assessed through a planning application (**condition 18 - windows**) and (**condition 19 - alterations to roof**).
- 17.26 Numbers 31 and 33 Tavistock Road have slightly larger gardens of approximately 18 metres long. The scheme proposes 2 detached houses in this area with back to back distances of at least 30 metres to the main elevations. There would be garages for these proposed dwellings close to the boundary with number 31, however there is mature planting on the boundary and this would not have an unacceptable overbearing impact. There is mature large trees and planting to the rear of these houses, and

together with the back to back distances there is considered to be no significant loss of privacy.

17.27 A condition is recommended to remove permitted development rights for the erection of rear extensions and roof extensions to plots 181-184 and plots 190-210 that would bring the development closer to the boundary and could have a different impact which would need to be assessed through a planning application (**condition 21 – Removal of Class A permitted development rights - extensions**).

17.28 For these reasons, the impact of the proposals on the residential amenity of properties on Tavistock Road is acceptable.

Cavesson Court

17.29 Existing properties on Cavesson Court are attached and semi-detached 2 storey dwellings with medium sized rear gardens that back on to the green link already approved through the infrastructure reserved matters. There is one proposed house on plot 209 which has a side elevation close to the BDW3 boundary. Third party objections have been received regarding this plot on the grounds that it is too close to the green link and existing trees, and that it may overlook Cavesson Court properties.

17.30 The dwelling on plot 209 is an Avondale 4 bedroom 2 storey detached house. The side to back distance to Cavesson Court properties is approximately 29 metres, and it is not considered to be overbearing. The second storey of the north east elevation that faces Cavesson Court residents contains one small bedroom window and one medium bedroom window. The green link running between the existing residents and the proposed plot 209 will be planted with shrubs, trees and grass as per the approved landscape plan from the infrastructure reserved matters. The Cavesson Court properties have mature planting to the rear of their gardens. Due to the separation distance and the green link it is considered there is no significant privacy impact on Cavesson Court properties.

17.31 Plot 209 is not visible from Tavistock Road, and there are no concerns with impact on the urban form of Tavistock Road. Objections raised regarding trees and drainage are assessed in the ecology and drainage sections of this report.

17.32 For these reasons, the impact of the proposals on the residential amenity of properties on Cavesson Court is acceptable.

Allotments

17.33 The scheme proposes allotments adjoining a number of existing residents on Strathfield Close and Tavistock Road. There is the potential for activities at the allotments to have a noise and air quality impact on

existing residents. This is assessed in the amenity of future residents section, and will be managed through the allotment management strategy.

Impact on residential amenity of neighbouring properties - conclusion

17.34 The scheme has been designed to have a sensitive relationship with existing neighbouring properties through the layout, scale and design of the dwellings. There is generally a back-to-back relationship with gardens backing onto neighbouring properties in accordance with the Design Code. Where there are alternative relationships between the proposed dwellings and existing properties, careful consideration has been given to minimise the overbearing, enclosing and interlocking impacts of the proposals. The impact of the proposal and the concerns raised by third parties have been assessed thoroughly through site visits. For these reasons, and subject to the recommended conditions, the proposal would have an acceptable on residential amenity of neighbouring properties in accordance with CLP 2018 policies 55 and 56.

18.0 Access and Transport

Transport Impact

18.1 The transport impact was assessed at the outline stage and is subject to conditions and mitigation measures secured through that consent. These include improvements to the local highway network, the provision of cycling, walking and public transport infrastructure, and residential travel plans. The applicant has submitted a Transport Statement to support the reserved matters application. The quantum of development proposed is in accordance with the outline consent and the proposal accords with or evolves the principles within the Design Code which support a modal shift towards non-car modes of transport. This is supported.

Car Parking

18.2 The outline consent controls the number of car parking spaces via condition 48 which states that car parking for residential properties shall be provided in accordance with the standards set out in the Local Plan. The condition also restricts the total number of residential parking spaces for the Darwin Green development (2,389 spaces) and this cap has not been reached (a total of 1,806 residential spaces have been approved through earlier reserved matters for BDW1, the Local Centre, BDW5/6, BDW2 and BDW4).

18.3 Car parking standards within the adopted CLP 2018 are set out in Policy 82 and Appendix L. The standards for new developments outside the controlled parking zone are no more than a mean of 1.5 spaces per dwelling up to 2 bedrooms; and no less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling for 3 bedrooms or

more. The housing proposed would allow up to 381 parking spaces on this site. The proposal provides 318 residential car parking spaces. This is supported.

- 18.4 Parking is provided in tandem, garages, car ports, or within small courts in the Mews Streets for the apartment blocks. This provides flexibility for homeowners to use this space for storing cycles or other sustainable transport modes, and for parking courts to be adapted for community use in the future as demand for car parking drops. Plans and elevations for the separate garages have not been provided in the submission and a condition (**condition 23 – Garage plans and elevations**) is recommended to ensure garage details are compatible with surrounding buildings. A condition is recommended to remove permitted development rights for the conversion of car ports and garages to habitable space in the interests of protecting space that could be used for cycles and other alternative transport modes consistent with the consent granted for the BDW2 parcel (**condition 24 - Removal of permitted development rights for the conversion of garages and car ports**).
- 18.5 Regarding visitor parking, outline condition 48 states that the development could also provide for visitor spaces as appropriate, and that these spaces shall be on street and not allocated to any residential property. Part L.7 of the CLP states visitor parking should be at a ratio of 1 space to 4 dwellings. The proposal includes 49 visitor parking spaces, which equates to approximately 1 space per 4 dwellings. Visitor parking spaces have been provided on-street on the Primary and Secondary Streets across the parcel and within individual parking bays. These are evenly spread throughout the development. This is supported.
- 18.6 Condition 70 of the outline consent requires the applicant to provide details of interim parking management arrangements prior to any formal adoption of the roads and ahead of the introduction of a formal traffic regulation order whereby parking controls will be enforced by the local authority. The applicant is required to submit details prior to occupation of any dwelling on this phase.

Cycle Parking

- 18.7 Condition 49 on the outline consent requires that any reserved matters application for residential units or open spaces shall provide details of facilities for the covered, secure parking of bicycles in accordance with the approach approved within the Design Code, which requires 1 space per bedroom for dwellings up to 3 bedrooms, and 4 spaces per dwelling for 4 or 5 bedroom dwellings (which exceeds the adopted CLP 2018 standards for 3 spaces for 4-bedroom dwellings). The proposal provides 683 residential cycle parking spaces, 19 spaces for residential visitors and 34 spaces for the allotments. The applicant's assessment in the Planning Statement demonstrates compliance with the Design Code standards. This is supported.

- 18.8 The applicant has made substantial changes during the course of the application to improve the cycle parking provision for all homes, so that in all instances, cycle parking is at least as convenient as car parking, if not more convenient. Houses are provided with at least some cycle parking spaces at the front of the dwelling, with some also providing spaces in the rear garden to meet the number required. For houses with garages, and the FOGs the cycle parking within the garages has adequate space in accordance with the Council's adopted guidance. This is acceptable and provides the future occupants with storage options. Apartments have communal stores, although the walk-up blocks have individual stores for each home. Apartment blocks show space for off gauge cycles and maintenance areas. This is strongly welcomed by officers.
- 18.9 Condition 49 requires details of the cycle parking to be submitted for approval. Cycle parking within the apartment blocks are shown on the proposed plans. Stores that are integrated into the front of houses and flats, are shown on many of the plans and elevations, however not on all house types. Where standalone stores are proposed in the rear gardens of houses the plans and elevations have not been updated since the spilt cycle parking solution was proposed and the rear garden stores proposed to be reduced. Elevations should be submitted to ensure a high quality design which is visually well integrated. Therefore condition 49 is recommended to be part-discharged at this stage, and a further submission with this additional information will be required. This is acceptable.
- 18.10 The Design Code sets out that some level of visitor cycle parking is expected to be provided, particularly for large housing, without specifying quantity requirements. The cycle parking should be in convenient and safe places, where it would not obstruct the passage of pedestrians or vehicles. Moreover, it expects the cycle parking spaces to be well lit and benefit from natural surveillance and be secure, whilst being provided in key public spaces. 19 visitor spaces have been provided as shown on the proposed cycle parking strategy plans. These are a mix of Sheffield stands and wall brackets, and are positioned to serve areas of open space and entrances to apartment blocks. This is acceptable. 34 Sheffield stands are also proposed for the allotments, 4 of which are suitable for cargo bikes.
- 18.11 In conclusion, the proposal provides high quality cycle parking for residents and visitors in accordance with the Design Code and adopted policy and guidance. Some further details are required to ensure the stores are visually well integrated before condition 49 can be discharged in respect of parcel BDW3.

Cycling and Pedestrian Infrastructure

- 18.12 The Orbital Cycle Route runs through the southern part of the site, connecting the route to Windsor Road. The Applicant has confirmed the cycle route has been designed to accord with national guidance document LTN 1/20; being a total width of 4.8 metres (3 metres for cyclists and 1.8 metres for pedestrians). The Orbital Cycle Route provides a key strategic route through the development and connecting wider parts of the city. The proposal provides an appropriate frontage to the Orbital Cycle Route with a threshold in front of the dwellings fronting it, and a separate walking route alongside. The car-free frontage also promotes use of the route by creating direct access from the dwellings and their cycle stores onto the route, and avoids conflict between cyclists and cars.
- 18.13 The Design Code allows for vehicle access across the Orbital Cycle Route, however the proposal removes permanent vehicle access, allowing for maintenance and emergency use only. This improvement is supported.
- 18.14 The cycle route moves through Windsor Road Park before entering Windsor Road. The layout of the Windsor Road Park and the cycle and pedestrian route has evolved through discussions with the Highway Authority and landscape consultee to rationalise the connection between the cycling route and pedestrian footway within BDW3 with the existing layout of Windsor Road. This is supported.
- 18.15 The scheme provides good cycle links onto the Orbital Cycle Route via the secondary street running lengthwise through the site, and from two connections with BDW2 in the south. The design of the Central Park also provide a connection into the Orbital Cycle Route along a desire line for cyclists coming from the northern part of the Central Park.
- 18.16 There are a number of pedestrian routes into the parcel; two connections to the green corridor and BDW5/6 beyond to the north, two entrances from the Central Park frontage and primary road and two accesses into BDW2 in the south. This is supported.
- 18.17 Officers are satisfied that the principles of the Design Code have been evolved to ensure that appropriate provision for cyclists and pedestrians has been made, and that similar aspirations for the site are shared with LTN 1/20 namely that cycle networks and routes should be coherent, direct, safe, comfortable and attractive. This is supported.

Highway Safety

- 18.18 The Primary Street South through Darwin Green 1 runs along the north western boundary of the site along the park frontage. This was approved under the infrastructure reserved matters consent and is outside of the red line of the application site boundary, apart from some areas which were included during the course of the application to allow changes to the

design speed features to be compatible with the proposals. This includes adjustments to the position of raised tables. This is acceptable.

- 18.19 Within the parcel, the Primary Street feeds into a network of Secondary Streets, Tertiary Streets and a Mews Street. This follows the general principles within the Design Code although there have been some significant layout changes as the scheme has evolved. The number of motor vehicle accesses into the parcel has been rationalised compared to the Design Code, with only one Secondary Street accessed from the Central Park frontage. Access to BDW2 in the south remains, providing vehicle access to the southern part of the parcel. Formalising priority to the Orbital Cycle Route in the south corner of the site has prevented motor vehicle access between the north and south of the site which prevents 'rat-running'. This is supported.
- 18.20 The applicant has submitted vehicle tracking diagrams and visibility splays. The Highway Authority has been involved in reviewing the proposals at all stages. Comments made on highway safety grounds have been addressed as part of the amendments. Access over the Orbital Cycle Route for emergency vehicles is proposed with dropped bollards included to prevent other vehicles from using the crossing. This has been objected to by third parties on the grounds that it reduces the cycle priority of this route, and the potential for bollards to fail to operate properly by residents and in particular concerns raised by the Committee of Windsor Road Residents' Association. The transport statement advises this crossing is provided to ensure a fire truck can enter and exit the site and access all houses without reversing. The need for this emergency crossing is justified and acceptable. A condition to secure bollard design and operation is recommended (**condition 26 – bollard design and management**).
- 18.21 An indicative highway adoption plan has been submitted for information. This will be subject to a separate adoption process with the Highway Authority. The indicative proposal is for the Highway Authority to adopt the Primary, Secondary and Tertiary Streets. The Highway Authority will not adopt the ends of two tertiary streets on either side of the allotments, the portions of road either side of the orbital cycle route or the Mews Street in the south east which would be maintained by a management company. The extent of non-adopted roads has been minimised as much as possible. This is acceptable in principle on balance due to the place-making objectives these Mews Streets achieve.
- 18.22 The Refuse Strategy plan shows the refuse vehicle would mainly traverse on adopted roads, however would need to reverse onto one hammerhead of non-adopted highway. Therefore, a condition is recommended for the unadopted streets to be constructed to an adoptable standard to minimise damage caused by refuse vehicles (**condition 2 – Non-adopted roads**).
- 18.23 Conditions are recommended relating to pedestrian visibility splays (**condition 3 – Pedestrian visibility splays**), construction of driveways

and off street parking spaces (**condition 5 – Driveway levels**), and inter-visibility splays for access points (**condition 4 - Inter-visibility splays**).

Access and transport – conclusion

18.24 The scheme has evolved the Design Code to prioritise pedestrian and cycle movements through the parcel, via the site layout, reduction in vehicle accesses to the site, priority to the Orbital Cycle Route, and high-quality cycle parking which has been carefully considered for each dwelling. Motor vehicle access has been rationalised in the process. The proposal is consistent with the outline consent and the established principles within the Design Code and align with CLP 2018 policies 80 and 81. On this basis, the proposals are acceptable with regard to access and transport.

19.0 Environmental Issues

Water Management, Drainage and Flood Risk

19.1 A site-wide Surface Water Drainage Strategy for Darwin Green has been approved under condition 34 of the outline consent. The Design Code sets three key drainage objectives to capture and treat surface water to minimise pollution, harvest rainwater and surface water runoff for reuse and reduce peak flows from the site. The site-wide strategy for Darwin Green incorporates ponds and swales appropriately located within open green areas and alongside roadways to collect controlled run-offs from the various development site parcels. The strategic infrastructure has been approved via the infrastructure reserved matters consent and partially implemented.

19.2 For the detailed proposals, condition 35 of the outline consent requires the submission of a surface water drainage scheme for each reserved matters demonstrating accordance with the approved site-wide Surface Water Drainage Strategy. The applicant has submitted a Drainage Technical Note, Strategy Layouts and Catchment Area Layouts, supported by drainage calculations which were updated during the course of the application. The proposed surface water drainage strategy is based on the approved site-wide Surface Water Drainage Strategy.

19.3 Surface water run-off will be attenuated on site through a range of sustainable urban drainage features and will discharge at controlled rates to the strategic swales and existing network. Sustainable urban drainage features include permeable paving in each driveway and shared access areas, rain gardens, and an urban water rill and surface channel. The open surface water drainage features have been purposely incorporated throughout the site to enrich amenity of open spaces and increase biodiversity.

19.4 The drainage calculations demonstrate that the network has minimal flooding in a 1 in 100-year storm events, including a 40% allowance for

climate change, with any flooding that would occur being contained within the road and below finished floor levels. The updated drainage calculations are supported by the Lead Local Flood Authority, and this advice is supported.

- 19.5 Anglian water has submitted a comment seeking further information about where the site drains to. The Applicant's drainage consultant has advised the site drains into the site-wide strategic drainage network which drains into attenuation ponds in the north-western corner of the Darwin Green One site. The Lead Local Flood Authority has confirmed the scheme will discharge into the wider approved surface water drainage system within the agreed outline permission rates. This is acceptable.
- 19.6 The applicant has submitted ownership and maintenance details. This includes potential adoption of sustainable drainage features and pipework by Cambridge City Council. This is subject to a separate adoption process to be agreed with the local authority. For the avoidance of doubt, this is not agreed as part of the planning application process.
- 19.7 For these reasons, the surface water drainage scheme is supported and condition 35 is recommended to be discharged. A condition is recommended to secure drainage construction details (**condition 16 – Detailed drainage construction details**).
- 19.8 CLP 2018 policy 31 requires flat roofs to be green or brown roofs. The outline consent was granted before this policy was adopted. Therefore, it cannot be lawfully applied to the current reserved matters application. The scheme does not propose green or brown roofs on the flat roofs of the apartment blocks and walk-up blocks, which is regrettable. However, green roofs are proposed to the flat roofs of the cycle stores to the front of dwellings, which is supported. Given the policy situation, this is acceptable.
- 19.9 The Lead Local Flood Authority has recommended an informative on pollution control particularly during construction. This is secured via condition 38 on the outline consent, which requires a scheme for the provision and implementation of pollution control of the water environment to be approved. Control of drainage during construction also forms part of the CEMP and CMP secured via conditions 51 and 52 on the outline consent. However, the recommendation for the informative is supported (**informative 8**).

Sustainable Construction and Design

- 19.10 The applicant has submitted a Sustainability Statement which outlines the energy assessment and the approach towards climate change, low carbon development, renewable energy systems, and the sustainable use of environmental resources. All homes will be fitted with photovoltaic (PV) panels and built to Part L 2021 standards or Future Homes Standards.

Apartments will be dual aspect to enable cross ventilation. The layout provides a network of green spaces and additional greening to reduce heat within the urban areas and reduce the carbon impact of site materials. This is supported.

- 19.11 Condition 27 of the outline consent requires each reserved matters application to demonstrate a 10% reduction in carbon emissions can be achieved using on-site renewable energy. Condition 28 of the outline consent effectively supersedes condition 27 upon adoption of any new policy related to carbon reduction, which has now come into effect following the adoption of the Cambridge Local Plan 2018. Policy 28 requires all new residential development to achieve an on-site reduction in carbon emissions equating to a 19% reduction compared to 2013 Building Regulations Part L.
- 19.12 Condition 29 of the outline consent requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes which was scrapped by the government in 2014. Forthcoming changes to the Building Regulations Part L are incompatible with certification under Code for Sustainable Homes. This is because the technical requirements related to the Code for Sustainable Homes are linked to older versions of the Building Regulations. Therefore, any homes built under the forthcoming 2021 Building Regulations Part L cannot be certified and cannot comply with condition 29.
- 19.13 The new 2021 Building Regulations Part L introduce further reductions in carbon emissions beyond those required by Code for Sustainable Homes Level 4. The new 2021 Building Regulations Part L standards require a 31% improvement on the 2013 Part L standards, representing an improvement in performance from Code Level 4 which only required a 19% improvement. Therefore, any homes built under the new 2021 Building Regulations Part L standards will exceed the requirements of condition 29 in terms of reducing carbon emissions. The application does not propose any houses to be under the 2013 Part L standards which cease to apply to any houses commenced after 15 June 2023, when the 2021 Regulations come into full effect.
- 19.14 The updated Design and Access Statement confirms 180 homes will be built to the Future Homes Standard with Air Source Heat Pumps (ASHP) and PV panels, the remaining 30 homes will be built to Part L 2021 with PV panels and futureproofing measures to enable the installation of ASHP at a future date. This approach to phase out the use of gas boilers in light of the transition to net zero carbon and the implementation of the Future Homes Standard in 2025 is highly welcomed by Officers and supported by the Sustainability Officer as an improvement on the requirements of the outline consent. A condition is recommended to ensure that houses built before the Future Homes Standard are future-proofed for electric heating to allow future homeowners to more easily retrofit electric forms of heating (**condition 12 – Futureproofing for low temperature heating**). This is acceptable.

- 19.15 Information on renewable energy provision and overall carbon reduction has been included within the Energy and Sustainability Statement. The report sets out that all residential units are to be fitted with photovoltaic panels and built to either Part L 2021 or the forthcoming Future Homes Standard. The site roof plan general arrangement drawing shows the indicative layout of these panels. This approach is supported and enables all units to meet (and indeed exceed) the 19% reduction requirement. This is supported.
- 19.16 In terms of condition 29, as the levels of carbon reduction exceed the requirements a condition is recommended to secure assessment of those units against the submitted BDW3 Energy and Sustainability Report (**condition 11 – Carbon Reduction Strategy**). This approach is consistent with the approach taken for the BDW5/6, BDW2 and BDW4 parcels. This is acceptable.
- 19.17 Water efficiency has been reviewed as part of the design process and a Part G compliant specification will be adopted, resulting in the higher standard (lower water use) of 110 litres per person per day. This consists of a maximum of 100.5 litres internal water use and 5 litres external water use. This is supported and meets the targets within the Design Code. Electric vehicle charge points are also proposed as discussed in the Air Quality section below and secured by **condition 10 – Electric Vehicle Infrastructure**. This is supported.

Air Quality

- 19.18 The outline consent was approved under the Cambridge Local Plan 2006 which contained no requirements for electric vehicle (EV) charge points. As a result, there is no condition on the outline consent and no requirement within the approved Design Code for the applicant to provide EV charge points within the development. The provision of EV charge points does not fall within the legal definition of any of the reserved matters to which the assessment is limited for the current application. This legacy situation means that it is not lawful to apply adopted CLP 2018 policy 36.
- 19.19 Notwithstanding this, in response to the Environmental Health consultee's comments the applicant has committed to provide EV charge charging points. The detail of EV charging has not been provided, however the same provision provided under BDW4 is reasonable to secure on this parcel. The provision would be EV charging for each dwelling with an on-plot car parking space, and to provide 50 per cent of spaces within each communal parking area for the apartments and on street parking spaces on private roads with an active EV charge point. Passive provision including installing appropriate ducting and associated infrastructure would be provided to the remaining spaces. The charge points would be a minimum 7 kilowatts. This would be secured through **condition 10 –**

Electric Vehicle Infrastructure. This exceeds the requirements of the outline consent.

- 19.20 In a similar legacy situation, there is no requirement for the applicant to provide low Nitrogen Oxide (NOx) boilers, as this is not required in the outline conditions or within the Design Code, and it does not fall under the legal definition of reserved matters. Nevertheless, the applicant proposes the use of gas efficient condensing boilers for 30 homes and air source heat pumps in 180 homes on the parcel. This is in accordance with current policy in CLP 2018 and is supported by the Environmental Quality and Growth team. This exceeds the requirements of the outline consent and is strongly welcomed.
- 19.21 In addition to this, the applicant has committed to installing measures in the 30 dwellings to be fitted with boilers to facilitate the upgrade of heating systems to efficient electric heating (such as heat pumps) to future-proof the homes. This includes installing appropriate radiators, identifying suitable space for air source heat pumps, and installing appropriate pipework and hot water tanks. This would be secured through **condition 12 – Futureproofing for low temperature heating**. This exceeds the requirements of the outline consent and is strongly welcomed.
- 19.22 Burning of waste at the allotments is discussed under the residential amenity section, and an informative is recommended to require burning at allotments to be controlled in the Allotment Strategy to be submitted to discharge outline condition 20 to mitigate the impacts of burning on air quality (**informative 3 - Allotment management**).
- 19.23 Further measures incorporated into the scheme to promote the use of sustainable transport as described in the Access and Transport section of this report, and the measures to meet carbon reduction and renewable energy targets as covered in the sustainability section of this report, are considered to contribute towards the reduction in emissions and improved air quality for this development.

Construction method

- 19.24 Condition 52 of outline permission requires a construction method statement (CMS) be submitted to demonstrate how the construction of the reserved matters approval accords with the details of construction criteria of the construction environmental management plan (CEMP) approved under outline condition 51. The CMS has not been submitted with the current application and must be submitted for approval prior to commencement of development.

Contaminated Land

- 19.25 Contaminated land is controlled by condition 50 on the outline consent and various site investigation reports have demonstrated that the Darwin Green 1 site is largely free from contamination and that no remedial measures are required. As such this condition has been partially discharged and no further investigation works are required. The condition requires a watching brief to be maintained and an assessment and remediation works should be carried out if unexpected contamination is found. Therefore, parts of condition 50 remain applicable.
- 19.26 A soil management strategy forms part of the CMS required to be submitted for approval under condition 52 of the outline consent prior to commencement of development.

Lighting

- 19.27 Condition 66 on the outline consent requires reserved matters applications to include details of the height, type, position, and angle of glare of any final site lighting / floodlights including light contours. The applicant has submitted details of street lighting and private installations, however the Environmental Quality and Growth team has advised that further information is required in order to make a proper assessment. Therefore, condition 66 is not recommended for approval and a revised submission will need to be made.

20.0 Ecology and Biodiversity

- 20.1 A site-wide Ecological Conservation Management Plan (ECMP) setting out how the development will improve net biodiversity and in accordance with the outline Environmental Statement was approved via the discharge of condition 39 of the outline consent. An Ecological Conservation Management Plan Statement (ECMPS) demonstrating how the detailed proposals accord with the site-wide plan is required to be submitted with any reserved matters to discharge condition 40 of the outline consent.
- 20.2 The applicant has submitted an ECMPS. The ECMPS is based on a walkover survey undertaken in December 2021 to verify and update the ecological baseline and identify the need for addition measure, mitigation and/or further survey work required. The BDW3 site adjoins existing residential development along its south eastern boundary, with the remainder of the site adjoining former agricultural farmland.
- 20.3 The key protected animal species issues within BDW3 relate to the possible presence of badgers and hedge nesting birds. Surveys found no evidence of badger setts within the site itself, however mammal paths along the southern boundary were noted.
- 20.4 Mitigation measures and safeguards recommended in the applicant's submission include all site clearance to take place outside of the bird nesting period and the appointment of an Ecological Clerk of Works to

oversee construction and an initial briefing for site staff and over-seeing relevant works. The Landscape Design Approach statement includes hedgehog holes in all garden fences, which is supported. The Ecology Officer supports the ecological mitigation measures and this is acceptable.

- 20.5 In terms of biodiversity enhancements, the proposals include the installation of 20 swift bricks and 5 enclosed bat boxes built into external walls of new residential buildings on the parcel. This would contribute to the site-wide number of boxes required under the approved outline ECMP. This is supported. The landscape strategy incorporates a focus on native and pollinator species and enhances the biodiversity value of sustainable drainage feature through planting. Log piles, bee posts and bug hotels are also proposed throughout the open spaces. A logger and 5 woodcrete bird next boxes are proposed for the allotments site. The Ecology Officer supports the biodiversity enhancements in accordance with the outline requirements and this is acceptable.
- 20.6 The proposals are acceptable in accordance with the outline consent and accordingly condition 40 is recommended for approval.

21.0 Other Issues

Trees and Hedges

- 21.1 Outline conditions 17 and 18 require the submission of a land survey, tree and hedge survey, and arboricultural implications assessment; and an arboricultural method statement, tree constraints plan and tree protection plan respectively. The applicant has submitted an Arboricultural Method Statement (AMS), Arboricultural Layouts and Tree Protection and Retention Plans covering the BDW4 and BDW3 parcels. Within BDW3 there are a collection of trees in the north east, scattered trees and hedges along the eastern boundary, and in the south east a hedge and one tree close to the boundary. The plan shows removal of two trees as discussed below. For the remaining trees root protection and tree protection areas are proposed, these are compatible with the proposed scheme. There is a retained hedge to the north east which is outside of the site boundary and within the area covered by the infrastructure reserved matters consent. Nonetheless, the plans show protecting fencing around this hedge.
- 21.2 Of the trees to be removed, one is located in BDW2 site (a horse chestnut) which has a canopy partially within BDW3. It is classed in the arboricultural method statement as category U which has been evaluated as in poor condition with tipping and extensive bark damage. The loss of this tree is acceptable. The second tree proposed for removal is on the north east corner of the site (a sycamore), and would be removed to enable a dwelling on plot 209. The Tree Officer has commented that this tree should be categorised as B with moderate quality, not C as the arboricultural report concludes, as the tree is considered to have amenity value. Despite this, the Darwin Green development would deliver

extensive planting of trees, and open space and amenity value that outweighs the loss of this single tree. In particular, the green corridor adjoining the north of BDW3 approved under the infrastructure reserved matters retains a landscape buffer in this area, to be enhanced with added trees and hedging. It is considered that the amenity benefits of Darwin Green development outweigh the loss of this tree. For these reasons, the proposed removal of two trees would be in accordance with Local Plan policy 71. This is acceptable.

- 21.3 The Arboricultural Layouts and Tree Protection and Retention Plans submission initially had indicated removal of the existing hedging to the south of the parcel, bordering BDW2. However, during discussions with the Applicant it was confirmed this was not correct and an updated set of plans was submitted showing this hedge as being retained and protected during construction with fencing. This is acceptable.
- 21.4 The information submitted is acceptable and conditions 17 and 18 are recommended for approval. Conditions are recommended to secure the implementation of the approved tree protection methodology (**Condition 7 – Tree protection methodology implementation**) and replacement tree planting (**condition 8 – Tree replacement**).

Fire safety

- 21.5 Cambridgeshire Fire and Rescue Service has reviewed the scheme and has raised no objection. Access and facilities for the fire service is a matter controlled by Building Regulations. There are no proposed buildings that would be 18m or more, or seven or more storeys and therefore there are no requirements under Planning Gateway One. This is acceptable. Condition 71 of the outline consent requires the submission of a scheme for the provision and the location of fire hydrants to be discharged prior to commencement of development on this parcel. This addresses the comment concerning fire hydrants from the fire service.

Broadband

- 21.6 Condition 15 on the outline consent requires a site-wide strategy for the provision or facilitation of broadband. This condition has been fully discharged and the development shall be carried out in accordance with the approved 'Broadband Provision for Darwin Green' document by Utility Consultant Services dated 20 March 2014. This is in accordance with CLP 2018 policy 42.

Archaeology and Heritage

- 21.7 A programme of archaeological investigation works was secured via condition 67 on the outline consent. A written scheme of investigation was agreed with the County Archaeology team and the investigation works have been carried out. An archive report has been approved and the condition discharged in full. This is acceptable.

Airport Safeguarding

- 21.8 The site falls within two airport safeguarding zone consultative areas around Cambridge Airport for any structure greater than 45 metres and 90 metres above the ground level, and the Defence Infrastructure Organisation has no safeguarding concerns with the heights of the development. The site is also within the birdstrike safeguarding zone, and the flat roofs of some apartments and houses have the potential to attract 'large gull' species which will use the roof spaces for breeding and/or roosting. The Defence Infrastructure Organisation has requested a condition for a Bird Hazard Management Plan providing details of how the flat roof spaces will be managed and mitigated to deter breeding and roosting 'large gull' species from being attracted to these **areas (condition 17 – Bird Hazard Management Plan)**. Subject to this, the proposal does not conflict with CLP 2018 policy 37.

22.0 Third Party Representations

- 22.1 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
Comments on amended scheme	
Plot 209 is proposed too close to the historic field drainage ditch and effectively narrows the green corridor to the north. It will require removal of existing vegetation. Plot 209 should be moved to the south.	The shape and boundary of the green corridor and parcel 3 in this location are consistent with the outline masterplan.
Welcome the changes to units adjacent Windsor Road to remove windows and ensure back to back distances to address overlooking concerns.	N/A
The proposal should provide longer back gardens to the plots adjoining the bungalows on Tavistock Road. The dwellings should move northwest to improve the relationship to existing neighbours.	The relationship with existing properties has been assessed in the amenity of existing residents section, and back to back distances are not considered to substantially impact these properties.
The boundary fence is currently the responsibility of Darwin Green and is barbed wire and chicken wire and should be removed/replaced. Request plans for fencing along the boundary.	The proposed boundary treatment is 1.8 metre high timber fencing.
Construction noise is an ongoing issue.	Construction impacts from other parcels are outside the scope of this

	application. Construction impacts from BDW3 will be assessed in the submission on outline condition 52 Construction Method Statement required to be provided for each parcel prior to commencement of development.
The development should take account of up-to-date data for example the reduced pedestrian capacity of Histon Road since recent highways works. Access to Histon Road at the north of the site and Windsor Road in the south must be provided.	Access and transport are consistent with the outline permission, and are not required to use updated information. Access to Histon Road is outside the site boundary of BDW3 and beyond the scope of this application.
WIRE comments	
There are two points where vehicles may cross the pedestrian and cycle route, request this route be traffic free. If proposed emergency access is justified request detailed design of barriers is considered by committee. Bollards can be removed or can fail.	This is assessed under the highways section of this report.
Request plans and dimensions of the pedestrian/cycle route through Windsor Road Park. How will the design slow cyclists down to ensure safe transition between Windsor Road and BDW3. The arrangements of the park with numerous routes is complex and potentially confusing.	Plans and dimensions have been provided. Squares marked by contrasting paving are placed at locations where pedestrian footways and the Orbital Cycle Path intersect, drawing users attention to the crossing. Cycle paths are in a red material, consistent with cycle paths throughout the city.
Welcome amendments to dwellings adjacent to 100 and 111 Windsor Road. Request conditions to prevent new proposals reintroducing overlooking.	Removal of permitted development rights is discussed in the amenity of existing residents section.
Request LAP is separated from pedestrian and cycle route, and fenced off to secure safety of children from cyclists and dogs.	A LAP is a small play area that is often designed along the edges of pedestrian routes. Details of the LAP are to be submitted through a discharge of outline condition 10.
Rain gardens along pedestrian and cycle route are removed, what are the alternative drainage arrangements?	Drainage is set out in the drainage plan.

Concerned that built form along orbital cycle route is too wide to prevent future motor vehicle access. Request distance between duplexes is no greater than 4.8m and a condition requiring retention of porches.	The distance between the private front boundaries of the properties is 4.8 metres. Further narrowing between elevations of buildings is not supported as it would not allow for active frontages to these properties. This is acceptable.
Object to naming of pedestrian and cycle route as 'Orbital Cycle Route' as it downgrades pedestrian access and is geometrically inaccurate. Suggest 'Radial Pedestrian/Cycleway'.	This is not a planning matter.
Object to pedestrian routes through to mews streets either side of Windsor Road park as there is no natural surveillance and could attract dumping and graffiti.	These pedestrian routes are overlooked by the dwellings and allow greater permeability through these areas.
Request details of how the design ensures safety at points along the Orbital Cycle Route where pedestrians and cyclists meet.	Squares marked by contrasting paving are placed at locations where pedestrian footways and the Orbital Cycle Path intersect, drawing users attention to the crossing. Cycle paths are in a red material, consistent with cycle paths throughout the city.
Request confirmation of delivery of temporary pedestrian/cycleway, and whether there will be separation between pedestrians and cyclists.	The temporary link was secured through the infrastructure reserved matters, and is outside the scope of this application.
Request a condition is added for removal of permitted development rights in line with those approved on the BDW2 site.	Removal of permitted development rights are discussed in the amenity of existing residents section.
Comments on original scheme	
Character, appearance and scale	
The Windsor Road Park is too large and has too many facilities for the quiet residential area at the end of Windsor Road. The sandpits should be removed, lighting installed and planting that will not block surveillance of the area or overhand the space.	The park has been redesigned since these comments were received.
The Windsor Road Park design principle to provide natural	N/A

surveillance by neighbouring properties is supported.	
The width between houses either side of the pedestrian/cycle way at the pocket park could allow future development as a vehicular access. Request an updated sectional plan showing the Anglian Water easement, dwelling, porches and garden at either wide and the pedestrian/cycle way.	The distance between the private front boundaries of the properties is 4.8 metres. Further narrowing between elevations of buildings is not supported as it would not allow for active frontages to these properties. This is acceptable.
The proposed house types and distance from the proposed dwellings to the boundary are not consistent with the bungalow properties of Tavistock Road.	An assessment of amenity is discussed in amenity of existing residents section.
Seek further detail of the proposed fence/border separating existing neighbours and the new development. The old barbed wire fence should be removed prior to new fence construction.	The proposed boundary treatment is 1.8 metre high timber fencing.
Chimneys should be removed if they do not serve a functional purpose as they will require maintenance and are not in line with air quality aspirations.	The house types with chimneys reflect the design of existing houses in the area.
Suggest offer to existing residents to buy land on the boundary could benefit them and create a more integrated parcel edge. Proposed urban park is supported as communal space.	This is not a planning consideration.
Residential amenity impact	
The proportion of social rented housing surrounding the Windsor Road park and adjacent to the existing neighbourhood boundary is 50% and should be reduced to provide balance.	Affordable housing clusters across the site meet policy requirements. The impact of the proposed houses in this area on existing residents has been assessed, and with these houses fully occupied the impact is not considered unacceptable.
The proposed house on plot 209 has been squeezed onto the site, and has overlooking windows. Previous schemes indicated all land behind	An assessment of amenity is set out in the amenity of existing resident's section.

Cavesson Court was to be green corridor.	
The proposed affordable social rent property north of 111 Windsor Road has a first floor window looking directly to 111 Windsor Road. This could be exchanged with the property of the north corner of the development which has a lower roof line.	The duplex adjacent to 111 Windsor Road has no first floor windows, it does have a balcony. An assessment of amenity is set out in the amenity of existing resident's section.
The proposed secure communal bin store faces the patio of 111 Windsor Road. Details regarding collections, management and vermin control are requested.	The amended scheme removed this communal bin store.
The proposed dwelling at plot 193 backs on to 12 Stratfield Close impacting privacy. It was understood from previous consultation that there would be no houses to the rear boundary of Stratfield Close. Seek reduced width plots for 192 and 193 with 3 bedroom dwellings.	Impact on residential amenity is assessed under impact on existing residents. The outline masterplan is indicative and the detailed reserved matters application is not required to retain it.
The plots 189 and 190 are close to 100 Windsor Road and there may still be windows and a balcony overlooking 100 Windsor Road. There is a discrepancy between the design and access statement and the house plans which must be addressed.	Plans and elevations confirm no windows on elevations facing this property.
Is the visitor parking sufficiently close for delivery vehicles to service all properties?	Visitor parking is assessed under Access and Transport and the provision and distribution of parking spaces is considered acceptable.
Suggest relocating windows on plot 194 from rear to side to reduce overlooking on Tavistock Road and increase security of the allotments.	Overlooking is assessed under impact on existing residents.
Construction impacts	
Construction management should be clear and a total length of time given for which disruption is permitted. Consideration to working or studying from home should be taken.	Construction impacts will be assessed in the submission on outline condition 52 Construction Method Statement required to be provided for each parcel prior to commencement of development.

The noise assessment should consider the levels and mitigation of noise impacts during the construction period.	Construction impacts, including noise will be assessed in the submission on outline condition 52 Construction Method Statement required to be provided for each parcel prior to commencement of development.
Highways	
Support the pedestrian/cycleway from the formal square to Windsor Road design emphasising it is for pedestrians and cyclists only, however a physical barrier to motorised traffic such as a bollard or planter should be provided at either end of the route. Features to discourage motorcycles and motor-scooters must be made.	Access has been assessed under the highways section. The Orbital Cycle Way has been designed to LTN 1/20 standards.
There should be no emergency cross-point for motorised traffic from Windsor Road.	Access has been assessed under the highways section.
The cycle corridor behind Cavesson Court linking with Histon Road should be included in this scheme with the housing it will serve. The link should be constructed at the same time as the housing on parcels 3, 5 & 6. The link is currently a haven for wildlife, and requires assessment.	This link is outside the site boundary of BDW3 and beyond the scope of this application.
Bus stops and statement about expected frequency of buses and their routes is sought.	This is outside the scope of this application and these details would be brought forward by the Highways Authority at the later stage.
Two access roads is low for a development of this size.	Vehicle accesses have been assessed under highways and layout sections and are supported by the Local Highway Authority.
Access for pedestrians and cyclists and potentially vehicles from the old squash courts requires changes to the junction with Histon Road to address safety risks.	This is outside the scope of this application.
Seek bus gate on Galton Road to be openable to manage high traffic.	This is outside the scope of this application.

Interaction between existing residents and the parcel, and access to new facilities, is limited due to the small number of access points.	Accesses comply with the outline access parameter plan. The site layout has responded to the opportunities for access that the existing residential layout has allowed, with access into Windsor Road.
Seek lighting on the orbital cycleway.	Outline condition 66 requiring lighting is not recommended for discharge and will be subject to a resubmission.
The 'Orbital cycleway' should be renamed; it is not orbital and is a pedestrian and cycle way. Suggest 'The Sandpath' or 'Sandpath Way' (which refer to Darwin's favourite path for regular daily exercise) or Emma Darwin Way.	This is not a matter within the scope of this planning application.
Require clarification of when the temporary pedestrian cycle way between completed parts of Darwin Green and Windsor Road will be built and for the position of the permanent and temporary pedestrian cycle ways to be set out clearly in the proposed layout parameters overlay – access plan.	The temporary pedestrian and cycle way was secured through the infrastructure reserved matters, and is outside the scope of this application. The permanent cycle way is set out on the Proposed Layout Parameters Access Overlay DR_0142 Rev A
Object to Windsor Road designated as 'high quality cycle route'.	The designation of routes outside the red line is outside the scope of the application. The principle of a cycle connection to Windsor Road has been established through the outline consent.
Impact on trees and hedges	
The existing tree canopy screening of plot 209 will need to be felled or significantly reduced to provide for this property. This is in violation of the local plan tree policy 71.	The removal of the sycamore is assessed under tree section of this report.
Drainage and flooding	
The dwelling on plot 209 and brick wall are parallel to and inches from a historic field drainage ditch which could cause a subsidence risk.	The drainage scheme has been accepted by the Lead Local Flood Authority.

23.0 Planning Balance

- 23.1 The material considerations are limited to the reserved matters of layout, landscaping, appearance and scale. These are assessed in the context of the outline consent and the relevant development plan policies where applicable. The assessment in this report has concluded that the proposals are generally compliant with the outline consent and the established principles within the Design Code. While the site layout has evolved from the Design Code, this has been a result of an extensive pre-application process with officers and consultees, review by the Cambridgeshire Quality Panel, feedback from briefings with the Joint Development Control Committee and amendments submitted during the course of the application. This has been a collaborative process with the applicant and is supported.
- 23.2 The scheme would provide a high-quality environment for future occupants. The site layout has rationalised vehicle accesses to prevent through-roads and reduce traffic and create safer streets, including through the design of streets and surrounding landscaping. The Orbital Cycle Route layout has reduced conflict with motor vehicles and allows space for an adjoining pedestrian route, further prioritising pedestrian and cycling. Additional open spaces have been provided in locations that allow greater permeability through to surrounding areas and exceed the outline requirements. Sustainable transport has been further supported by provision of high quality cycle parking which is at least as convenient as car parking. Streets have been improved by adding play along the way spaces, additional planting and greater open space provision than the outline masterplan.
- 23.3 The proposal would deliver 210 homes including 86 affordable homes, along with open space including allotments and part of the Orbital Cycle Route. In addition, the scheme would achieve benefits over and above the requirements of the outline consent, which should be given weight in the planning balance. This includes a commitment to provide at least 180 homes to Future Homes Standards, with heat pumps and PV panels. The remaining 30 dwellings would also receive PV panels and be future-proofed for electric heating. EV charging points will be secured via condition. The dwellings meet or exceed the Nationally Described Space Standards, have private amenity space, and are dual aspect. A higher proportion of homes would be accessible homes than the outline requires. These benefits are strongly welcomed.
- 23.4 In the planning balance, these benefits of the scheme outweigh the issues discussed in this report of instances of non-compliance with the RECAP SPD on waste collection and the removal of two trees on the boundary of the site.

23.5 Third party comments have been addressed throughout this report. The Applicant has provided a response to the comments on the original submission. The amended proposal made improvements to the impact of existing residents and illustrated acceptable impacts. Concerns regarding the functionality and safety of the Orbital Cycle Route and Windsor Road Park have been addressed through amendments. This area satisfactorily balances the completing needs in this area to the satisfaction of the landscape and Local Highway Authority.

23.6 For these reasons, the proposals are supported by officers, and the recommendation is to approve the application subject to conditions, as per section 24 below. The recommendation includes the respective approval or non-approval of details submitted to discharge outline planning conditions in respect of this parcel. Any details that are not recommended to be fully approved in respect of this parcel will need to be resubmitted in line with the triggers for each specific condition, or as otherwise agreed with the local planning authority. This approach is acceptable to approve outstanding details.

24.0 Recommendation

24.1 **Approve planning permission of reserved matters application reference 21/05434/REM**, subject to:

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

24.2 **Approve / refuse partial discharge of the following outline planning conditions** (planning application reference 07/0003/OUT) in relation to the BDW3 parcel reserved matters **according to the recommendations for each condition set out in the table below:**

Conditions submitted	Recommend	Details approved	Details remaining
Condition 8 Design Code Compliance	Approve	Design and Access Statement Appendix 1	N/A
Condition 10 Youth Facility and Children's Play Provision	Not approve	Proposed Play Strategy - DG1 Site Wide Play Strategy BDW3	Locations of play provision approved on landscape plans. All condition details remain outstanding.

Condition 14 Soft and Hard Landscaping	Approve	Plans, sections, specifications, management and maintenance plan	N/A
Condition 17 Tree and Hedges Protection	Approve	Arborcultural Layout and Tree Plan submitted 17 March 2023	N/A
Condition 18 Tree Protection	Approve	Arborcultural Method Statement Dec 2021	N/A
Condition 22 Allotment Strategy	Not approve	N/A	All condition details remain outstanding
Condition 25 Affordable Housing	Approve	Proposed Tenure Plan DR_0130 Rev A Tenure Schedule Issue B	N/A
Condition 26 Accessible Dwellings	Approve	Plans	N/A
Condition 28 Renewable Energy	Approve	Energy & Sustainability Statement (Vs3) produced by Environmental Economics and dated 18 th October 2021	N/A
Condition 35 Detailed Surface Water Strategy	Approve	Drainage Technical Note 1010.5003/DTN/2 SuDS Management and Maintenance Plan 1010.5003MMS1	N/A
Condition 40 Ecological Conservation Management Plan Statement	Approve	Ecological Conservation Management Plan Statement prepared by Applied Ecology Ltd December 2021	N/A
Condition 49 Secure Parking of Bicycles	Part approve	Proposed Cycle Parking Plans DR_0126 Rev A and DR_0127 Rev A Car and Cycle Parking Numbers received 13 January 2023 Store for apartments shown on Plans and Elevations	Quantum and type approved. Front store plans and elevations required for all house types. Stores in rear gardens plans and elevations required.

Condition 58 Noise Assessment for Future Residents	Approve	Noise assessment prepared by Ardent Consulting Engineers (ACE) dated December 2021 (ref: 2108820-01)	N/A
Condition 62 Domestic and Trade Waste	Part approve	Refuse strategy north DR_0124 Rev B Refuse strategy South DR_0125 Rev B Refuse capacity spreadsheet dated 13 January 2023 Plans and elevations for apartment block storage facilities.	Plans and elevations for on-site storage facilities for waste for all dwellings other than apartment blocks.
Condition 66 Lighting	Not approve	N/A	All condition details remain outstanding
Condition 69 Public Art	Not approve	N/A	All condition details remain outstanding

25.0 Planning Conditions and Informatives

1. Plans Compliance

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

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Highways

2. Non-adopted roads

Non-adopted roads shall be constructed and maintained in accordance with the Housing Estate Road Construction Specification 2018 produced by Cambridgeshire County Council (or its successor document at the time of construction), or in accordance with alternative details that have been submitted to and approved in writing by the local planning authority prior to the commencement of construction of the road to which those details relate.

Reason: To ensure non adopted roads are constructed and maintained to a standard suitable for refuse and maintenance vehicles in the interests of maintaining visual amenity and safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

3. Pedestrian visibility splays

Two pedestrian visibility splays of 2m x 2m shall be provided each side of all motor vehicular accesses where they enter onto the adopted public highway. The splays shall be measured from and along the boundary of the adopted public highway and shall be within the curtilage of property served by the access. The splays shall be free from obstruction exceeding 0.6m above the level of the adopted public highway at all times and shall be maintained for the lifetime of the development.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

4. Inter-visibility splays

Motor vehicle accesses serving more than one dwelling onto the adopted public highway shall be provided with inter-vehicle visibility splays of 2.4m x 25m on each side of the access measured along the edge of the carriageway or shared surface. The splays shall be free from obstruction exceeding 0.6m above the level of the adopted public highway at all times and shall be maintained as such for the lifetime of the development.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

5. Driveway levels

All driveways, parking spaces, pedestrian and cycle accesses and other hard paved exterior elements shall be constructed so that their falls and levels are such that no private water drains across or onto the adopted public highway, and shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

Reason: For the safe and effective operation of the highway (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

6. Parking enforcement on hammer heads

A scheme for parking enforcement on the areas shown on the approved plan Proposed Parking Restrictions 1010.0003.009 Rev A shall be submitted to and approved in writing by the local planning authority prior to implementation of the scheme. The parking enforcement scheme shall be in place prior to commencement of use of those areas for the purposes of waste collection (including for the traverse and turning of refuse collection vehicles) and shall remain in place thereafter.

Reason: To prevent parking within hammer heads which would obstruct turning of refuse collection vehicles (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

Landscape

7. Tree Protection Methodology implementation

The tree protection methodology approved via the discharge of condition 17 and 18 on the outline consent 07/0003/OUT (insofar as it relates to this reserved matters consent) shall be implemented (including supervision as required) throughout the construction of the development hereby permitted until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority via the discharge of condition 20 on the outline consent 07/0003/OUT.

Reason: To ensure that trees to be retained will not be damaged during any construction activity, in the interests of arboricultural amenity (Cambridge Local Plan 2018 policies 55, 59, 71).

8. Tree Replacement

If any tree shown to be retained on the tree protection methodology approved via the discharge of condition 17 and 18 on the outline consent 07/0003/OUT

(insofar as it relates to this reserved matters consent) is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To ensure that remaining arboricultural amenity will be preserved (Cambridge Local Plan 2018 policies 55, 59, 71).

Environmental

9. Plant Noise Insulation

No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation and/or mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation and/or mitigation, as approved, shall be fully installed or implemented prior to first use of the plant, machinery or equipment, and retained as such thereafter.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

10. Electric Vehicle Infrastructure

Prior to commencement of installation of electrical services, a scheme for the provision of dedicated electric vehicle charge points shall be submitted to and approved in writing by the local planning authority. The scheme shall include relevant plan(s) and specifications for electric vehicle charge points, appropriate ducting and associated infrastructure. The scheme shall provide:

- i. The provision of at least one active electric vehicle charge point for each dwelling with on-plot parking, which shall be designed and installed on-plot with a minimum power rating output of 7 kilowatts.
- ii. The provision of active electric vehicle charge points to least 50 per cent of car parking spaces within each area of communal/courtyard and on street parking spaces to private roads provision, which shall be designed and installed with a minimum power rating output of 7 kilowatts.
- iii. Additional passive electric vehicle charge provision of cabling to parking spaces for all remaining communal/courtyard car parking spaces and on street parking spaces to private roads to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.
- iv. The scheme shall enable capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces.

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

The electric vehicle charge point scheme, as approved, shall be installed and functioning prior to the occupation of the dwelling to which they relate and maintained and retained thereafter.

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

11. Carbon Reduction Strategy

The carbon reduction strategy shall be carried out in accordance with the approved Energy and Sustainability Report (Environmental Economics 18.10.2021 Version 3) and submission of details to discharge condition 29 on the outline consent 07/0003/OUT (insofar as it relates to this reserved matters) shall be as follows, or in accordance with alternative details that have been submitted to and approved in writing by the local planning authority:

- i. No dwellings shall be constructed to the Part L Building Regulations 2013 standard; and
- ii. No more than 30 dwellings hereby permitted shall be constructed to the forthcoming Part L Building Regulations 2021 standard. Post-construction assessments demonstrating compliance with the relevant standard shall be submitted to and approved in writing by the local planning authority prior to occupation of the dwelling to which the assessment relates; and
- iii. No less than 180 dwellings hereby permitted shall be constructed to the Future Homes Standard. Post-construction assessments demonstrating compliance with the relevant standard shall be submitted to and approved in writing by the local planning authority prior to occupation of the dwelling to which the assessment relates.

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

12. Futureproofing for low temperature heating

The development hereby permitted shall be constructed to facilitate the upgrade of heating systems to efficient electric heating (such as heat pumps), including the following measures which shall be provided to all dwellings prior to each occupation:

- i. All radiators shall be sized and fitted to be capable of running at a maximum of 45 degrees Celsius flow temperature when switched to a heat pump system.
- ii. An appropriate space shall be identified for an external air source heat pump unit that is acceptable within permitted development requirements for noise, proximity to boundaries and physical size.
- iii. The primary pipework shall be provided between the external unit and the primary heating installations (heating pump and hot water tank) to enable the use of the heat pump system with minimum disruption upon gas boiler removal.
- iv. The hot water tank shall be heat pump ready and sized to enable incorporation of any additional requirements to the heat exchanger area and storage volume.

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

Urban design

13. Design details and materials

No development of any building shall take place above ground level (except for demolition) until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include all external features including, as appropriate, cycle stores, roof tiles, windows, feature window surrounds, brise soleil, doors and entrance canopies, exposed I-beam features, external metal work, rainwater goods, balustrades, balcony panels, soffits, edge junction and coping details. The details should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development. The development shall only be carried out in accordance with the approved details thereafter.

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

14. Brickwork sample panel

No brickwork above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site detailing the choice of brick, bond, coursing, special brick patterning (including 45 degree turned brick, rusticated alternative brick panels, soldier coursing), mortar mix, design and pointing technique, and the details submitted to the local planning

authority in an accompanying schedule, and until the sample panel and schedule have been approved in writing by the local planning authority. The development shall be carried out only in accordance with the approved details thereafter. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

15. Substation buildings

Prior to commencement of development of the substation buildings as shown on Substation Location Plan SK_230316, detailed plans and elevations including a roof plan and a materials schedule shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

Other Environmental

16. Detailed drainage construction details

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

Reason: Reason: To ensure there is no risk of infiltration as a result of known high groundwater levels and that the risk of pollution to the wider catchment is reduced (Cambridge Local Plan 2018 policies 31 and 32).

17. Bird Hazard Management Plan

Prior to commencement of development above ground level of any building with a flat roof (other than a bin or bike store), a Bird Hazard Management Plan shall be submitted to and approved in writing by the local planning authority. The development shall be carried out and maintained thereafter in accordance with the approved details.

Reason: In the interests of airport safeguarding (Cambridge Local Plan 2018 policy 37).

Residential amenity and permitted development rights

18. Removal of permitted development rights (windows)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no windows, doors or openings of any kind (other than those expressly authorised by this permission) shall be constructed above ground floor level in the following elevations: the rear elevation of the dwelling houses(s) on plots 175, 179, 180, 181, 182, 184, 190, 195, 196, 200, 201, 204 and 210; and on the side elevations of plots 012, 013, 036, 037, 176, 179 and 210, without the granting of specific planning permission, unless i) all glazing is obscured meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity, and ii) the openings are fixed shut or have restrictors to ensure that the openings cannot be opened more than 45 degrees beyond the plane of the adjacent wall unless the parts that can be opened are more than 1.7 metres above the floor of the room in which it is installed.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

19. Removal of Class B and C permitted development rights (alterations to roof)

Notwithstanding the provisions of Schedule 2, Part 1, Classes B and C of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no addition or alteration (including for the avoidance of doubt the insertion of roof lights or other openings in the roof slope) to the roof of the dwelling house(s) on plots 175, 179, 180, 181, 182, 184, 190, 195, 196, 200, 201, 204 and 210, without the granting of specific planning permission unless i) all glazing is obscured meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity, and ii) the openings are fixed shut or have restrictors to ensure that the openings cannot be opened more than 45 degrees beyond the plane of the adjacent wall unless the parts that can be opened are more than 1.7 metres above the floor of the room in which it is installed.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

20. Removal of Class A permitted development rights (two storey extensions)

Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no enlargement, improvement or other alteration of the dwelling house(s) consisting of a two-storey rear extension shall be constructed without the granting of specific planning permission.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

21. Opaque and fixed windows for all bathroom and ensuites

Notwithstanding the approved drawings, no dwelling hereby permitted shall be occupied until all windows above ground floor level serving bathrooms and ensuites have been fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity) and have been fixed shut or have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The windows shall be retained as such thereafter.

Reason: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 55, 56 and 57).

22. Curtilages

No dwelling hereby permitted shall be occupied until the curtilage of that dwelling has been fully laid out and finished in accordance with the approved plans. The curtilage shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 55 and 56).

23. Garages

Prior to commencement of development, detailed plans and elevations of the detached garages including a roof plan and a materials schedule shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

24. Removal of permitted development rights for the conversion of garages and car ports

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) the garages and car ports shown on the approved plans shall not be converted to habitable space without the granting of specific planning permission.

Reason: In the interests of protecting space that could be used for parking bicycles and alternative sustainable transport modes (Cambridge Local Plan 2018 policies 57 and 82).

25. Removal of Class H permitted development rights (microwave antennae)

Notwithstanding the provisions of Schedule 2, Part 1, Class H of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no microwave antenna shall be installed, altered or replaced without the granting of specific planning permission.

Reason: In the interests of the visual amenity of the development (Cambridge Local Plan 2018 policies 55, 56 and 57).

26. Bollard design and management

Prior to first occupation on the development hereby permitted, details of the bollards to be positioned to restrict vehicle access on to the Orbital Cycle Way, and the management of those bollards, shall be submitted and approved by the local planning authority. The bollards shall be retained and managed in accordance with the approved details thereafter, or in accordance with alternative details that have been submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

Informatives

1. Discharge of conditions

This decision includes the part-discharge of the following conditions on the outline consent 07/0003/OUT in relation to this reserved matters only:

- 7 – Design Code Compliance
- 14 – Soft and Hard Landscaping
- 17 – Tree and Hedges Protection
- 18 – Tree Protection
- 25 – Affordable Housing
- 26 – Accessible Housing
- 28 – Renewable Energy
- 35 – Detailed Surface Water Strategy
- 40 – Ecological Conservation Management Plan Statement
- 49 – Secure Parking of Bicycles
- 58 – Noise Assessment for Future Residents
- 62 – Domestic and Trade Waste

Additional information is required to be submitted for approval for condition 49 – Secure Parking of Bicycles and 62 – Domestic and Trade Waste in relation to this reserved matters.

2. Remaining outline conditions

The developer's attention is drawn to the conditions attached to outline application 07/0003/OUT that require the submission and approval of details, in particular those that require the approval of details before the development can commence. This includes conditions listed in informative 1 for which details have not been approved through this consent. It is the applicant's responsibility to ensure all conditions have been discharged.

3. Allotment management

Outline condition 22 requires an allotment strategy to be approved by the LPA. The submission of the Allotment Strategy should cover the following matters of allotment management to ensure the allotment does not cause a nuisance to neighbouring properties:

- ☐ burning of waste, bonfires
- ☐ powered gardening equipment
- ☐ keeping of livestock
- ☐ odour from composting and waste storage

4. Plant noise insulation

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

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

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

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

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

parapet, the nearest noise sensitive receiver would be the required assessment location.

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

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

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

5. Air Source Heat Pumps informative

The granting of permission for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level.

In addition, equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactorily to ensure efficient / effective operation and any defects remedied to ensure that the noise levels are maintained as installed and do not increase over time.

In order to be able to consider any application with ASHP/s efficiently and avoid delays whilst further information is requested, the following details should be supplied with any such application;

- All noise predictions should be undertaken using proprietary sound modelling software supplemented by measurements as necessary – individual and cumulative impacts at 1 metre from any window, door opening or any other opening of any habitable room in the façade of any residential property including the nearfield 1m reflective effect of that façade;

- Manufacturers' specifications of any proposed ASHP unit and in particular noise data e.g. Sound power level determined in accordance with BS EN 12102 Part 1 or 2 as appropriate or any equivalent. The test standard / procedure used and under what test operating conditions / cycle / mode. If possible one third octave band frequency sound data should be provided;
- Distance to the closest noise sensitive habitable room of any residential property;

Details of any proposed noise mitigation / attenuation measures to mitigate and reduce to a minimum the noise impact of any air source heat pump e.g., acoustic enclosure design and sound reduction performance.

6. Letterboxes

Letterboxes in doors should be no less than 0.7 metres above the ground level.

7. Section 38 Applications

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

8. Pollution Control

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

Background Papers:

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.

- Application File 07/0003/OUT

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Cambridgeshire Quality Panel

Darwin Green BDW3

24 August 2021

Virtual Meeting

Panel: Robin Nicholson (chair), David Birkbeck, Steve Platt, Kirk Archibald, Ashley Dunseath, John Dales

Local Authority: Charlotte Burton (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

The site, Darwin Green One, is in the north west fringe of the City and to its north is the A14 Cambridge Northern Bypass. In 2013 the outline application for Darwin Green One was approved for a mixed used development comprising up to 1,593 homes, education and retail facilities, informal and formal recreational space and other social and community buildings.

Darwin Green 3 (BDW3) is one of 7 development phases included within the Darwin Green One approval and is entirely residential in nature.

The proposals for BDW3 comprise circa 200 homes with a range of 1 and 2 bed apartments and 2,3 and 4 bed homes, 40% of which will be affordable. The homes will predominately be 2-storey with some 3-storey townhouses and 4-storey marker apartment blocks along the park frontage helping to frame the main access point and urban squares. An allotment space, available for new and existing residents is also provided within the proposals.

Presenting team

Simon Toplis (HTA), Charles Addison (HTA), Nell Hewett (HTA), Asa Chittock (BDW), Alan Davies (BDW)

Cambridgeshire Quality Panel summary

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

It will be critical that the direct link from the south-west corner of the site through to Huntingdon Road is delivered to ensure that the vision for high quality cycle routes throughout Darwin Green is achieved.

It is necessary to ensure that good quality, comfortable and easy access is provided from the secondary streets within the site to achieve good connectivity with the pedestrian/cycle route that will link the northern part of Darwin Green with Histon Road. The Panel thought this was too narrow and recommended that the design of the shared paths should refer to the requirements of Local Transport Note 120.

The link through to Histon Road is crucial to the creation of a sustainable travel pattern within this part of the City and the delivery of the route needs to be secured as early as possible to achieve this successfully. Without this connection residents will be forced to make longer trips to access this part of the city and could be deterred from cycling and walking.

The Panel welcomed the introduction of a separate vehicular access to the plots to the south of the Orbital Cycle Route directly from BDW2 which will avoid the need for vehicle crossings over the cycle route within the parcel.

The qualities of the Orbital Cycle Route from the primary street through to Windsor Road need to be presented more clearly in the plans. It was suggested that the whole of this route is put into a single drawing to describe it better as a linear place feature.

It was confirmed that the Windsor Road link is not proposed to be used for emergency access.

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

There is a distinct lack of permeability through the development, compared with the existing mid-20th century developments to the east around Oxford Road and Windsor Road. So, there is a real danger that the consequence of this will lead to the creation of a gated community at the expense of an integrated and connected community.

Most of the children will attend secondary school at the North Cambridge Academy and therefore most journeys from this parcel and Darwin Green in general will probably use the Windsor Road route. The urban square at the bottom of the site will likely become a location where children will congregate as part of their journey to and from school and therefore further thought is needed around how this space will work in terms of landscaping but also management and maintenance of the space is critical in order to avoid conflict with residents of adjoining properties.

Consideration must be given to all age groups including where teenagers can meet up and not everyone will be able to cycle to Sainsbury's.

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

The almost doubling of meaningful open space within the development since the Panel last considered the project is welcomed.

However, there needs to be a framework that demonstrates how the landscape and public realm throughout the development work together with the buildings and the movement network rather than as a series individually designed spaces.

Although the design principles are fine, the Panel considered that the green and blue objectives about what the development is trying to achieve do not yet come across clearly.

The development will need to achieve meaningful biodiversity net gain and whilst the images are very aspirational, they do not clearly signpost how this objective will be achieved in an affordable way. There was a feeling that the landscape appears over-designed and is trying to achieve too much; the Panel considered that a ‘less is more’ approach should be considered.

The landscape as proposed will require considerable maintenance and this together with issues around the standard and cost associated with adoption must be considered.

The palette of materials for the buildings were clear and easily understood. This clarity needs to be extended to the landscape, especially the hard materials and surfaces.

More detail is needed on the building elevations, the location of meter boxes, rainwater downpipes, bin stores and cycle parking. It was unclear how some of the perimeter blocks in the north-west of the parcel will be finished off in terms of external finishes and boundary treatments. It was recognised that the architecture is still developing but there is a need for long elevations to illustrate these issues.

There are concerns about the constructability and the embodied carbon in all the brick.

The Panel liked the double gabled buildings however questioned whether the valley gutters will be sufficient to cope with more frequent and extreme rainfall events. The Panel raised the question as to whether there could have been an alternative courtyard house typology for the terrace backing onto the houses along Tavistock Road.

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

The Panel was disappointed with the lack of emphasis on Climate and that the scheme has been registered under current building regulations. This will be a lost opportunity to design for the development as zero-carbon enabled and to futureproof the buildings.

There needs to be some articulation in the design to demonstrate how gas will be replaced with electric, space for heat pumps and battery storage, along with a strategy for retrofitting PVs included in the architecture.

There is no mention of how the surface water will be managed. There is a dependence on piping away the rainwater which will have a high embodied carbon impact, rather than getting it into the ground where it lands with swales and rain gardens.

Some of the south and west facing apartments should be modelled for overheating in combination with daylight assessments.

Specific recommendations

The panel appreciated the thorough virtual site visit and presentation. It was noted that the landscape architect was unable to attend and the Chair reiterated that it was important all disciplines are represented at the panel.

Connectivity

- Further thought needs to be given to how cycles and pedestrians from the north of the site (Northern Edge Park) connect with the Transverse Green Corridor, particularly in term of cycle track widths and how they cross over areas of public open space.
- The direct routes to Huntingdon Road and Histon Road are important and the Panel encourages the applicant to continue their work in seeking the delivery of these connections.
- The application should include a drawing showing the full extent of the Orbital Cycle Route within the site and the interface beyond the boundary to demonstrate how the character of the route will respond to different conditions along its length and to show how it responds to peak flows of cycles and pedestrians.
- The shape of the plot and the layout adopted has inherently led to a street network characterised by cul de sacs. This poses an issue for residents and other users

such as delivery vehicles due to the lack of turning places throughout the development. Further thought should be given to improving permeability for vehicles.

Community

- The Panel welcomes and encourages the efforts being made to create connections with the existing communities despite the apparent reluctance from those communities at present.
- Further thought needs to be given to how the route to North Cambridge Academy will work given the demand create by pupils at peak times of the day.

Character

- The Panel was pleased to see the increase in open space, but the application should include a framework within which the landscape and open space sit.
- The landscaping could be a less overdesigned to maximise biodiversity gains within the site and reduce ongoing maintenance.
- The architecture is still in development but will need to provide details of how essential elements such as PVs, heat pumps and battery storage will be integrated as part of the architecture.
- The applicant should give further thought to developing a courtyard typology for the plots of the eastern street and adjacent to the rear of the properties on Tavistock Road.
- The 3-storey walk up apartments work well especially the gable detailing, however there is some concern over the functional effectiveness of the valley gutters given changing weather events.

Climate

- Whilst it was acknowledged that the development is pre-registered under existing regulations there needs to be more work in terms of describing and creating a net zero enabled development to allow it to respond in the future.
- More attention needs to be given to thermal efficiency of the building fabric and the localised areas where overheating may be an issue.

Contact details

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

Author: Colum Fitzsimons

Issue date: August 2021

Background information list and plan

- Applicant's background note
- Main presentation
- Overall Plan

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

BDW3 Masterplan



Appendix 2 – Response to Quality Panel Report

Comment	Applicant's response
Connectivity	
It will be critical that the direct link from the south-west corner of the site through to Huntingdon Road is delivered to ensure that the vision for high quality cycle routes throughout Darwin Green is achieved.	Access from BDW2 is allowed for both applications.
It is necessary to ensure that good quality, comfortable and easy access is provided from the secondary streets within the site to achieve good connectivity with the pedestrian/cycle route that will link the northern part of Darwin Green with Histon Road. The Panel thought this was too narrow and recommended that the design of the shared paths should refer to the requirements of Local Transport Note 120.	Cycle and pedestrian access is provided along the North-East boundary along the green link with the intention of access to Histon Road. Pedestrians and cycles within the street network of BDW3 are able to access this route from both vehicle cul-de-sacs with clear visual continuity of the route, including a pocket park with rain gardens.
The link through to Histon Road is crucial to the creation of a sustainable travel pattern within this part of the City and the delivery of the route needs to be secured as early as possible to achieve this successfully. Without this connection residents will be forced to make longer trips to access this part of the city and could be deterred from cycling and walking.	BDW working with Highways to overcome this issue.
The qualities of the Orbital Cycle Route from the primary street through to Windsor Road need to be presented more clearly in the plans. It was suggested that the whole of this route is put into a single drawing to describe it better as a linear place feature.	Wider connectivity diagram demonstrates all pedestrian/cycle links through the site and how these link with wider infrastructure.
<p><i>Specific Recommendations</i></p> <p>Further thought needs to be given to how cycles and pedestrians from the north of the site (Northern Edge Park) connect with the Transverse Green Corridor, particularly in term of cycle track widths and how they cross over areas of public open space.</p> <ul style="list-style-type: none"> • The direct routes to Huntingdon Road and Histon Road are important and the Panel encourages the applicant to continue their work in seeking the delivery of these connections. • The application should include a drawing showing the full extent of the Orbital Cycle 	<p>Cycle and pedestrian access is provided along the North-East boundary along the green link with the intention of access to Histon Road. Pedestrians and cycles within the street network of BDW3 are able to access this route from both vehicle cul-de-sacs with clear visual continuity of the route, including a pocket park with rain gardens.</p> <p>Wider connectivity diagram demonstrates all</p>

<p>Route within the site and the interface beyond the boundary to demonstrate how the character of the route will respond to different conditions along its length and to show how it responds to peak flows of cycles and pedestrians.</p> <ul style="list-style-type: none"> • The shape of the plot and the layout adopted has inherently led to a street network characterised by cul de sacs. This poses an issue for residents and other users such as delivery vehicles due to the lack of turning places throughout the development. Further thought should be given to improving permeability for vehicles. 	<p>pedestrian/cycle links through the site and how these link with wider infrastructure.</p>
<p>Character</p>	
<p>There is a distinct lack of permeability through the development, compared with the existing mid-20th century developments to the east around Oxford Road and Windsor Road. So, there is a real danger that the consequence of this will lead to the creation of a gated community at the expense of an integrated and connected community.</p>	<p>Cycle and pedestrian access is provided along the North-East boundary along the green link with the intention of access to Histon Road. Pedestrians and cycles within the street network of BDW3 are able to access this route from both vehicle cul-de-sacs with clear visual continuity of the route, including a pocket park with rain gardens. Wider connectivity diagram demonstrates all pedestrian/cycle links through the site and how these link with wider infrastructure.</p>
<p>However, there needs to be a framework that demonstrates how the landscape and public realm throughout the development work together with the buildings and the movement network rather than as a series individually designed spaces.</p>	<p>Noted.</p>
<p>Although the design principles are fine, the Panel considered that the green and blue objectives about what the development is trying to achieve do not yet come across clearly</p>	<p>Rain gardens have been redesigned in response to comments and to respond to adoption requirements. Rural Solutions have included revised areas of rain gardens within the landscape proposals plans</p>
<p>The development will need to achieve meaningful biodiversity net gain and whilst the images are very aspirational, they do not clearly signpost how this objective will be achieved in an affordable way. There was a feeling that the landscape appears over-designed and is trying</p>	<p>The BNG approach has been discussed with CCC and will be in line with the strategy submitted on BDW4.</p>

to achieve too much; the Panel considered that a 'less is more' approach should be considered.	
The landscape as proposed will require considerable maintenance and this together with issues around the standard and cost associated with adoption must be considered.	Rural Solutions have provided a landscape adoption strategy drawing
The palette of materials for the buildings were clear and easily understood. This clarity needs to be extended to the landscape, especially the hard materials and surfaces.	Rural Solutions have provided a hard landscape specification
More detail is needed on the building elevations, the location of meter boxes, rainwater downpipes, bin stores and cycle parking. It was unclear how some of the perimeter blocks in the north-west of the parcel will be finished off in terms of external finishes and boundary treatments. It was recognised that the architecture is still developing but there is a need for long elevations to illustrate these issues.	Meter box locations to be conditioned.
There are concerns about the constructability and the embodied carbon in all the brick.	Specific brick type from Marshalls low embodied carbon concrete brick range to be specified following agreement of test panels on site. Multi-tone colours noted in detailed elevation material legend.
The Panel liked the double gabled buildings however questioned whether the valley gutters will be sufficient to cope with more frequent and extreme rainfall events. The Panel raised the question as to whether there could have been an alternative courtyard house typology for the terrace backing onto the houses along Tavistock Road.	Valley gutters and double gables have now been omitted
<p><i>Specific Recommendations</i></p> <ul style="list-style-type: none"> • The Panel was pleased to see the increase in open space, but the application should include a framework within which the landscape and open space sit. • The landscaping could be a less overdesigned to maximise biodiversity gains within the site and reduce ongoing maintenance. • The architecture is still in development but will need to provide details of how essential elements such as PVs, heat pumps and battery storage will be integrated as part of the architecture. • The applicant should give further thought to developing a courtyard typology for the plots of 	<p>The amended submission pack includes further detail on open space in comparison to the outline masterplan. Landscape strategy has developed to incorporate ecology and BNG strategies as per BDW4. Energy strategy in the Design and Access Statement includes detail on PV and Air Source Heat Pumps in line with the principles established on BDW4 and relevant building regs uplifts reflecting the revised build</p>

<p>the eastern street and adjacent to the rear of the properties on Tavistock Road.</p> <ul style="list-style-type: none"> • The 3-storey walk up apartments work well especially the gable detailing, however there is some concern over the functional effectiveness of the valley gutters given changing weather events. 	<p>programme. Valley gutters and double gables omitted.</p>
<p>Climate</p>	
<p>The Panel was disappointed with the lack of emphasis on Climate and that the scheme has been registered under current building regulations. This will be a lost opportunity to design for the development as zero-carbon enabled and to futureproof the buildings.</p>	<p>The climate approach has been discussed with CCC and will be in line with the strategy submitted on BDW4. The increase in soft landscape from the outline stage will contribute to cooling alongside the urban greening strategy and material specification. Climate and Overheating strategy included in updated Design and Access Statement.</p>
<p>There needs to be some articulation in the design to demonstrate how gas will be replaced with electric, space for heat pumps and battery storage, along with a strategy for retrofitting PVs included in the architecture.</p>	<p>Energy strategy updated in line with BDW4</p>
<p>There is no mention of how the surface water will be managed. There is a dependence on piping away the rainwater which will have a high embodied carbon impact, rather than getting it into the ground where it lands with swales and rain gardens.</p>	<p>Rain gardens have been redesigned in response to comments and to respond to adoption requirements. Rural Solutions to highlight rain gardens within blue infrastructure plans</p>
<p>Some of the south and west facing apartments should be modelled for overheating in combination with daylight assessments.</p>	<p>Overheating to key South/West elevations has been tested and considered.</p>
<p><i>Specific Recommendations</i></p> <ul style="list-style-type: none"> • Whilst it was acknowledged that the development is pre-registered under existing regulations there needs to be more work in terms of describing and creating a net zero enabled development to allow it to respond in the future. • More attention needs to be given to thermal efficiency of the building fabric and the localised areas where overheating may be an issue. 	<p>The climate approach has been discussed with CCC and will be in line with the strategy submitted on BDW4.</p>
<p>Community</p>	

<p>There is a distinct lack of permeability through the development, compared with the existing mid-20th century developments to the east around Oxford Road and Windsor Road. So, there is a real danger that the consequence of this will lead to the creation of a gated community at the expense of an integrated and connected community.</p>	<p>Cycle and pedestrian access is provided along the North-East boundary along the green link with the intention of access to Histon Road. Pedestrians and cycles within the street network of BDW3 are able to access this route from both vehicle cul-de-sacs with clear visual continuity of the route, including a pocket park with rain gardens.</p>
<p>Most of the children will attend secondary school at the North Cambridge Academy and therefore most journeys from this parcel and Darwin Green in general will probably use the Windsor Road route. The urban square at the bottom of the site will likely become a location where children will congregate as part of their journey to and from school and therefore further thought is needed around how this space will work in terms of landscaping but also management and maintenance of the space is critical in order to avoid conflict with residents of adjoining properties.</p>	<p>Space redesigned to improve desire line routes and interface with cycle route</p>
<p>Consideration must be given to all age groups including where teenagers can meet up and not everyone will be able to cycle to Sainsbury's.</p>	<p>Noted</p>
<p><i>Specific Recommendations</i></p> <ul style="list-style-type: none"> • The Panel welcomes and encourages the efforts being made to create connections with the existing communities despite the apparent reluctance from those communities at present. • Further thought needs to be given to how the route to North Cambridge Academy will work given the demand create by pupils at peak times of the day. 	<p>N/A</p>

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Disability Consultative Panel
Tuesday, 25 January 2022

2.00 – 4.00pm
(via MS Teams)

Notes

Attendees

Melanie Jones	Cambridge City Council (interim Chair)
Jeremy Miller	Spinal Injuries Association Representative
Betty Watts	Cambridgeshire Hearing Help
Rosalind Bird	MS Society/Retired Architect
Gary Reed	University of Cambridge Estates
Jane Renfrew	Resident
Katie Roberts	Greater Cambridge Shared Planning (minutes)

Apologies

Mark Taylor, John Taylor

Jeremy Miller was welcomed back following his long period of absence.

Presentation 1: Darwin Green – BDW3

Presenters

Jordan Green, Architect - HTA
Nell Hewett, Architect - HTA
Simon Toplis, Architect – HTA
Emma Havard, Architect - HTA
Harriet Wooler, Senior Planner – Bidwells
Catrin Stephens, Assistant Planner – Bidwells
Matt Jarvis – Rural Solutions

Presentation 2: Darwin Green – BDW4

Presenters

Emma Havard, Architect – HTA
Simon Toplis, Architect – HTA
Harriet Wooler, Senior Planner – Bidwells
Catrin Stephens, Assistant Planner – Bidwells

Following detailed presentations about the proposals for Darwin Green BDW3 and BDW4, the following comments were made by the Panel:

Darwin Green BD3

Panel comments

- A query was made about whether there are wheelchair accessible apartments within the private market, as well as within the affordable housing sector of Darwin Green - BDW3. The presenters replied that, having sought to comply with Policy (5% of affordable houses should be accessible homes) and followed the principles of the previous phases set out in the outline consent, none of the houses within the private market are M4(3) compliant. All of the apartments are M4(2), but some are not step-free (some have stepped access to the front door). Because of the substantial size of some of the homes they could potentially be adapted to incorporate a wheelchair lift and would satisfy corridor widths and manoeuvrability. It was noted that, in order to be as inclusive as possible, no small houses have been designed from the outset. It was also suggested that, because of the evident need for some private market houses to be M4(3) compliant, a discussion would need to take place with Barratt Homes to seek some provision.
- A query was raised regarding the potential difficulty for cars to turn round in some of the streets, which resemble cul de sacs. This site was described as a 'self-contained parcel', but it was noted that there are turning points within each of the streets and assurances were given that, having been reviewed by transport consultants, the roads are sufficiently wide to accommodate all vehicles, including ambulances, fire engines, refuse vehicles and delivery vans.
- In response to a query regarding the provision of visitor parking (for example, for carers), it was explained that the strategy had involved designing streetscapes that would enable visitors to park near properties. There are 51 bays clearly distributed across the parcel, which can be adjusted in terms of their location to meet requirements. With regard to home owners storing cars in garages it was confirmed that the garages are sized according to the design code and afford sufficient circulation space and access to and from the vehicle.
- One of the Panel members queried whether the kerbs are mobility scooter and wheelchair friendly. It was demonstrated that moves have been made to connect green spaces within the plot with the aim of promoting flush access, although there are some areas where there is a dropped crossing and it is necessary to re-mount the pavement.
- In terms of the internal layout of the buildings, sliding (pocket) doors on bathrooms were recommended by the Panel as these can be more easily manoeuvred from a wheelchair and are space saving. The dimensions of the bathroom are outlined in the building regulations as well and, although a bath is indicated on the drawings, the option exists for a shower or wetroom should adaption be needed.
- It was confirmed that there are shops within the local vicinity and a local centre within Darwin Green.

- In response to a query regarding any potential conflict between pedestrians and cyclists it was reported that there is fast cycle lane in place, demarcated with red tarmac, which conforms to the Local Authority standard (the LA has a commitment to connecting wide cycle networks). Some of the southern parcel areas are specifically for pedestrians and will not be used by cyclists. In terms of coming and going from houses, there is sufficient space in front of them to access the key landscape without needing to use the cycle route. There are areas defined as 'events', represented by a subtle but clear change in streetscape, where pedestrians and cyclists come together. In these areas pedestrians and cyclists need to be aware of the greater risk of conflict.
- The Panel's comments concluded with a final query regarding the lack of step-free access to the M4(2) apartments which was seen as disappointing. These comments are to be passed to the client.

Darwin Green BDW4

Panel comments

- In response to a query from one of the Panel members, it was confirmed that the homes in the private sector would not be wheelchair accessible. (The rationale being a larger compliant ground floor WC could not be provided without compromising the other spaces.) The affordable houses are all fully M4(2) compliant however.
- Clarification was sought regarding EV charging provision. The final percentage of how many homes will have charging points on their on-plot parking is yet to be confirmed. In terms of the apartments, it may be necessary to have an undesignated system for parking spaces.
- Commenting on the distance between a parked vehicle and an owner's home it was mentioned that apartments will be serviced by parking courtyards and other owners will be able to park in the rear of their own property. The longest distance will be from the homes that front on to the green edge.
- Commenting favourably on the priority given to walking and cycling, the Panel asked how it would be possible to navigate the parcel areas safely in a wheelchair or on a mobility scooter. It was explained that there would be an orbital cycle route and a different pedestrian route, separated by buffer planting.
- In response to a query as to whether the flats over garages would be cold, it was explained that it had been necessary to meet new building regulations on thermal bridging and the ceiling of the garages has been dropped slightly in order to allow for additional insulation.
- It was explained that there would be no lifts in the buildings, because of the associated high service charge, which would have to be added to the rent. According to the current building regulations, only buildings over 4 storeys high are required to have a lift. It was confirmed that the staircases will be fire proofed.

Conclusion

There is much to applaud regarding these two schemes. The traffic calming and segregation where possible of pedestrians and cyclist movement is welcomed and homes within easy access to green spaces is arguably more relevant now than ever. The Panel would like to stress the need to look beyond policy and percentages, however, and look more closely at where there is market need for accessible homes.

The rationale behind the absence of lift provision within the apartment blocks on BDW4 is understood, although short sighted. As the majority of disabilities are acquired and not from birth, a tenant in a flat who becomes disabled (whether ambulant or wheelchair user) should have the option of being able to continue to live in their home without being denied their independence.

Any Other Business

- The future of the Disability Panel
With the Panel Chair, Mark Taylor, currently on long-term sickness absence and the Panel membership having dwindled significantly over the past 18 months, it has been decided that key decisions will need to be made regarding how Access feedback is provided on Planning schemes in future. It is not envisaged that any Panel meetings will be scheduled over the next 3 months at least.

Appendix 4 – Response to Disability Consultative Panel Report

Comment	Applicant's response
<p>A query was made about whether there are wheelchair accessible apartments within the private market, as well as within the affordable housing sector of Darwin Green - BDW3. The presenters replied that, having sought to comply with Policy (5% of affordable houses should be accessible homes) and followed the principles of the previous phases set out in the outline consent, none of the houses within the private market are M4(3) compliant. All of the apartments are M4(2), but some are not step-free (some have stepped access to the front door). Because of the substantial size of some of the homes they could potentially be adapted to incorporate a wheelchair lift and would satisfy corridor widths and manoeuvrability. It was noted that, in order to be as inclusive as possible, no small houses have been designed from the outset. It was also suggested that, because of the evident need for some private market houses to be M4(3) compliant, a discussion would need to take place with Barratt Homes to seek some provision.</p>	<p>5% of affordable homes are designed as specific wheelchair accessible homes, meeting all requirements of Part M4(3)(2)(b) which would allow for immediate occupation by a wheelchair user. All apartment blocks (all tenures) have been reviewed and amended to include lifts to make all apartments fully M4(2) compliant)</p>
<p>In terms of the internal layout of the buildings, sliding (pocket) doors on bathrooms were recommended by the Panel as these can be more easily manoeuvred from a wheelchair and are space saving. The dimensions of the bathroom are outlined in the building regulations as well and, although a bath is indicated on the drawings, the option exists for a shower or wetroom should adaption be needed.</p>	<p>Noted.</p>
<p>The Panel's comments concluded with a final query regarding the lack of step-free access to the M4(2) apartments which was seen as disappointing. These comments are to be passed to the client.</p>	<p>All apartment blocks (all tenures) have been reviewed and amended to include lifts to make all apartments fully M4(2) compliant</p>

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22/04989/REM – Lots M4 & M5 Eddington Land Between Madingley Road & Huntingdon Road Cambridge Cambridgeshire CB3 0DL

Application details

Committee Date: 05 April 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Castle Ward

Proposal: Reserved Matters approval for appearance, landscaping, layout and scale for 160 dwellings, access roads, cycle and pedestrian routes, cycle and car parking, landscaping, utilities and associated ancillary structures at Lots M4 and M5, North West Cambridge Development following outline planning permission 11/1114/OUT as varied by ref:13/1402/S73.

Applicant: Durkan Latimer Eddington LLP and University of Cambridge

Presenting officer: Guy Wilson

Reason presented to committee: The application is for 100 dwellings or more.

Member site visit date: N/A

Key issues:

1. Compliance with the outline planning permission
2. Layout, scale, massing, and appearance
3. Landscape, and Trees
4. Access, movement, and parking

Recommendation: **Approve** this reserved matters application 22/04989/REM 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.

Part approve details reserved by condition pursuant to outline planning permission 13/1402/S73, in relation to this reserved matters only:

- 1 – Layout, scale, appearance, and landscaping
- 8 – Design code compliance
- 10 – Play provision
- 12 – Arboricultural assessment
- 13 – Tree Protection
- 20 – Distribution of market & keyworker housing
- 23 – Code for Sustainable Homes
- 27 – Detailed surface water drainage strategy
- 35 – Biodiversity survey & assessment
- 43 – Cycle parking details
- 50 – Noise attenuation / insulation
- 51 – Lighting details
- 55 – Waste & recycling details
- 64 – Public art
- 65 – Fire hydrants

Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
4	Environmental Impact Assessment
5	Relevant site history
6	Policy
7	Consultations
8	Third party representations
9	Member representations
10	Planning background
11	Assessment
12	Principle of development
13	Housing provision
14	Design, layout, scale and landscaping
15	Trees
16	Heritage assets
17	Carbon reduction and sustainable design
18	Biodiversity
19	Water management and flood risk
20	Transport, Access, and Parking
21	Residential Amenity
22	Construction and Environmental Impacts
23	Third party representations
26	Other matters
27	Planning balance
29	Recommendation

Table 1 Contents of report

1.0 Executive Summary

- 1.1 The application seeks reserved matters approval for the layout, scale, appearance, and landscaping of 160 dwellings, a secondary street, internal streets, car and cycle parking, landscaping, and associated infrastructure.
- 1.2 The proposed development is considered to be in general compliance with the outline planning permission and parameter plans, as well as the Design Code and other associated site-wide strategies. The proposal does diverge from some of the specific guidance in the Design Code, specifically in relation to storey heights on parts of the site, and in relation to parking typologies and design of the green streets. The approach to the design and layout is however considered justified and is acceptable. Overall, the proposal is considered to represent a high standard of design.
- 1.3 The proposal will provide significant benefits including the provision of 160 open market dwellings in a mix of sizes and types. The dwellings will be accessible meeting the Lifetime Homes Standard, and will support sustainable travel with priority given to pedestrian and cyclists, and secure and convenient cycle parking provided. The dwellings are designed to Code for Sustainable Homes Level 5, exceeding the requirements of Building Regulations Part L, and have also been designed to mitigate the risk of overheating.
- 1.4 Whilst some trees and hedges will be removed as part of the development, valuable trees will be retained and there will be extensive compensatory planting, with the site also delivering a Net Biodiversity Gain. The proposals will mitigate the risk of flooding in accordance with the outline planning permission and manage water sustainably including through the integration of multi-purpose SuDS features such as rain gardens and attenuation basins. The site will also connect to the site-wide non-potable water network, with a design water efficiency of 80 litres per person per day.
- 1.5 Officers recommend that the Joint Development Control Committee approve the application.

2.0 Site Description and Context

- 2.1 Lots M4/M5 form a broadly triangular parcel of land on the eastern side of Eddington. The site is broadly flat, with levels varying from approximately 24m AOD towards the north-eastern corner and approximately 21.5m towards the eastern end of the site. There are a number of vacant and derelict buildings within the western side of the site, alongside a small

copse of largely self-seeded trees as well as some existing hedgerows. The majority of the site is unmanaged grassland/ scrub.

- 2.2 There is an informal path which extends along the north-eastern and north-western side of the site, as well as driveway which exits onto Huntingdon Road at the northern corner of the site.
- 2.3 The north-eastern boundary of the site borders residences along Huntingdon Road. These dwellings are typically in the form of substantial detached 2-2.5 storey dwellings set within generous gardens, with some buildings subdivided into flats. There are various business and commercial uses on the western side of the site, typically 2-storey.
- 2.4 There are open fields to the south of the site, with an avenue of chestnut trees east of the site. There is 2.5 storey office building to the south west of the site, which is proposed to be retained.

3.0 The Proposal

- 3.1 The application is for reserved matters approval for appearance, landscaping, layout, and scale for 160 dwellings together with associated access, parking, and landscaping. As well as the development parcel itself, the application also includes an access road from Eddington Avenue.
- 3.2 A loop road is proposed parallel to the north-east and north-west boundaries of the site, with a north-south link located centrally within the site. A row of 2-3 storey houses is proposed along the north-eastern and north-western boundary of the site; these are largely semi-detached with some terraces. Two courtyard blocks towards the centre of the site, which are typically 3-storey, with the eastern corner block stepping up to 4-storeys. 3 4-storey pavilion blocks are proposed along the southern side of the site, fronting Storey's Field. The existing copse is proposed to be partially retained alongside a play area and other landscape features.
- 3.3 The dwellings are proposed to be in a mix of buff, red, and brown/grey brick types, with grey or bronze coloured windows, and flat roofs.
- 3.4 The application has been amended to address representations and further consultations have been carried out as appropriate.
- 3.5 The application is accompanied by the following supporting reports and key plans:
 - Planning Statement
 - Design Code Compliance Statement / Design & Access Statement
 - Proposed Plans
 - Landscape Statement
 - Landscape Plans
 - Vehicle tracking diagrams
 - Fire Hydrant and Utilities plans

- Transport Note
- Environmental Noise Survey and Acoustic Design Statement
- Sustainability & Energy Statement
- Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan
- Biodiversity Survey and Assessment
- Biodiversity Net Gain Assessment
- Drainage Strategy
- Lighting Design Information

4.0 Environmental Impact Assessment

4.1 Condition 6 of the outline planning application (11/1114/OUT as amended by 13/1402/S73) requires development to be carried out in accordance with the Environmental Statement (ES) which accompanied the outline applications. The ES concluded that subject to appropriate mitigation measures secured by conditions and planning obligations, the development would not have any significant environmental impact. The topics covered within the ES are:

Socio-economic issues
 Landscape and visual issues
 Ecology and nature conservation
 Geological resources (SSSI)
 Archaeology
 Cultural heritage
 Agricultural circumstances
 Traffic and transport
 Noise
 Air quality
 Hydrology, drainage, and flood risk
 Geotechnical issues and contaminated land
 Utilities and services
 Sustainability considerations

4.2 The proposals comply with the parameters agreed through the outline planning permission and do not vary materially from the outline consent. The ES dates from 2012, however it is considered the development is not likely to result in significant effects in relation to environmental issues which haven't have not previously been considered. On this basis it is considered a new or revised Environmental Impact Assessment is not required as part of this reserved matters application.

5.0 Relevant Site History

Reference	Description	Outcome
S/1886/11 & 11/1114/OUT	Proposed development comprising up to 3000 dwellings Up to 2000 student	Granted 22.02.2013

	bedspaces 100000 sq.m. employment floorspace of which: up to 40000 sq.m. commercial floorspace (Class B1(b) and sui generis research uses) and at least 60000 sq.m. academic floorspace (Class D1) up to 5300 sq.m. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2000 sq.m. net floorspace) Senior Living up to 6500sq.m. (Class C2) Community Centre Indoor Sports Provision Police Primary Health Care Primary School Nurseries (Class D1) Hotel (130 rooms) Energy Centre and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd) pedestrian cycle and vehicle routes parking drainage open spaces and earthworks	
S/2036/13/VC & 13/1402/S73	Section 73 applications to vary condition 69 (Drawing Numbers) of S/1886/11 & 11/1114/OUT	Granted 25.11.2013 & 21.11.2013
13/1402/NMA1 & S/1220/18/NM	Non-material amendment to S/2036/13/VC & 13/1402/S73 to amend condition 34 (Site Wide Biodiversity Strategy) to allow changes to the approach to monitoring and the provision of bird nest boxes in place of the originally proposed artificial badger set	Granted 20.04.2018
S/1716/18/NM & 13/1402/NMA2	Non-material amendment to Condition 44 (Parking Management Arrangements) on applications S/2036/13/VC & 13/1402/S73. The Car Park Management Plan has been revised so that the scheme for pay and display parking enforcement can be operated on private land, by a contractor that is a member of the British Parking Association	Granted 08.06.208 & 29.05.2018
S/0227/20/PO	Modification of planning obligations in relation to Keyworker housing allocations	Granted 20.01.2020
S/2036/13/NMA1 & 13/1402/NMA3	Non-material amendment to planning permission S/2036/13/VC & 13/1402/S73 to amend wording of condition 5 (Phasing Plan) of the consent, to read "The development	Granted 17.02.2021

	shall be carried out in accordance with the North West Cambridge Phasing Plan, dated December 2020.", such as to allow an alternative sequence for the delivery of development plots within the scheme	
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- 5.1 Outline planning permission for Eddington was granted in 2013, with joint applications submitted to South Cambridgeshire District Council and Cambridge City Council. The approval was amended the same year with changes to the parameter plans to facilitate an increase in height limits within the local centre.
- 5.2 Reserved matters approval has been granted for a number of development parcels around the local centre, including for residential, student accommodation, commercial, and community uses, alongside supporting infrastructure including streets and open space. This application is the first substantive reserved matters application to be submitted for development on the eastern side of the site.

6.0 Policy

6.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

6.2 North West Cambridge Area Action Plan

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

6.3 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development
Policy 3: Spatial strategy for the location of residential development
Policy 4: The Cambridge Green Belt
Policy 5: Sustainable transport and infrastructure
Policy 8: Setting of the city
Policy 28: 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: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding
Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge
Policy 42: Connecting new developments to digital infrastructure
Policy 45: Affordable housing and dwelling mix
Policy 50: Residential space standards
Policy 51: Accessible homes
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm

Policy 60: Tall buildings and the skyline in Cambridge
Policy 61: Conservation and enhancement of historic environment
Policy 62: Local heritage assets
Policy 68: Open space and recreation provision through new development
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

6.4 Cambridgeshire & Peterborough Mineral & Waste Plan 2021

6.5 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016
Health Impact Assessment SPD – Adopted March 2011
Landscape in New Developments SPD – Adopted March 2010
Open Space SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

7.0 Consultations

7.1 County Highways Development Management –No Objection

7.2 Streets within the development are not proposed to be offered for adoption. A condition is recommended requiring details of the future management and maintenance of streets to be submitted for approval.

7.3 Lead Local Flood Authority –No Objection

7.4 Comments 08.12.2022 – Object to a) use of pumped disposal of surface water – justification and pump modelling is required b) surcharging being shown in the 2 year storm event.

7.5 Comments 25.01.2023 – The LLFA require certainty that the network which will received pumped flows has capacity, and that there is confidence the temporary pump will be removed.

- 7.6 Comments 27.02.2023 – Surface water will be managed through permeable paving, rain gardens, attenuation tanks and basins. Surface water will be temporarily pumped, but this will be decommissioned in the future and the system will connect to the wider gravity network. We no longer object, subject to a condition requiring removal of the temporary pump once the wider surface water network has been delivered.
- 7.7 Environment Agency – No objection**
- 7.8 The Environment Agency have no comments on the application
- 7.9 Urban Design and Conservation Team – Object / No Objection**
- 7.10 Comments 04.01.2023 - The proposals are compliant with the parameter plans for the site. There are some deviations from the Design Code including the green street typology, the use of pavilion blocks, the 4 storey block E and 3 storey house along the development edge. The deviations from the Design Code are considered justified and are accepted.
- 7.11 The overall site layout, massing, and elevation design is supported.
- 7.12 There are concerns/ clarification is needed in relation to a number of detailed design issues including the height/design of some of the houses on the development edge, design of cycle stores and cycle parking, the design of some apartments including those on internal corners and single-aspect units.
- 7.13 Comments 24.02.2023 – The additional drawings demonstrate the scale and massing will not cause any significant harm and no amendments are considered necessary.
- 7.14 Amendments to Block D, the provision of off gauge cycle parking in the Courtyard Blocks, and provision short term cycle parking provision are all acceptable.
- 7.15 Further overheating analysis has been undertaken demonstrating acceptable levels of solar gain.
- 7.16 Concerns remain about the daylighting levels of apartments on the internal corners of Blocks A and E. It is unclear by what margin these units fail to meet the relevant standards. Amendments to layouts of Blocks A and E are recommended.
- 7.17 Comments 21.03.2023 – The revised plans result in all flats achieving acceptable daylighting levels, and do not have a negative impact on the streetscape or architectural quality of the scheme. Substantial changes

would be required to further increase sunlight levels. The revised scheme is considered acceptable.

7.18 Senior Sustainability Officer –No Objection

7.19 Comments 02.01.2023 - The submitted documents set out how the development will be constructed to be well insulated, connect to the district heating network, and include roof-top photovoltaics. The development will achieve Code for Sustainable Homes Level 5. The proposals are supported from a sustainability perspective.

7.20 Comments 01.03.2023 – I have reviewed the submitted overheating analysis. A sample of 38 units, located on the west through to south facades have been assessed. The assessment shows all units to pass, complying with Building Regs Part O. As such the application is supported from a sustainable construction perspective.

7.21 Landscape Officer – No objection but further information required

7.22 Comments 05.01.2023 – The SuDS basin should be relocated away from the RPA of trees in the copse. Play features should be located on the edge of the basin, not within it, to ensure they are usable. Further information and detail is required on a number of areas including the courtyards.

7.23 Comments 28.02.2023 – Details of tree pits are requested where trees are above attenuation crates. Details in relation to play are required to release condition 10 of the outline permission. Details plans sections and planting schedules are required to release outline condition 11.

7.24 Comments 22.03.2023 – Information required under parts b), d), e), and g) of condition 11 remain outstanding. Further information or amendment is also required in relation to the proposed tree planting mix, and in relation to tree sizes.

7.25 Ecology Officer –No Objection

7.26 The surveys works are acceptable and proposals are in accordance with the site wide Biodiversity Strategy. A condition is recommended to secure submission of a Construction Ecological Management Plan.

7.27 Natural England –No Objection

7.28 Natural England have no comments on the application

7.29 Environmental Health –No Objection

- 7.30 Comments 22.12.2022 - Outline planning condition 53 (Construction Method Statement) will need to be discharged prior to commencement. Condition 50 (noise insulation) is satisfied. Some information has been submitted in relation to condition 51 (artificial lighting) although further information is needed to discharge the requirements of this condition. A materials management condition is recommended by the Environmental Health officer.
- 7.31 Comments 08.03.2023 – Further lighting information has been submitted. However, further details are required, including any external lighting to dwellings themselves. As such condition to secure details of external lighting is still recommended.
- 7.32 Police Architectural Liaison Officer –No Objection**
- 7.33 It appears safety and security has been considered in the proposed design. It would be helpful to see details of lighting to private area. Access controls to buildings, cycle stores, gardens etc. should be designed to appropriate guidance. Front doors should not be recessed more than 60cm. Planting should be managed to allow good surveillance through the site.
- 7.34 Fire Authority –No Objection**
- 7.35 Acceptable subject to fire hydrants being secured.
- 7.36 Strategic Housing Officer – No objection**
- 7.37 No comments to make on the proposals.
- 7.38 Conservation – No objection**
- 7.39 The application has been assessed and it is considered that the proposal would not give rise to any heritage harm.
- 7.40 Shared Waste Service – No objection**
- 7.41 The bin set on the eastern junction of the loop road should be moved further from the junction. Bins should not be located next to visitor parking spaces
- 7.42 Access Officer Pre-application Meeting of 26 September 2022**
- 7.43 Support homes meeting Lifetime Homes Standard. Concern about not all flats having lift access.

- 7.44 Concerns about how people with visual impairments will navigate shared spaces.
- 7.45 No units to M4(3) are proposed. Whilst not required by the outline planning permission, this is something we would like to see if possible.
- 7.46 Query about visitor parking and how this will be managed.

7.47 Design Review Panel Meeting of 18 August 2022

- 7.48 Eddington M4&M5 will be an exciting development that benefits from a strong masterplan, sustainable location, climate ambition and the ability to be a very sociable place to live, however, the scheme would benefit from greening up and introducing larger species of trees because of concerns about the amount of hard surface proposed.
- 7.49 Specific recommendations include considering seamless cycle journeys, consider how the site could adapt and respond to changing resident needs, maximise soft landscaping and integration of larger trees, care is needed with detailing including bricks and undercrofts, consider the massing on the southwest corner further.
- 7.50 A copy of the review letter is attached in full at **appendix 1**.

8.0 Third Party Representations

- 8.1 6 representations have been received from the following addresses:

189 Huntingdon Road, Cambridge
Flat 8, 193 Huntingdon Road, Cambridge
191 Huntingdon Road, Cambridge
161 Huntingdon Road, Cambridge
6 Bradrushe Fields, Cambridge
197A Huntingdon Road, Cambridge

- 8.2 The following issues have been raised in the comments received:

- Concern about impact of 3 storey dwellings backing onto Huntingdon Road (overlooking, impact on character)
- Concerns about 4 storey dwellings (Block E) on properties on Huntingdon Road (overlooking, impact on character)
- Buildings should be max 2 storey backing onto Huntingdon Road.
- Not in character with Huntingdon Road properties
- Concern about impact on wildlife
- Lack of solar panels being provided.
- All garden lighting should be directed down to avoid light pollution
- Concerns about the blocky design and heights adding to the scale and massing

- Higher density than indicated in Design Code - which suggested detached properties with pitched roofs.
- Houses bordering Huntingdon Road should be no higher than the existing properties.
- There should be no high level lighting on houses bordering Huntingdon Road
- Every effort should be made to preserve the Chestnut Avenue
- There should be no public access to the rear of gardens of existing properties
- There is considerable seasonal flooding in gardens of existing properties
- The development should include effective surface water drainage
- The road cuts across the Eddington Parkrun course, which would make the event untenable.
- Query over who would be responsible for maintaining the boundary hedge.

8.3 The Council's case management system indicates that comments have been registered from 134 Hinton Way, Great Shelford, however no comments appear to have been received. The occupiers of this dwelling have however commented on another application near to them (22/04303/REM). As such this appear to be an administrative error.

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

9.0 Member Representations

9.1 No comments have been received from members.

10.0 Planning Background

10.1 Outline planning permission (S/1886/11 & 11/1114/OUT) was granted for development of the site in February 2013 for up to 3,000 dwellings (split 50/50 between open market housing and keyworker housing for University Staff), 2,000 student bedspaces, up to 100,000sqm of academic/ research floorspace, 6,500sqm of senior living accommodation, a local centre, open space, and other associated infrastructure. The conditions of this outline permission were subsequently varied under application, S/2036/13/VC & 13/1402/S73, primarily to amend the parameter plans in relation to building heights.

10.2 A number of development lots within the site have received reserved matters approval, including the majority of the central first phase of development and areas of open space.

10.3 Under the outline planning permission, all reserved matters applications are required to be submitted by February 2023, with the exception of applications for academic/ research and student accommodation. As such

this application will be the final residential parcel submitted under the existing outline permissions.

11.0 Assessment

12.0 Principle of Development and compliance with the outline planning permission

Parameter Plans

12.1 The parameter plan requirements relevant to this site are:

- Parameter Plan 2 – Access – The access parameter plan show a secondary street to be provided along the southern boundary of Lots M4 & M5, connecting into Eddington Avenue in the west and continuing east beyond the Horse Chestnut Avenue - **compliant**
- Parameter Plan 3 –Open Land and Landscape Areas –
- The Horse Chestnut Avenue is shown to be retained as a landscape corridor – **compliant**.
- Parameter Plan 4 – Land Use – The site is zoned for residential uses within classes C3 and C4 – **compliant**.
- Parameter Plan 5 – Building Zones – the site is within 3 Building Zones. Blocks A-C, the western courtyard, and western development edge are within zone P, the eastern courtyard block and Block E are in Zone Q, and the north-eastern development edge is within Zone S:

Parameter Plan Zone	Parameter Plan Requirement	M4/M5 Proposals
Building Frontage		
P	4-180m	6.5-52m
Q	4-115m	11-50m
S	4-20m	6.5-10m
Building Depth		
P	4-25m	12-20m
Q	4-25m	9-15m
S	4-25m	10-12m
Building Height		
P	3-15m	8.7m-12.9m
Q	3-15m	8.7-12.9m
S	3-10m	6-8.9m

- As can be seen in the table above, the proposals are **compliant** with Parameter Plan 5
- Parameter Plan 6 – Building heights – The maximum building height permitted across the southern boundary is 38.5m AOD, with a maximum of 36.25m AOD proposed. The maximum

building height on the rest of the site is 34m AOD with a maximum of 33.5m AOD proposed – **compliant**

12.2 On the basis of the above, the proposed development is considered to be compliant with the parameter plans.

12.3 The proposal is also compliant with the approved demolition plan which shows all buildings within Lots M4 and M5 to be removed.

Design Code

12.4 The Design Code for Eddington sets out a detailed set of requirements and guidance ranging from defining character areas, block typologies, to details such as indicative planting mixes. There are a number of areas where the proposals do diverge from the Design Code, with the Design Code permitting non-compliance where this is clearly justified. Compliance with the Design Code is discussed further in the relevant sections below.

Conditions

12.5 There are a number of planning conditions attached to the outline planning permission which set requirements for reserved matters applications. Those relevant to this site are:

Condition	Recommendation
1 – Layout, scale, landscape, and appearance	Approve
8 – Design Code Compliance Statement	Approve
10 – Play provision	Approve
11 – Hard and Soft Landscaping	Not Approve
12 – Arboricultural Survey	Approve
13 – Tree protection	Approve
20 - Distribution of Market & Keyworker Housing	Approve
23 – Code for Sustainable Homes	Part Approve (design stage assessment only)
27 – Detailed Surface Water Drainage Strategy	Approve
35 – Biodiversity Survey & Assessment	Approve
43 – Cycle Parking Details	Approve
50 – Noise Attenuation/ Insulation	Approve
51 – Lighting Scheme	Approve
55 – Waste & Recycling Details	Approve
64 – Public Art	Approve
65 – Fire Hydrants	Approve

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

Green Belt

- 12.7 National policy sets out that most forms of development are inappropriate within the Green Belt, and should only be approved in very special circumstances. Engineering operations and local transport infrastructure are potentially appropriate within the Green Belt provided they preserve its openness and do not conflict with its purposes.
- 12.8 The majority of the site is outside of the Green Belt, however the western part of the access road crosses an area of land which was not removed from the Green Belt with the rest of the site when it was allocated for development, and which is intended to act as a green buffer between Cambridge and Girton. The principle of this route was established through the outline planning permission and it is shown on the approved parameter plans. The access road has been designed to balance functional requirements with limiting the visual impact on this green buffer, including through the use of relatively short (6m) lighting columns and a narrow width to the street. As such the proposals are considered to represent appropriate development in the Green Belt.
- 12.9 On the basis of the above, the principle of development is acceptable and the proposals are considered to be in general compliance with the outline planning permission.

13.0 Housing Provision

Tenure

- 13.1 The outline planning permission for the site allows for 3,000 dwellings, split 50:50 between open market housing, and 'keyworker' housing for employees of the University of Cambridge and associated institutions, in lieu of conventional forms of affordable housing. Provision for housing for older people and 2,000 postgraduate rooms is also made under the outline planning permission.
- 13.2 No 'keyworker' housing is proposed within this parcel. The main requirements of the outline permission in relation to housing mix are set through the outline planning permission and specifically condition 20 which requires details of the distribution of market and 'keyworker' housing to be provided within any residential reserved matters application, and that 'keyworker' housing should be in clusters of up to 25 dwellings, with no corresponding limit specified for market housing. Whilst NWCAAP Policy

NW7 encourages market and 'keyworker' housing to be intermingled, no development proposals within Eddington have been for a mixed tenure, other than a reserved matters scheme on Lot 4 which has since been superseded. On this basis, the development of Lots M4 and M5 for market housing is considered acceptable.

Housing Mix

13.3 Policy NW7 of the NWCAAP sets out that a mix of housing should be provided to achieve a mixed and balanced community.

13.4 The proposed mix is set out in the table below:

	Number of units	Percentage (rounded)
1 bed apartments	43	27%
Studio / 1 bed 1 person	5	3%
1 bed 2 person	38	24%
2 bed apartments	45	28%
2 bed 3 person	1	1%
2 bed 4 person	44	28%
3 bed houses	39	24%
3 bed 5 person	16	10%
3 bed 6 person	23	14%
4 bed houses	33	21%
4 bed 7 person	10	6%
4 bed 8 person	23	14%
Total	160	100%

13.5 As set out in the table above, the development will provide a balanced mix of housing sizes and types, meeting the needs of households such as young professionals, families with children, and older people.

13.6 Officers are satisfied that the proposed development will provide a balanced mix of housing in accordance with the outline planning permission, NWCAAP Policy NW7 and Local Plan Policy 45.

14.0 Design, Layout, Scale and Landscaping

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

Site Layout

- 14.2 The site layout reflects the Parameter Plans and Design code, with the secondary street provided along the southern boundary, and a tertiary loop road providing vehicular access into the site. The proposals build on this by supporting pedestrian and cycling connectivity through the lane at the northern corner of the site, as well as to the Horse Chestnut Avenue. The site layout also seeks to retain the existing copse, and integrate this into the development.
- 14.3 The site layout reflects the block typologies for this part of Eddington as set out in the Design Code. This involves detached, semi-detached and terraced houses along the development edge, with hybrid blocks comprising the two central courts, and pavilion apartment buildings which address the primary site frontage on the southern boundary.
- 14.4 The hierarchy of the site layout is expressed in the individual blocks with more formal and consistent frontages to the pavilion buildings, and greater informality and variation to the layout and design of houses on the development edge. Houses and apartment buildings are designed to address the street, with shallow privacy strips, reflecting the Design Code and relatively urban character to Eddington.
- 14.5 The east-west section of the loop road has been designed to broadly reflect the Design Code, with shallow privacy strips, segregated pedestrian paths, a wide verge for landscaping and servicing, and a relatively narrow carriageway.
- 14.6 Whilst alternative designs for this street have been discussed through the pre-application process, such as a shared street, the proposed design is considered to provide a safe and high-quality environment for pedestrians and cyclists. It has also been designed to meet the functional requirements of refuse vehicles and other vehicles. As such the design of this section of street is considered acceptable.
- 14.7 The western side part of the loop road and the north-south link are proposed to have a different design approach which diverges more from the Design Code. This street design has emerged through the design process, and pre-application discussion with officers, as a means to integrate on-street parking, without it becoming a dominant feature. These streets use an asymmetrical design with a typically 8m wide landscape corridor containing planting, pedestrian paths and SuDS features. Rows of perpendicular parking are then interspersed with planting beds which, as they are located centrally within the street, can accommodate large tree species. A verge and privacy strip of typically 3-4m is proposed on the other side of the street. Overall, it is considered that these streets are well-designed, providing a safe environment for all users and with a distinct landscape led character, and the divergence from the Design Code is considered justified.

- 14.8 The site layout has been subject to extensive pre-application discussion, through which it has evolved significantly, and has been subject to formal consultation with the Urban Design officer, and is considered acceptable.

Scale, massing, and internal building layout

- 14.9 The development is fully compliant with the building height and other limits set out in the approved Parameter Plans. The Design Code envisages that development on the Storey's Field Frontage will be 4 storeys generally, with development in the centre of the site 2/3 storeys generally, and 2 storeys generally at the development edge. As such block A to C and the courtyard blocks are in compliance with this guidance.

- 14.10 Block E, located centrally, rises to 4 storeys. This block is located on the junction of the loop road and secondary street and faces onto an area of open space. The use of a 4 storey building here is considered appropriate to define the junction and manage the transition to the more suburban development edge by providing a clear step down to houses to the north. Although taller, it is not considered that this building will be unduly prominent or be visually obtrusive, with only very limited views through from Huntingdon Road, and properties along it. As such the height and massing of block E is considered acceptable.

- 14.11 Houses along the development edge are a mix of 2 to 3 storey dwellings with flat roofs. Where 3-storey dwellings are proposed these generally step down at the rear to 2-storeys, with dwellings at the eastern end of the site incorporating mansard-type roofs to reduce their perceived massing. This mansard design is similar to houses which have been previously approved along the development edge at Lots M1 and M2 (marketed as Athena/ Knights Park). 3 storey dwellings are also used as semi-detached or link-detached dwellings, with terraces being 2-storey, whilst frontages are also step forward and back along the street to further break up to the massing. As such, it is considered that whilst there is some exceedance of the Design Code guidance on storey heights, houses along the development edge will comply with the design intent of the Design Code for a suburban character to the development edge.

- 14.12 The character of existing development along Huntingdon Road is of very low density, with typically detached housing ranging from 2-3 storeys, with pitched roofs. Houses proposed along the development edge will be set back 20m from the boundary, which combined with the typically rear gardens of 50m or more to existing properties along Huntingdon Road will create a significant separation and as such it is not considered the proposals will significantly affect the character of Huntingdon Road.

- 14.13 A number of elements are used to break up the massing of buildings across the site. This includes using elements which step back or are set

forward, recessed balconies, and changes in brick along terraces and between different sections of buildings. More detailed features such as the use of patterned and recessed brick panels are used to further express the design of the buildings.

- 14.14 With regards to internal layout, all houses will be at least dual aspect, and provide a practical and versatile layout, with most houses having a dedicated study and utility room. The layout of the apartments is also generally well considered, with well-functioning layouts including adequate storage and usable private amenity space in the form of inset balconies and terraces.
- 14.15 All dwellings are designed to Nationally Described Space Standards, including providing dedicated storage. Single-aspect units have been minimised, with 14 units proposed. As discussed further below, all dwellings have been designed to comply with Building Regulations Part O to ensure overheating risk is minimised, and daylighting levels have also been carefully considered. Accessibility has also been considered, with all dwellings designed to Lifetime Homes Standard and are fully compliant with Building Regs M4(2), with the exception of 15 apartments in Blocks F1-3 which don't have lift access.
- 14.16 Following the advice of officers, some units in Block A and E have been redesigned to ensure adequate daylighting levels and improved layouts. Two ground floor apartments in Block D have also been reconfigured on officer advice to provide greater privacy to the bedrooms. Following these amendments, the layout and design of apartment buildings is considered acceptable.
- 14.17 The scale and massing of the development and internal layout of buildings has been subject to discussion at the pre-application stage and formal consultation with the Urban Design officer who, following amendments to the scheme, has no objection. The scale and massing is fully compliant with the Parameter Plans, and areas of divergence from the Design Code are justified and considered acceptable.

Landscaping, and open space

- 14.18 The outline planning permission requires details of landscaping to be submitted as part of any reserved matters application (outline condition 11).
- 14.19 A landscape statement and landscape masterplan have been submitted. Following comments from the landscape officer, additional details have been submitted including a detailed planting plan, tree planting plan, and typical tree pit details.

- 14.20 The landscape strategy seeks to incorporate existing landscape features, namely the copse and existing hedgerows and planting around the edge of the site. Alongside this a range of planting types and landscape features are proposed to be incorporated into the development to add to the distinct character of different parts of the site, as well as provide benefits in relation to biodiversity and water management.
- 14.21 The secondary street on the southern boundary of the site is proposed to be relatively formal, flanked by a 3m verge on either side and avenue of larger trees which will provide shading during summer once established. The two green streets will act as green corridors, connecting the copse into the wider site, and incorporating extensive landscaping including space for larger tree species, as well as including features such as rain gardens. The east-west element of the loop road will be more intimate than the secondary street, with an avenue of trees providing a sense of enclosure, and junctions marked by distinctive trees.
- 14.22 Privacy strips of 1-3m in front of houses and apartments will provide a soft edge to buildings as well as privacy.
- 14.23 Within Eddington, public and communal landscape areas are managed centrally through the University's estate management company, and it is anticipated this will extend to the site. **Condition 7** is proposed to secure details of the future management of landscape.
- 14.24 The proposals have been subject to extensive pre-application discussion and formal consultation with the Council's Landscape Officer, who has advised that the majority of the submitted details are acceptable, although some amendments are required in relation to the proposed tree mix and sizes, alongside some further details. As such it is proposed to withhold approval of outline condition 11 at this stage. Further conditions on hard surfacing details (**condition 6**), landscape management (**condition 7**), and implementation of landscape works (**condition 8**) are also proposed. Subject to this, the landscape proposals are considered acceptable.

Play Facilities

- 14.25 A Youth Facilities & Children's Play Strategy was secured under condition 9 of the outline planning permission. This strategy sets out that a Doorstep Play space indicates the provision of a doorstep play space aimed at 0-5 year olds towards the eastern end of the site.
- 14.26 Play elements are proposed to be integrated into the development. A dedicated play area is proposed, to be located in the copse, rather than at the eastern end of the site. This will move it away from traffic and into a larger landscape area, whilst remaining easily accessible, and as such is considered acceptable. Informal play features are also proposed including a discovery trail along the internal streets, and informal play elements

such as boulders and logs within the copse. A pergola with seating is proposed to provide a meeting point for older children/ teenagers. This is located in an area which is well-overlooked.

- 14.27 Informal play features such as logs and boulders are proposed around the edge of the attenuation basin in the copse, and this has been designed so that they will be usable other than during periods of high rainfall. These features will only be a minor part of the overall play and open space provision within the site, with a range of play features available year round.
- 14.28 Overall, the play features are well-integrated into the landscape strategy, and are not considered likely to have a significantly harmful impact on the amenity of residents. **Condition 13** is proposed to secure the specific details of the design of play features, and other features such as benches proposed as part of the youth and play strategy for the site.

Architectural design

- 14.29 The architectural design of the site takes influence from existing development at Eddington, as well as being influenced by development elsewhere in Cambridge. A 'rigid grid' of projecting beams and columns is used, primarily on the pavilion blocks, alongside an 'asymmetric grid.' The rigid grid also serves to integrate balconies and terraces as an intrinsic element of the building design. These create a clear rhythm, whilst also articulating the facade. This is combined with the use of recessed elements to further break up the massing. The western courtyard block adopts a more consistent façade pattern which references the formality of Cambridge courts. Housing along the development edge is proposed to have greater variation in recesses, heights, and materials. This seeks to create a more informal character, appropriate for the more suburban edge of the development.
- 14.30 Entrances to apartments blocks are proposed to be well defined, with angled walls to highlight the entrance. Undercroft parking is proposed to be well integrated, with openings for ventilation reflecting the pattern of windows above. Brick banding and other detailing is used to further express the design of the buildings.
- 14.31 In terms of materiality, four different brick types are proposed. These include a light buff and warm buff similar to elsewhere in Eddington. A dark grey is proposed, primarily for recessed elements, alongside an orange/red multi brick to add variation. The use of different brick types responds to the character of development along Huntingdon Road, where a range of materials and finishes are used. Windows and metal work are primarily proposed in dark grey, with some bronze elements.

- 14.32 Overall, the approach to architectural design and materiality is supported by officers. The specific brick choices and other detailing are crucial to the success of the scheme in design terms and as such conditions are recommended in relation to submission of material details (**Condition 4**) and brick sample panels (**Condition 5**).

Accessibility

- 14.33 The site has been designed to account for the varied needs of those with disabilities, including those with reduced mobility of visual impairments. Measures include providing direct and level pedestrian routes through the development, which are clearly demarcated and fully segregated from vehicles in higher traffic areas. Streets and 11 accessible parking spaces are proposed across the site, representing approximately 6% of residential parking spaces. Visitor parking bays are also proposed along the secondary street and loop road, providing parking for any visiting medical/care workers.
- 14.34 The site has also been designed to respond to the needs of different groups within the community, such as children and young people, for example through the provision of a wide range of housing types, and integration of seating and play features throughout the landscaping works.
- 14.35 As discussed in the amenity section below, the development has been designed to Lifetime Homes Standard, and that all dwellings will also meet Building Regulations optional standard M4(2), other than 15 apartments within Blocks F1, F2, and F3 which do not have lift access.

Public Art

- 14.36 A Public Art Strategy was secured as part of the outline planning permission, which will deliver a number of commissions across the wider site. This strategy does not envisage any major commissions being delivered within or close to Lots M4 & M5.

Cambridgeshire Quality Panel and Accessibility Review

- 14.37 The proposals were presented to the Cambridgeshire Quality and also presented to the Council's Access Officer prior to submission of the application. The scheme has been updated/ further information provided as part of the formal application submission to respond to the issues raised. A summary of comments and responses is set out in the table below:

Comment	Response
Cambridgeshire Quality Panel	
Consider seamless cycling journeys.	Cycle parking and cycles stores have been designed to be

Comment	Response
	conveniently located with easy access to routes into and out of the development.
Reduce hard surfacing and maximise green spaces.	The scheme will incorporate generous areas of soft landscaping, particularly in the copse, green streets and courtyards.
Consider how the undercroft parking can be made attractive.	Buildings with undercrofts will have active primary frontages, and openings for ventilation are well integrated into the building design, tying in with the window design above.
Develop the tree strategy further with fewer but more mature trees.	Alongside seeking to retain trees within the copse, the street layout and tree strategy seeks to incorporate larger tree species and ensure they have room to grow.
Consider post occupancy evaluations.	Earlier phases of Eddington have informed the design of this parcel, and Officers will continue to work with the University of Cambridge and its development partners when developing the remainder of the site.
Consider how homes might adapt in the future.	Homs have been designed to the Lifetime Homes standard, with almost all meeting M4(2). Efficient energy and water use, on site energy generation, and managing the risk of overheating have all been carefully considered in the scheme design.
Adopt a fabric first approach and consider how this connects with the district heating system.	Homes will be all be designed to have high levels of insulation and air tightness, and will be connected to the district heating system. This is detailed further below.
Ensure PV panels and roof parapets are designed together	PV panels should not be readily efficient, and the use of flat-roofs, with the PV panel layout expected to ensure the panels are efficient.
Bring untidiness into the landscape to enhance biodiversity gain.	The site is proposed to have a landscape network which contains a wide variety of habitats and

Comment	Response
	planting types to promote biodiversity.
The massing to the southern edge, in particular the SW corner, seems the most out of character.	The massing of Block A has been further refined, with more consideration given to how this will be perceived from west.
Use brick colours in a more playful way.	Brick types have been blended, for example where banded brick detailing is proposed.
Make sure the woodland character of the copse is retained	The landscape proposals for this area seek to retain the central copse as a more 'wild' area, with other areas acting as amenity green space.
How the hub (meeting point) will be used needs to develop further	The meeting hub is intended to have a simple and adaptable design for use as an informal meeting point, providing a sheltered area to sit, whilst also being well-overlooked and lit.
Consider where people are likely to stop and sit in designing sunny and shaded areas.	Streets are proposed to include extensive tree planting to provide shade. There are sunny spots to sit around the copse and elsewhere. Eddington also contains a number of large open areas.
Maintenance will be crucial for the success of the scheme	As with the rest of Eddington, communal parts of the scheme are expected to be managed by the Estate Management company.
Accessibility Officer	
Lift access should be provided to all apartments.	Lifts access is proposed to all apartments above ground level in Blocks A-E. Adding lifts to the flats in Blocks F1-F3 would add significantly to the service charge due to the small number of units served.
Could 5% of homes be designed to M4(3)?	The scheme exceeds the requirements of the outline in relation to accessible design.
Accessible parking spaces should be provided in convenient locations.	Accessible parking spaces are now shown located close to building entrances.
How will visitor parking be managed? This is important for anyone who needs care/health visits.	Visitor parking is proposed throughout the site. There is a site-wide strategy for managing visitor parking.

Comment	Response
How people with visual impairments navigate the site needs to be considered.	Pedestrian routes through the site either clearly segregated or in a contrasting colour to vehicular routes. Pedestrian crossings etc. will be level to minimise the risk of trips and falls.

Conclusion on Design

14.38 Overall, the proposed development represents high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with NWCAAP Policies NW2, NW22, NW23; Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59; and the NPPF.

15.0 Trees

15.1 The wider site was subject to a tree survey as part of the original planning application. This did not identify any trees or hedgerows that should be retained within Lots M4/M5, although the Horse Chestnut avenue to the east is to be retained other than where trees are required to be removed for access. The section of the Horse Chestnut avenue nearest Huntingdon Road subject to a Tree Protection Order.

15.2 The application is accompanied by an Arboricultural Impact Assessment which provides an update on the condition of trees and hedgerows within the site.

15.3 There are a number of trees within the western part of the site, including a small copse containing a mix of trees. Whilst the original masterplan did not seek to retain these, the applicant has looked at how some of these trees can be retained and integrated into the development. 16 trees in this area have been selected for retention based on their condition, life expectancy, and relationship to proposed built form.

15.4 Trees and hedges along the boundary of the site are proposed to be retained other than where individual trees or sections of hedging are required to be removed to provide access. Overall 66% of the existing tree stock is proposed to be retained, with no loss of Category A trees and the majority of those identified for removal considered to be of low arboricultural value.

15.5 The loss of trees and hedgerows within the site is proposed to be compensated by extensive tree planting, primarily along streets, as well as within the communal courtyard gardens. A diverse mix of tree species are proposed, including larger trees species to mark key junctions and vistas.

- 15.6 The outline planning permission includes conditions requiring tree protective fencing to be installed (outline condition 14), and details of services near retained trees to be provided (outline condition 15) prior to any works near to retained trees.
- 15.7 Subject to a condition requiring submission of an arboricultural method statement (**Condition 3**) it is considered the arboricultural impact of the development is acceptable in accordance with the outline planning permission, NWCAAP Policy NW2 and Cambridge Local Plan Policies 55 & 71.

16.0 Heritage Assets

- 16.1 Local Plan Policy 62 requires that if a proposal would harm a local heritage asset, a balanced judgement should be made having regard to the scale of any harm and the significance of the heritage asset.
- 16.2 The site is not within a Conservation Area and the development is not likely to materially impact the setting of any Listed Buildings. There are a number of Buildings of Local Interest along Huntingdon Road, including 183 Huntingdon Road which adjoins the site, and the NIAB on the north side of Huntingdon Road.
- 16.3 The Buildings of Local Interest along Huntingdon Road are generally early C20th and derive part of their significance through their suburban context, with a relatively uniform set back from the road and mature planting which establishes a semi-rural character. The proposed development would be at higher density than development along Huntingdon Road, and have a distinct character of its own. The proposed dwellings would however be set back over 100m from Huntingdon Road with limited views through. As a consequence it is not considered that the development is likely to materially detract from the setting of any of these heritage assets.
- 16.4 The wider site was subject to an archaeological assessment as part of the outline planning permission, and no further archaeological works are required at this stage.
- 16.5 The proposals have been reviewed by the Council's heritage officers, who have advised the proposals will not harm any heritage assets.
- 16.6 The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the NPPF and Cambridge Local Plan Policy 62.

17.0 Carbon Reduction and Sustainable Design

- 17.1 The outline application requires that all houses are built to Code for Sustainable Homes Level 5. A key component of this is a requirement to achieve an operational carbon emission reduction of 100% compared to

Building Regulations Part L 2012, and water use of 80l per person per day. The Code for Sustainable Homes has been withdrawn however it remains applicable to this site.

- 17.2 A number of site-wide sustainability measures are included in the outline planning application including a district heating system, non-potable water network, and a range of sustainable transport measures.
- 17.3 An Energy and Sustainability Strategy has been submitted, together with a Code for Sustainable Homes pre-assessment. This indicates that the development should meet the points required to achieve Level 5, with an operational carbon emission reduction of 102.45%. This is proposed to be achieved through improved insulation and air tightness (beyond the requirements of Part L 2021), heat provided by the district heating network, and installation of 291kWp of solar photovoltaics across the site.
- 17.4 The proposed development has been designed to minimise the risk of overheating including through the site layout and design of dwellings, including seeking to minimise single aspect units, and using low g-value glazing. Overheating assessments have also been undertaken, included detailed modelling using CIBSE TM59 for a sample of 38 apartments, including those apartments with highest exposure to the sun. This assessment shows that all houses and apartments will comply with Building Regulations Part O, with a low overheating risk.
- 17.5 The application has been subject to pre-application discussion and formal consultation with the Council's Sustainability Officer who raises no objection to the proposal.
- 17.6 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with NWCAAP Policies NW2 & NW24, Cambridge Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

18.0 Biodiversity

- 18.1 The site wide biodiversity strategy is secured under condition 34 of the outline planning permission. This sets out the principles for retained habitats and mitigation measures during construction, alongside a number of mitigation and enhancement measures. The primary enhancement measures are proposed within the western parkland, alongside general measures such as the installation of bird nesting features to at least 25% of buildings.
- 18.2 A Biodiversity Survey and Assessment has been submitted in support of the application. This identifies that one of the existing buildings within the site is used as a roost by a single bat. Bat roosts are proposed to be

created elsewhere within the wider development and 4 integrated bat boxes are proposed.

- 18.3 A number of other species including common toads, hedgehogs, and birds are likely to use the site. A Construction Ecological Management Plan (CEMP), tree protection measures, 'hedgehog highways,' and 96 bird boxes are proposed to mitigate any impact on existing species and to enhance biodiversity.
- 18.4 The submitted assessment includes a Biodiversity Net Gain assessment which sets out that a measurable net gain (a 0.78% increase in habitat units, and 16.61% increase in hedgerow units) is expected to be delivered within the site.
- 18.5 It should be noted that the outline planning permission and site wide biodiversity strategy do not require a biodiversity net gain to be delivered, and that the greatest opportunities for biodiversity improvements across the wider site are likely to be in strategic landscape areas. As such the biodiversity net gain proposed to be delivered on site is supported.
- 18.6 In consultation with the Council's Nature Conservation Officer, subject to **condition 2** to secure a CEMP, officers are satisfied that the ecological impact of the development would be acceptable and would achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with the outline planning permission and policies 57, 69 and 70 of the Cambridge Local Plan (2018).

19.0 Water Management and Flood Risk

- 19.1 The site is in flood zone 1 where there is a low risk of flooding from rivers. Environment Agency mapping also indicates that the site is generally at a low risk of surface water flooding, although land to the east on the other side of the Horse Chestnut avenue is shown to have a higher risk of surface water flooding.

Drainage

- 19.2 A site-wide drainage-strategy was secured as part of the outline planning application. This sets out how surface water will be captured through a range of drainage features within individual development parcels, then conveyed by gravity at an attenuated rate through a series of swales and pipes to the lakes in the western parkland, where it will be used to feed the non-potable water system. The site-wide surface water drainage system is designed to accommodate flows from 1 in 100 year storm with a 30% allowance for climate change, and to control the volume of water discharged into the Washpit Brook to reduce the risk of flooding downstream. Whilst the site wide network has been designed so that it could be adopted by Anglian Water in the future, the University of

Cambridge intends to retain management and maintenance responsibilities as part of its wider management of streets, open space, and infrastructure within the development.

- 19.3 A foul water drainage strategy has also been secured under the outline planning permission. This sets out how the site will use a partly gravity drained system, with 4no. pumped rising mains used to discharge to the public foul sewer network.
- 19.4 The application has submitted a drainage report. This sets out how the site has been designed in accordance with the site-wide strategy, with a series of drainage features including swales, basins, and attenuation tanks incorporated into the site design. Exceedance testing has also been undertaken to demonstrate that in an exceptional storm event beyond the capacity of the system, or in the event of a blockage, flows will be directed into streets and landscape areas and away from properties.
- 19.5 The site-wide drainage strategy would see both surface and foul flows from this parcel flow east initially. However, as this parcel is proposed to come forward ahead of other development in the eastern part of Eddington a temporary pumping station will be required to direct flows west, connecting into the existing site network near Eddington Avenue. The applicant has submitted information to demonstrate that there is sufficient capacity in this part of the system to accept flows. They have also demonstrated that on-site attenuation can accommodate flows in event of a pump failure, with the pumps designed to operate with active and standby pumps to reduce the risk of failure.
- 19.6 The Lead Local Flood Authority initially objected to the proposals on the basis of the use of the temporary pumping, and also the risk of surcharging. The applicant has provided clarification in relation to the risk of surcharging, and also in relation to the long-term resolution to drainage. Following this clarification, Local Lead Flood Authority has advised that they have no objection the proposed surface water drainage arrangements, subject to a condition requiring removal of the temporary pumping station once the wider surface water drainage network has been constructed (**Condition 12**).

Water supply

- 19.7 The outline planning permission also secured strategies for the supply of water under outline condition 29. This sets out how the design requirement under Code for Sustainable Homes Level 5 of potable water use of 80l/p/d will be achieved through the recycling of surface water and installation of efficient fittings and appliances.

- 19.8 Information submitted within the application sets out how the development will be connected to the non-potable water network and dwellings will be fitted with water efficiency measures such as flow restrictors.
- 19.9 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with NWCAAP Policies NW25, NW26, & NW27, Cambridge Local Plan policies 31 and 32, and the NPPF.

20.0 Transport, Access, and Parking

Site Access

- 20.1 The impact of the development on highway network was considered through the outline planning application, which secured the delivery of/ contributions towards a number of strategic transport projects including improved cycling and walking links. The density and mix of housing proposed on Lots M4/M5 is broadly in accordance with the original masterplan and is not considered likely to result in any additional impact on the local highway network.
- 20.2 There is currently a driveway access to the site from Huntingdon Road, next to the Premier Inn. Vehicular access to the site is proposed via a secondary street which will link into Eddington Avenue to the west. This street is intended to continue east in future phases and link to the southern end of Eddington Avenue via Garrod Street. This is in accordance with the outline planning permission.
- 20.3 The secondary street has been designed to accord with the Design Code with regular raised tables and pedestrian crossings to encourage low vehicle speeds. The secondary street includes a pinch point at the western corner of the site, where the University of Cambridge only controls a relatively narrow strip of land. This section of street has been designed to include a continuous footpath for pedestrians which, following amendment of the application, will be in a contrasting colour to the carriageway to provide a clear and safe route for pedestrians. The carriageway narrows to a single lane at this point, with vehicle activated illuminated signs and road markings to highlight this to drivers and indicate they need to proceed with caution. Given the likely volumes of traffic using this street, it is unlikely the section of single carriageway will result in excessive waiting times. A pedestrian priority crossing is proposed where the access road crosses an existing footpath. The design of this section of street is considered to be acceptable, providing safe access and prioritising the needs of pedestrians.
- 20.4 The existing driveway access to Huntingdon Road at the northern end of the site is proposed to be retained as a pedestrian/ cyclist only access,

and pedestrian and cyclists will also be able to use the Horse Chestnut Avenue.

20.5 Internal Streets

20.6 Internal streets within the site form a two-way loop which runs parallel to the northeast and northwest boundaries of the site. The site is also bisected by a north-south street, which has been designed to not provide through access for vehicles.

20.7 The general arrangement of streets is considered acceptable, and reflects the Design Code which indicates a tertiary street where the loop road is proposed, together with a service street within the site.

20.8 The design of the eastern part of the loop road broadly reflects the suggested design for tertiary streets as set out in the Design Code with a 5m carriageway and verges for landscape and servicing, pedestrian footpaths, and shallow privacy strips on both sides. Whilst at approximately 200m this section of street is relatively long, the narrow carriageway width, sense of enclosure created by the tree lined verges and changes in surfacing material will serve to create a low-speed environment.

20.9 The design of the green streets is discussed above. These routes also provided segregated pedestrian paths, and have also been designed to be safe for all uses, including through the central green street not having through access for cars, and the western green street using a curved section and strategic planting to encourage low vehicle speeds.

20.10 Overall, the streets in the development are considered to prioritise the needs of pedestrians and cyclists and support low vehicle speeds and create a safe environment for all users without being overengineered. A condition is recommended (**Condition 9**) to secure details of the future management and maintenance of streets to ensure they are maintained to a high standard.

Cycle Parking

20.11 The Design Code sets out that parking should be secure and conveniently located and be in accordance with the NWCAAP cycle parking standards of 1 space per bedroom for dwellings up to 3 bedrooms, 3 spaces per dwelling for 4-bed units, alongside unspecified visitor parking provision.

20.12 A total of 396 cycle parking spaces are proposed across the site for residents, a ratio of 1.04 spaces per bedroom, in compliance with the NWCAAP standard. These are all proposed to be provided as Sheffield standards within communal cycle stores or as spaces within garages.

Cycle parking for the pavilion blocks and houses with garages is considered to be secure, adequately sized, and conveniently located.

- 20.13 Houses without garages in courtyard blocks are proposed to use the communal cycle stores rather than have dedicated on-plot cycle parking. This has been subject to discussion with officers during the pre-application process and is intended to help foster a sense of community within the courtyard blocks, as well as providing convenient access from the street. Providing individual cycle stores to the front of dwellings has been considered but would require the loss of internal floorspace or a reduction in the effective street width, resulting in less space for landscape works. On this basis, the use of communal stores is considered acceptable. The application has also been amended to include a further 20 spaces outside these individual houses for use by residents and visitors, intended as short-stay cycle parking as an alternative to the cycle stores.
- 20.14 The application as submitted did not include any dedicated parking for cargo bikes or handcycles, although these can be accommodated within garages where available. In response to officer comments, the application has been amended to provide 12 oversized cycle spaces, within the communal cycle stores proposed for the courtyard blocks. Following this amendment, the amount and form of provision for oversized cycles is considered acceptable.
- 20.15 In addition to cycle parking for residents, Sheffield stands providing 58 visitor parking spaces are also proposed across the site. These are all in locations which are well-overlooked. The overall level of visitor cycle parking is supported.

Car parking

- 20.16 Condition 40 of the outline planning permission requires that car parking is provided in accordance with the standards in the NWCAAP, which sets a maximum parking level of 1 space for dwellings up to 2 bedrooms, and up to 2 spaces for dwellings with 3 or more bedrooms. The standards also recommend visitor parking provision of 1 space for every 4 dwellings, and for 5% of spaces to be accessible. The NWCAAP permits lower levels of parking provision where reduced car use can be controlled.
- 20.17 A car-club strategy was secured under condition 42 of the outline planning permission, with a number of car club spaces provided within the local centre. 2 further car club spaces are proposed the eastern side of Eddington, and it is anticipated these will be provided in future phases. There are also car club spaces nearby including at Darwin Green.
- 20.18 A total of 188 parking spaces for residents are proposed, against a maximum of 231 under the NWCAAP standard, with 11 accessible parking

spaces proposed against a requirement of 10. 14 visitor parking spaces are proposed, which is below the NWCAAP standard.

- 20.19 The overall level of car parking proposed will be below the maximum standards. Given the availability of cycle parking for residents and visitors as set out above; access to public transport, walking and cycling networks; and access to a range of everyday services in close proximity to the site, the level of parking is considered to be sufficient to serve the development, being unlikely to result in parking being displaced to surrounding streets, and as such is considered acceptable.
- 20.20 There is an established parking management scheme in place at Eddington, which forms part of the transport strategy developed through the outline planning permission, with on-street parking managed by the University's estate management company. **Condition 9** will secure details of parking management.
- 20.21 A range of parking typologies are proposed. This is broadly in accordance with the Design Code, other than with respect to parking within the green streets and the parking court within the eastern courtyard block.
- 20.22 As set out in the design section above, different options for integrating parking have been considered through the scheme development, including basement parking. Constructing a basement for parking would add significantly to the costs of the development, and have a significant environmental impact. Experience from elsewhere on Eddington also suggests relatively low parking demand, with existing basements underutilised, and lacking adaptability compared to surface parking which could be repurposed if no longer needed. The parking within green streets is considered well integrated so that parking will not be a dominant feature, and the proposed courtyard is also considered well screened. The design and amount of car parking across the site is considered acceptable.
- 20.23 Electric vehicle charging is proposed at a ratio of 1 charger per dwelling.
- 20.24 It is considered the proposals are designed to support the use of sustainable modes of travel, with adequate provision of car and cycle parking, and are consistent with the outline planning permission, Local Plan Policies 80, 81 and 82 and NWCAAP Policies NW11, NW17, and NW18.

21.0 Residential Amenity

Neighbour Amenity

- 21.1 The site Design Code requires provision of a 20m buffer between the boundary of neighbouring properties and buildings within the development along the development edge.

- 21.2 A number of comments have been received from neighbours raising concerns about the impact of the development on residential amenity, particularly in relation to the loss of privacy as a consequence of 3 storey dwellings proposed along the development edge.
- 21.3 The proposed application will comply with the 20m buffer requirement. Properties along Huntingdon Road have generous gardens, resulting in a minimum back to back distance of at least 58m. Some neighbours have outbuildings close to the boundary, but these do not overlook the site. The site boundary is generally defined by established hedging and mature trees which further limit the potential for overlooking. The existing hedgerows are proposed to be reinforced by supplemental hedgerow planting along the site boundary.
- 21.4 Given the distance to existing dwellings and proposed 20m garden length, and taking into account site topography and existing and proposed planting, it is considered that the proposals will not result in a harmful loss of privacy or unacceptable level of overlooking or overshadowing to existing dwellings or their gardens. It is also considered that the proposed development will not appear dominant or overbearing when viewed from neighbouring properties.

Future Occupants

- 21.5 Houses along the northeast development edge are all proposed to have 20m long gardens at a minimum. Gardens along the northwest development edge are small, the shortest being approximately 9m, although these gardens will not experience any significant overlooking from neighbouring buildings. There is a commercial building adjacent to the western edge of the site, however the nearest dwellings are proposed to be perpendicular to this building with no facing windows.
- 21.6 A reasonable separation distance is proposed between the pavilion apartment and courtyard blocks, of at least 18 metres between facing elevations, with most apartments having a second aspect with greater separation distances or outlook over open space. Where single-aspect apartments these also have greater separation distances to overlooking windows, of at least 30m. This is considered acceptable.
- 21.7 The two courtyards have been designed to provide a separation distance between facing elevations, with the narrowest distance being approximately 18m at the eastern end of the east court, and the narrowest point in the west court being 27m. Individual gardens will provide a privacy buffer to houses at ground level from the communal garden.
- 21.8 Ground floor apartments are proposed to be set back behind privacy strips in order to afford privacy to future residents.

- 21.9 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (NDSS).
- 21.10 The gross internal floor space measurements for units in this application are shown on the submitted plans. These show that the development has been designed to accord with the NDSS, including for built-in storage, which is supported.
- 21.11 Following discussions with officers, the applicant has undertaken analysis of daylighting levels to apartments on the internal corners of Block A and B, as these units face north-westerly. Under the plans as initially submitted, these units are shown to achieve below BRE guidance for daylighting levels. The design of these block has been amended to essentially elongate these units to provide greater daylighting exposure. The applicant has submitted analysis to show that these amended units achieve acceptable levels of daylighting against BRE guidance using Spatial Daylight Autonomy methodology. Following these amendments, the development is considered to provide a good standard of amenity for future occupiers.

Garden Sizes

- 21.12 Houses along the development edge will benefit from private gardens, the smallest along the northwest edge being 60sqm, and the smallest along the northeast edge being over 150sqm. Houses around courtyards will have a private amenity space of at least 20sqm, as well as private balconies/terraces and use of the communal gardens.
- 21.13 All apartments are proposed to have a private balcony/terrace which would typically vary between 3-6sqm. Top floor apartments on blocks A-D will benefit from larger terraces.
- 21.14 The provision of gardens and balconies/ terraces is considered acceptable, providing a reasonable level of amenity for each form of dwelling, taking into account the provision of the two communal courtyards and public open space within the site and wider development.

Accessible design

- 21.15 Condition 22 of the outline planning permission requires at least 50% of dwellings to be built to Lifetime Homes standard. All dwellings are proposed to be built to Lifetime Homes Standard. Whilst not a requirement of the outline planning permission, Local Plan Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible and adaptable

dwellings. All dwellings have been designed to meet this standard. The only area of non-compliance is that no lift access is proposed to apartments in Blocks F1-F3 (affecting 15 apartments in total). The developer considers it is not viable to provide lift access to these flats, given the small number of flats served, and that providing lift access would add significantly to the service charge for these units. Given this affects a small number of flats, and they are otherwise compliant with M4(2), as well as Lifetime Homes, this is considered acceptable.

- 21.16 Overall, the dwellings are considered to comply with the outline planning permission and provide an acceptable level of privacy and amenity to future residents, and have been designed to accommodate the needs of different groups including people with disabilities and families with children in accordance NWCAAP Policy NW2 and Local Plan 2018 Policies 50, 51, 55, 56, and 57.

22.0 Construction and Environmental Impacts

- 22.1 A site wide Construction Environmental Management Plan (CEMP) was agreed under Condition 52 of the outline planning application to address the environmental impacts of the construction phase, including in relation to noise, dust, and other potential pollution. Amongst other things, this sets out the approved construction working hours, dust suppression methods, and framework for liaison with local residents.
- 22.2 Condition 53 requires submission of a site-specific construction method statement to demonstrate compliance with the site-wide CEMP. A construction method statement has not been submitted as part of this reserved matters application, but will need to be submitted and approved prior to commencement.

Pollution and contamination

- 22.3 The potential for contamination to be present within the site has been considered through the outline planning application. The majority of Lots M4/M5 are undeveloped, however there is potential for contamination to be present associated with the existing buildings which are to be demolished.
- 22.4 Outline planning condition 49 requires that a contaminated land assessment is submitted for approval prior to commencement of development. The Environmental Health team have requested imposition of a standard Materials Management Condition which is proposed as **condition 11**.
- 22.5 Conditions 31 and 32 of the outline planning permission respectively control the infiltration of water and piling in order to ensure the protection of groundwater resources.

Noise

- 22.6 A noise assessment was undertaken in support of the outline planning application. This identified noise from the M11 in particular, as well as from the A14, Huntingdon Road, and internal site roads as likely to be the most significant sources of noise within the site.
- 22.7 A noise report has been submitted with the application, which included a noise survey undertaken in August 2022. This report shows that internal and external noise levels which comply with standards set through the outline planning application will be achievable with the use of standard double glazing and in-frame trickle ventilators. As such the proposed development is compliant with the outline application and no additional noise attenuation is required.

Artificial Lighting

- 22.8 Condition 51 of the outline planning permission requires details of lighting to be submitted. Details of lighting to the proposed secondary and internal streets have been submitted, and are considered acceptable and this condition can therefore be part discharged. Details of external lighting to dwellings themselves remains outstanding. As such a condition (**Condition 10**) is recommended to secure this outstanding detail and ensure any external lighting does not result in harm to residential amenity, in particular in relation to existing residences along Huntingdon Road.

Air Quality

- 22.9 Air quality has been considered on a site wide basis through the outline planning application. The primary sources of air pollution within the wider development are the district heating system, and vehicle emissions. The outline planning permission does not set in specific requirements to reduce vehicle emissions, however 1 no. electric vehicle charging point is proposed for each, which is supported by officers.

Waste and recycling

- 22.10 Eddington uses an underground waste collection system for recycling and residual waste, which will extend to this site, with bin points located along the secondary street along the southern boundary, as well as along the loop road. Vehicle tracking has been undertaken to demonstrate a refuse vehicle can safely navigate the site. The location of some bin points has been updated following submission in response to comments from the Shared Waste team, in order to ensure there is sufficient room for collections. The updated layout is considered acceptable.

- 22.11 The majority of dwellings will be within 30m of a bin point, with three units over 50m, with a walking distance of up to 70m to the nearest bin. The underground bin system for the site means that bins can only be located on streets which are accessible to refuse vehicles, in this case the secondary street and tertiary loop road. As such, reducing walking distances to bins would require changes to the central green street or loss of part of the copse, either of which are considered to detract from the character of the site. Whilst the guidance on walking distances is exceeded, bin points are conveniently located, allowing residents to drop off waste and recycling on their way to the local centre for example. Given the constraints of the site on the placement of bin points, and the limited exceedance of the guidance on walking distances, this is considered acceptable.
- 22.12 For houses with gardens, garden waste can be managed on plot through individual compost bin. Green waste from communal areas will be managed centrally. If food waste collections are extended to the site in the future, individual houses could be provided with individual caddies/ bins, with communal bins provided for flats.
- 22.13 Construction waste is managed under Condition 54 of the outline planning permission. The proposed development does not include any basements and the site is generally flat, with no significant regrading required.
- 22.14 The construction and environmental impacts of the development are considered to have been adequately assessed and, the development is acceptable in accordance with the outline planning permission; Local Plan Policies 33, 34, 35, & 36; and NWCAAP Policy NW28.

23.0 Third Party Representations

- 23.1 Most issues raised in third parties are addressed above. 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
There should be no public access to the gardens of existing neighbours.	Private gardens to houses are proposed along the northeast boundary with no public access. The existing boundary is proposed to be reinforced with additional hedgerow planting to provide a well-defined and secure boundary.
The proposed secondary street would cut across the Eddington Parkrun	The secondary street forms part of the original site masterplan and is shown on the approved Access Parameter Plan, and is necessary to provide vehicular access to Lots M4 and M5.

course which makes the route untenable.	Any changes to the Parkrun route necessitated by the development are not a consideration for this application and will need to be resolved by the organisers in consultation with the University of Cambridge and any other relevant landowners.
Responsibility for maintaining the boundary hedge.	The hedge would be in the gardens of dwellings proposed along the boundary and the owners/occupiers of these dwellings would be responsible for maintaining the hedge within their plot.

24.0 Other Matters

Telecommunications

- 24.1 A site-wide broadband strategy was secured under Condition 21 of the outline planning permission, to ensure all occupants have access to super-fast internet on occupation. The submitted plans show Openreach ducting to be provided to each dwelling, as well as ancillary areas in accordance with the site-wide strategy
- 24.2 Public Wi-Fi is also proposed to be provided in the meeting point to the east of the copse.

Fire Safety

- 24.3 Cambs Fire and Rescue have recommended a condition relating to details fire hydrants, which is addressed through outline planning condition 65. Utilities plans submitted with the application show the proposed location of fire hydrants, which are considered acceptable and sufficient to discharge condition 65.

Safety and security

- 24.4 The site has been designed to take account of Secure by Design principles. This includes ensuring that public areas are lit and overlooked, and boundaries between public and private/communal areas are clearly defined.
- 24.5 The Police Architectural Liaison Officer has commented on the application, making recommendations on a number of detailed security measures including lighting to private areas, and measures to ensure accesses are secure. These issues are considered to have either been adequately addressed through the application, or are covered within Building Regulations Part Q.

Public Sector Equality Duty

- 24.6 Under the Equality Act 2010, all public authorities, including Local Planning Authorities, must have due regard in exercising its functions for the Public Sector Equality Duty under s149 of that Act.
- 24.7 The development will contribute to the delivery of a range of types of housing to meet the needs of different groups of people across Eddington. The need for the development to respond to the range of needs of people with disabilities has also been considered in the design and assessment of the scheme.

25.0 Planning Balance

- 25.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 25.2 The assessment of this application is limited to the reserved matters relating to layout, scale, landscaping, and appearance, to compliance with the outline planning permission. The reserved matters are considered in the context of the outline planning consent, and development plan policies and other material considerations where applicable.
- 25.3 The development is considered to be in general compliance with the outline planning permission and the approved Design Code. Whilst there are some areas where the proposals do diverge from the Design Code, as discussed above, the divergence is considered justified and the proposals represent a high standard of design, which responds positively to the emerging context of the new North West Cambridge neighbourhood and will not harm the existing character of the area.
- 25.4 The development is designed to be highly sustainable, minimising energy use with all dwellings built to Code for Sustainable Homes Level 5, supporting sustainable modes of transport. The site will deliver a demonstrable biodiversity net gain, and incorporates sustainable water management including SuDS features and an estimated potable water use of 80 litres per person per day. The development will provide a mix of high quality and accessible housing which all complies with the Nationally Described Space Standards, Lifetime Homes, and has been designed to mitigate the risk of overheating, adding to the diversity of housing provision at Eddington and supporting the development of a new community. The proposals have been designed to minimise the potential impact of the amenity of existing nearby residences. A small number of dwellings have walking distances to bins which exceed the guidance in the Design Code, however it is considered this harm is outweighed by the

benefits of the scheme, and the site design and landscape implications of reducing walking distances.

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

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

26.0 Recommendation

26.1 **(i) Approve reserved matters application reference 22/04989/REM** subject to the planning conditions and Informatives as set out in Appendix 1 of this report with authority delegated to Officers to undertake appropriate minor amendments to any of those conditions and /or Informatives (and include others considered appropriate and necessary) prior to issue of the planning permission.

(ii) Approve the part discharge of the following outline planning conditions (planning application reference 13/1402/S73) in so far as they relate to this reserved matters application site according to the recommendations for each condition set out in the table below:

Condition	Recommendation
1 – Layout, scale, landscape, and appearance	Approve
8 – Design Code Compliance Statement	Approve
10 – Play provision	Approve
11 – Hard and Soft Landscaping	Not Approve
12 – Arboricultural Survey	Approve
13 – Tree protection	Approve
20 - Distribution of Market & Keyworker Housing	Approve
23 – Code for Sustainable Homes	Part Approve (design stage assessment only)
27 – Detailed Surface Water Drainage Strategy	Approve
35 – Biodiversity Survey & Assessment	Approve
43 – Cycle Parking Details	Approve
50 – Noise Attenuation/ Insulation	Approve
51 – Lighting Scheme	Approve
55 – Waste & Recycling Details	Approve

64 – Public Art	Approve
65 – Fire Hydrants	Approve

26. Planning Conditions

Approved Drawings

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

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Construction Ecological Management Plan

2. No development shall commence (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:
 - a) Risk assessment of potentially damaging construction activities.
 - b) Identification of biodiversity protection zones.
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) The location and timings of sensitive works to avoid harm to biodiversity features.
 - e) The times during construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs if applicable.

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

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (North West Cambridge Area Action Plan policy NW2 and Cambridge Local Plan 2018 policy 57)

Arboricultural Management Plan

3. The tree protection measures shall be installed in accordance with the approved Arboricultural Method Statement, Arboricultural Impact Plan and Tree Protection Works reference 22-0673 dated February 2023 before any works commence on site. The tree protection measures shall remain in place throughout the construction period and may only be removed following completion of all construction works.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity (Section 197 of the Town and Country Planning Act 1990, North West Cambridge Area Action Plan policy NW2, and Cambridge Local Plan 2018 policy 71)

Materials

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

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

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (North West Cambridge Area Action Plan policy NW2 and Cambridge Local Plan 2018 policies 55, 57)

Brick Sample Panel

5. No brickwork above ground shall be laid until sample panels have been prepared on site of all bricks proposed to be used on site. The panels should be representative of the choice of bond, coursing, special brick patterning, mortar mix and pointing techniques. The details shall be submitted to and approved in writing by the Local Planning Authority.

The approved sample panels are to be retained on site for the duration of the work for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (North West Cambridge Area Action Plan policy NW2 and Cambridge Local Plan 2018 policies 55, 57)

Hard Surfacing

6. Prior to the commencement of development, except for any underground enabling works, samples of the materials to be used in the construction of the external landscape surfaces which includes footways, paving and details of the landscape courtyards, shall be submitted to and approved in writing by the local planning authority.

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

Reason: To ensure that the appearance of the external surfaces is appropriate (North West Cambridge Area Action Plan policy NW2 and Cambridge Local Plan 2018 policies 55 and 57)

Landscape Management

7. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape

areas shall be submitted to and approved by the local planning authority in writing prior to occupation of the development. The landscape management plan shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (North West Cambridge Area Action Plan policy NW2 and Cambridge Local Plan 2018; Policies 55, 57 and 59)

Implementation of landscape works

8. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme first agreed by the local planning authority in writing.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (North West Cambridge Area Action Plan policy NW2 and Cambridge Local Plan 2018; Policies 55, 57 and 59)

Management of streets

9. Prior to the occupation of any part of the development details of the arrangements for future management and maintenance of the streets within the development shall be submitted to and approved in writing by the Local Planning Authority. Details submitted for the Local Planning Authority's written approval shall include details of routine and seasonal maintenance of the streets and associated drainage, management of visitor parking, and measures designed to discourage and prevent the inappropriate parking of vehicles along verges etc. together with the appropriate enforcement measures.

The streets shall thereafter be maintained in accordance with the approved management and maintenance details unless and until such time as an agreement has been entered into under Section 38 of the Highways Act 1980.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard (North West Cambridge Area Action Plan policies NW2 and Cambridge Local Plan 2018 policies 55, 56, and 80).

Artificial Lighting

10. Prior to the installation of artificial lighting to any dwellings, details of the height, type, position and angle of glare of any final site lighting / floodlights including vertical and horizontal isolux contours on and off site shall be submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be installed / carried out and maintained in accordance with the approved lighting scheme/plan.

Reason: To protect the amenity of nearby properties (North West Cambridge Area Action Plan Policy NW2 and Cambridge Local Plan 2018 policy 34).

Waste Materials

11. No material for the development (or phase of) shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:
 - a) details of the volumes and types of material proposed to be imported or reused on site
 - b) details of the proposed source(s) of the imported or reused material

- c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) results of the chemical testing which must show the material is suitable for use on the development
- e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved MMP.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with (North West Cambridge Area Action Plan policy NW28 and Cambridge Local Plan 2018 Policy 33).

Temporary Pumping Station

12. Upon completion of the wider surface water network, the temporary pump will be decommissioned and the surface water drainage for Plot M4 and M5 will be connected by gravity into the surface water drainage network as proposed. Written confirmation will be provided to the Local Planning Authority and Lead Local Flood Authority.

Reason: To ensure there is capacity within the completed surface water system to accommodate all development within the Eddington area and mitigate the risk of surface water flooding (North West Cambridge Area Action Plan policies NW25 and NW27 and Cambridge Local Play 2018 policies 31 and 32)

Landscape and Play Features

13. Prior to the installation of any play features, seating, pergolas, bins or other artefacts, details shall be first submitted and approved in writing by the Local Planning Authority.

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

Reason: Reason: To ensure that the appearance of landscaping and play features is appropriate (North West Cambridge Area Action Plan policy NW2 and Cambridge Local Plan 2018 policies 55 and 57).

Appendices and background documents:

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.

- [Cambridge Local Plan 2018](#)
- [North West Cambridge Area Action Plan 2009](#)

Appendix 1:
Cambridgeshire Quality Panel Report 18 August 2022



Cambridgeshire Quality Panel

Eddington Lots M4 & M5

Thursday 18th August 2022

Virtual Meeting

Panel: David Prichard (chair), Oliver Smith, Lynne Sullivan, Steve Platt, Fiona Heron and David Taylor.

Local Authority: Guy Wilson (GCSP), Annemarie de Boom (GCSP), 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

This residential development comprises of 160 dwellings arranged into a series of detached, semi-detached, and terraces houses along the site edge, courtyard blocks towards the centre, and pavilion blocks fronting Storey's Field.

Presenting team

The scheme is promoted by Durkan Ltd and supported by PRP Architects. The presenting team was:

Kim Rickards (Durkan Ltd) Brian Brady (Durkan Ltd), Richard Edge (PRP Architect), Ben Williamson (PRP Architect), Helene Saulue (PRP Landscape Architect), Celia Cooper (PRP) Guy Kaddish (Bidwells), Jake Lambert (Bidwells) and Gareth Thomas (Briary Energy)

Local authority's request

The local planning authority have asked the Panel to focus on the street typology and general approach to parking.

Cambridgeshire Quality Panel summary

Eddington M4&M5 will be an exciting development that benefits from a strong masterplan, sustainable location, climate ambition and the ability to be a very sociable place to live, however, the scheme would benefit from greening up and introducing larger species of trees because of concerns about the amount of hard surface proposed.

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

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

The green and tertiary street designs were supported by the Panel, but the secondary street lacks greenery and has too much tarmac. The connection with Chestnut Avenue, which is a very important node, needs to be reviewed, especially with regard to vehicles and how they relate to the landscape such that the avenue is not ruined.

The applicant should think about the possibility of narrowing the secondary street to favour more green infrastructure.

The quality of the NW walking and cycling link needs to be carried through to the public street. The user experience of this path should be clearer as the existing building has been left out of the elevations.

The proportion of hard infrastructure needs to be re-thought. There is a lot of circulation space within the courtyards, the green and tertiary streets. A six-metre-wide street on the green street is understood because cars need turning space for parking, but on the tertiary streets, where parking is along the side of the street, it could be narrower to be more tolerant and provide greener spaces elsewhere. The Panel would support street width reduction even if the design code, which is 10 years old now, indicates otherwise. The applicant explained that they would also like to achieve more greening, but the route must accommodate larger refuse vehicles which are needed for the underground refuse system and so they would need to discuss this further with the council planning department to look at reducing the amount of hard standing (possible by increasing the verges and the green planted spaces).

Consider seamless cycling journeys and how easy it is to leave the house and get to the cycle store, and whether people would use the cycling store as envisaged. The Panel asked if there is any connection to the terraced houses back gardens from the tertiary street. The applicant explained that the houses along the northern edge have been designed with access either along alleyways to the side or through the garage spaces to ensure that there is access to the back gardens.

The car parking strategy is welcomed by the Panel, car parking provision is 1.5 spaces per unit on average, but given the location of the site, the Panel would support it being reduced to a minimum. The Panel queried if the visitor car parking, located off plot, was appropriate in number and location and to encourage a reduction in car ownership might some spaces be reallocated for car clubs? To assist managing such behaviour change in future might the off-plot parking spaces be leased rather than sold? The applicant noted the challenges and have anticipated car ownership change on upcoming decades.

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

The scheme benefits from a fantastic location, easy accessibility into Cambridge and with key infrastructure already in place such as the community centre, primary school, cafe, and shopping centre. The Panel welcomed the scheme focused on promoting social interaction and consideration of the long-term use of key space.

However, the Panel is concerned that early phases of Eddington are austere and hard. Therefore, providing large trees will help to soften these spaces from the outset.

Eddington will attract a mix of people, including families with small children that will become teenagers. The Panel considered that design of the copse won't be attractive to teenagers who will probably gather somewhere else.

The applicant compared college courtyards with the courtyards presented in the scheme, the Panel noted that college courtyards are less busy and have less paving. Therefore, the Panel suggested reducing paving within the courtyards and to plan for large deciduous trees that will provide shade in the summer (and lose leaves in the winter), instead of the 14 to 19 trees currently proposed. Less clutter means less potential for conflict. Larger trees will help soften the harshness of the buildings and are more likely to be used by the community to sit under for shade for example.

Suggestions about post occupancy evaluations in Eddington were made, in particular, to help understand how cycle stores work in practice.

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

The Panel were encouraged by the tree strategy presented as previous Eddington phases have provided small trees that have contributed to the harsh landscape currently seen. In addition to providing larger trees within the courtyards as highlighted in the community section, there is also an opportunity to provide larger tree species such cedar of Lebanon or horse chestnut, within several car parks which will provide big canopies. The concept of nodes, hubs and copse is positive but the scale of new landscape and how it complements the buildings should be explored further.

The woodland space of the copse needs to be carefully thought out when adding play areas and other landscape elements, making sure that the woodland character is retained. How the copse relates to the character of the green street houses, with two different house type groups, should be explored further.

The pavilion buildings with undercroft car park within the secondary street would benefit from the addition of taller trees to create a streetscape to soften the pavilion buildings and provide continuity within the context of the copse.

The idea of the hub is welcomed but it was questioned if it is big enough for its anticipated use.

This site presents the opportunity to break the bleak impression of Eddington by doing something that is smaller, greener, and more intimate. The Panel suggested narrowing the tertiary street and increasing the green area within the streetscape.

The Panel also suggested reducing the amount of hard surfacing in the western courtyard by emphasizing the 'ring' path around the back of all the patios and eliminating the straight paths through the middle, thus enabling larger scale planting in the centre to make an identifiable place and help with over-all biodiversity net gain. The courtyards could have a carefully careless or untidier look which does promote biodiversity.

The different colour bricks proposed were welcomed by the Panel. However, the view of the pavilion buildings facing Storey's Field seems to be using the brick monolithically and it was suggested to use the coloured brick in a more playful way, by bringing red to invade the buff brick and introducing some brown at the entrance. If monolithic blocks must be used, the Panel suggest exploring other compositions.

The gridded elevational aesthetic is elegant, more urban than suburban. The layout doesn't appear to offer front garden space for residents' personalisation which is a common feature of English suburbia. The absence of front hedges/walls/fences adds to the austere feel in the illustrations. The Panel wondered what the reasoning was behind this and might further detail design and precedents help clarify the intent.

The Panel questioned if consideration has been given to the provision of maisonettes over ground floor apartments instead of three storey apartments; that could provide individual front doors at street level and thus eliminate the cost and management of

common parts. The applicant responded they considered this typology too urban and wanted to focus the activity on each of these blocks becoming a cluster or micro community sharing a staircase.

The secondary road and the relationship of the scheme to Storey's Field to the south was queried by the Panel, and how it intends to respond to this prominent edge and valuable frontage with expansive views. The Panel supported the idea of pavilions, but the SW corner is a large block, not a pavilion. Instead of the line of new trees, might the green lanes extend towards the road and with existing trees on the field 'pinch' the view along that road? A dialogue with Storey's Fields landscape designers would be helpful to share aspirations for the relationship.

In relation to massing, the clustering of the forms was welcomed, as was the change of scale to the pavilions and courtyards. As previously mentioned, courtyards would benefit from more greening. The Panel had concerns with the block on the SW corner because the approach from the west displays the girth of this L shape block; it is out of scale with the other components of the composition.

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

The Panel noted that Cambridge can be cold and windy in the winter months and making streets that offer a degree of intimacy and shelter will be important for this development.

The Panel reiterated their concerns about the amount of hard surface because it is an enormous contributor to ambient heat and suggested that along the tertiary street at the back end, there is potential for narrowing the street and rain gardens would strengthen planting opportunities and help the microclimate.

In relation to shading, there were some concerns that the tertiary street homes would overheat, due to their SW orientation, amount of glazing and Juliet balcony doors. Examples, such as Goldsmith Street in Norwich were given, where smaller shaped windows help with shading and reduce the overheating potential.

The Panel welcomed the block forms with more colour which is a good evolution of the Eddington aesthetic. However, the amount of articulation with the fabric-first approach needs carefully thought as it may struggle to achieve new regulations. The district heating system is supplemented with photovoltaic roof panels but these could protrude above the parapets and invoke safe access considerations. It is important to calculate how much PV panels are needed and how these work with the elevation strategy.

Recess balconies on flats along the Storey's Field edge were welcomed, however, there were concerns that top floors might overheat and need shading as part of the belvedere design. Additionally, single aspect flats need be carefully considered, as do top floors which are prone to overheat.

It was recommended to work through how and what can be achieved in terms of climate adaptation and mitigation at the detailed level.

Specific recommendations

- Consider seamless cycling journeys, how easy is to access key links and use cycling stores as anticipated.
- Analyse the percentage of hard surface throughout the scheme so this can be reduced, and greener spaces be created.
- Think how the under-croft car parking can look more attractive and the quality of the arrival experience could be improved.
- Consider fewer but more mature trees that can provide shading and character. Develop the tree strategy further.
- Consider post occupancy evaluation to learn lessons from Eddington.
- How people might adapt homes in future and how the current design facilitates this needs to be explored.
- Make sure that the detailed design of fabric-first approach and how this connects into the district heating system.
- Potential conflict with parapets and the amount of PV panels needs.
- Bring some untidiness into the landscape to enhance biodiversity net gain.
- The massing to the southern edge, in particularly the SW corner, seems the most out of character. Collaboration with other landscape teams is essential.

- Use colour of brick in a more playful way and create a rationale for the changes.
- Make sure the woodland character of the copse is retained.
- How the hub will be used needs to develop further.
- Detailed plan of where people sit and pause would help to understand where the sunny and sheltered spots are.
- Maintenance and the community management company will be crucial for the success of the scheme.

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

Contact details

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

Author: Judit Carballo

Issue date: 30th August 2022

Appendix A – Background information list and plan

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

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



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22/05018/REM – Land North of Cherry Hinton, Coldhams Lane, Cambridge

Planning Committee Date: 05 April 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Cherry Hinton

Proposal: Reserved matters application for appearance, landscape, layout and scale for 351 residential units and associated car parking, cycle parking and landscaping, along with partial discharge of conditions 10, 11, 12, 13, 14, 17, 18, 19, 24, 26, 29, 30, 36, 37, 38, 40, 44, 45, 55, 59, 61, 64 pursuant to outline planning permission 18/0481/OUT as varied by reference: 22/01967/S73

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. Principle of development
2. Context of site, design, and external spaces
3. Housing delivery
4. Community infrastructure
5. Residential amenity of future occupiers
6. Access and movement
7. Sustainability
8. Environmental considerations

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.

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

- 10 (Design Code Statement)
- 11 (Housing Mix)
- 12 (Internal Residential Space Standards)
- 13 (Accessible and Adaptable Dwellings)
- 14 (Wheelchair User Dwellings)
- 17 (Sustainability Statement)
- 18 (Sustainability - Water Efficiency)
- 19 (Sustainability - Energy Statement)
- 24 (Drainage: Surface Water Strategy)
- 26 (Drainage: Foul Water Drainage Details)
- 29 (Biodiversity: Biodiversity Survey and Assessment)
- 30 (Wildlife Hazard Management Plan)
- 36 (Open Space Details)
- 37 (Hard and Soft Landscape Details)
- 38 (Tree Survey and Arboriculture Implications Assessment)
- 40 (Installation of Services: Details of Excavation Trenches)
- 44 (Highways - Cycle Parking)
- 45 (Highways - Car Parking)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 64 (Waste - Waste Storage Details)

22/05037/REM – Land North Of Cherry Hinton, Coldhams Lane, Cambridge

Planning Committee Date: 05 April 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Parish: Teversham Parish

Proposal: Reserved matters application for appearance, landscape, layout and scale for 351 residential units and associated car parking, cycle parking and landscaping, along with partial discharge of conditions 10, 11, 12, 13, 14, 17, 18, 19, 24, 26, 29, 30, 36, 37, 38, 40, 44, 45, 55, 59, 61, 64 pursuant to outline planning permission S/1231/18/OL as varied by reference 22/01966/S73

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. Principle of development
2. Context of site, design, and external spaces
3. Housing delivery
4. Community infrastructure
5. Residential amenity of future occupiers
6. Access and movement
7. Sustainability
8. Environmental considerations

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.

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

- 10 (Design Code Statement)
- 11 (Housing Mix)
- 12 (Internal Residential Space Standards)
- 13 (Accessible and Adaptable Dwellings)
- 14 (Wheelchair User Dwellings)
- 17 (Sustainability Statement)
- 18 (Sustainability - Water Efficiency)
- 19 (Sustainability - Energy Statement)
- 24 (Drainage: Surface Water Strategy)
- 26 (Drainage: Foul Water Drainage Details)
- 29 (Biodiversity: Biodiversity Survey and Assessment)
- 30 (Wildlife Hazard Management Plan)
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- 38 (Tree Survey and Arboriculture Implications Assessment)
- 40 (Installation of Services: Details of Excavation Trenches)
- 44 (Highways - Cycle Parking)
- 45 (Highways - Car Parking)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
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1. Executive summary

- 1.1 The proposal is for parcel 'RMA 3' which is the first phase of residential development to come forward on Springstead Village (Land North of Cherry Hinton) pursuant to the outline consents. Approval/agreement on the outline to date include RMA 1 for the key pieces of infrastructure and RMA 2 for nine show homes and a marketing suite. A range of planning conditions have also been discharged.
- 1.2 The applications seek reserved matters approval for the appearance, landscaping, layout, and scale of 351 residential units with associated car parking, cycle parking and landscaping. The applications also include details for approval required by conditions on the outline consent, seeking to part discharge those conditions in relation to this parcel only.
- 1.3 The proposals have been discussed with Council Officers as part of an agreed Planning Performance Agreement programme which has been formally ongoing since July 2022. There have been a series of workshops with urban design and landscape officers and the Highway Authority. The scheme has also been presented to the Cambridge Quality Panel and substantial changes and amendments made as a result through the process. The second full public consultation was held on amendments which expired in February 2023.

- 1.4 Final amendments to remove a couple of the speed features to allow the refuse vehicles to manoeuvre around the roads and other minor changes have recently been submitted in response to comments from the highway authority. We are expecting to have their final feedback in advance of committee on 5 April 2023 and will report back accordingly. Additional amendments were also made to the housing tenure plan to re-locate some of the affordable homes to roads that are intended to be adopted. Formal consultation with wider consultees is not considered necessary. However, they have informally been discussed with urban design, housing and landscape and have support.
- 1.5 The reserved matters proposals are generally compliant with the outline consent including the outline parameter plans. The proposals have evolved from the Design Code and conform to the established principles within the Code. The resulting scheme would provide a high-quality living environment for the future occupants and is considered to be an exemplar to the East of Cambridge.
- 1.6 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 forms part of a wider development parcel 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 area of development is known as Land North of Cherry Hinton and benefits from outline planning consents that are expected to deliver a maximum of 1,200 residential units, a local centre, schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.
- 2.3 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.
- 2.4 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.
- 2.5 The Site includes arable fields and semi-improved grassland. Large open arable fields are located 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.

- 2.6 A public right of way crosses the Site in a south to north direction, connecting Teversham and Cherry Hinton.
- 2.7 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.
- 2.8 The application site, which includes residential parcels and is identified as 'RMA3', is located towards the eastern edge of the wider site adjacent to the Cherry Hinton Road and Teversham Drift and forms the eastern gateway into the wider development.

3. The Proposal

- 3.1 The applications are made pursuant to condition 1 of the relevant outline planning permissions, which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale for 351 residential units with associated car parking, cycle parking and landscaping.
- 3.2 The development would provide 141 affordable homes and 210 market homes including a mix of houses and apartments with a range of sizes, types and tenures as summarised in the following table:

Unit	Affordable: Social Rent	Affordable: Shared Ownership	Market
1-bed flat	18	17	25
2-bed flat	7	3	8
2-bed maisonette	15	10	25
2-bed house	28	6	31
3-bed house	22	7	54
4-bed house	8	0	67
Total	98	43	210
	141		

- 3.3 The affordable homes would account for 40% of the development and provide a mix of 98 social rent (70%) and 43 shared ownership (30%). The affordable dwellings will be owned and/or managed by the affordable housing provider Clarion Housing.

- 3.4 The houses provide a mix of detached, semi-detached and terraced properties over two to three storeys alongside coach houses on mew streets. The apartments are provided in a two and three storey or two and four storey arrangement, with any four storey element being located adjacent to the primary road area centrally within the site.
- 3.5 The main vehicular access to the site comes from the Cherry Hinton Road – Gazelle Way roundabout ('Junction 2') and forms the primary street within the development, with a secondary point of vehicular access further north at Airport Way/Cherry Hinton Road ('Junction 1') forming a secondary street, as approved at outline stage. These accesses serve a network of tertiary streets and mews streets within the layout of the site.
- 3.6 Cycle parking is provided in a manner that seeks to promote active travel, and bike use. Each house has a lockable cycle store or stand adjacent to the entrance to the property and where garages are provided, they have been enlarged to provide convenient cycle parking. For apartments, cycle parking is located within the footprint of the buildings adjacent to the entrance(s), with additional visitor stands also located by the door. Provision is also made for the use of cargo bikes in wider spaces.
- 3.7 Car parking is provided to all homes and positioned to minimise its visual impact on the street scene. Parking is typically on plot and equipped with electric vehicle charging provision with some additional parking occasionally located in nearby small parking squares. Parking for apartments is in small parking areas incorporated into the footprint of the building or for smaller blocks in small parking squares with natural surveillance.
- 3.8 Landscaped edges form the boundaries to the site, which, together with the primary street bisecting the site, provides two residential parcels framed by a variety of soft landscaping. This approach is in line with the details secured at outline stage through approved land use and landscape and green infrastructure parameter plans. The area of landscaping on the south-eastern boundary of the site adjacent to Cherry Hinton Road was the subject of separate reserved matters applications for infrastructure, 'RMA1', approved on endorsed for approval by the Joint Development Control Committee on 15 April 2023. The north-western boundary incorporates a green spine between Teversham Drift and the Secondary School. Each residential parcel contains a neighbourhood park forming a large area of open space encompassing areas of equipped play alongside several smaller pocket parks dispersed across the development, all connecting to the integrated networks of natural habitat, sustainable drainage and tree planting.

Discharge of planning conditions

3.9 The applications include details for approval required by conditions on the outline consents, seeking to part discharge the following conditions in relation to this reserved matters parcel:

- 10 (Design Code Statement)
- 11 (Housing Mix)
- 12 (Internal Residential Space Standards)
- 13 (Accessible and Adaptable Dwellings)
- 14 (Wheelchair User Dwellings)
- 17 (Sustainability Statement)
- 18 (Sustainability - Water Efficiency)
- 19 (Sustainability - Energy Statement)
- 24 (Drainage: Surface Water Strategy)
- 26 (Drainage: Foul Water Drainage Details)
- 29 (Biodiversity: Biodiversity Survey and Assessment)
- 30 (Wildlife Hazard Management Plan)
- 36 (Open Space Details)
- 37 (Hard and Soft Landscape Details)
- 38 (Tree Survey and Arboriculture Implications Assessment)
- 40 (Installation of Services: Details of Excavation Trenches)
- 44 (Highways - Cycle Parking)
- 45 (Highways - Car Parking)
- 55 (Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 61 (Artificial Lighting Design Scheme)
- 64 (Waste - Waste Storage Details)

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

Application Documents

3.11 In addition to the application forms, location plan and covering letter, the applications are accompanied by the following supporting information:

- Planning Statement
- Design and Access Statement
- Site Plans
- Plans and Elevations
- Technical Highway Plans (including tracking)
- Design Code Compliance Statement
- Energy and Sustainability Statement
- Foul and Surface Water Drainage Strategies
- Biodiversity Survey and Assessment
- Biodiversity Net Gain Tracker Report
- Wildlife Hazard Management Plan and Design Risk Assessment
- Landscape Masterplan
- Hard and Soft Landscape Details

- Tree Survey Details
- LEAP 1 details
- Youth and Children's Play Strategy
- Statement of Community Involvement
- Noise Assessment
- Artificial Lighting Details
- Lighting Strategy
- Public Art Strategy

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/COND67 and S/1231/18/COND67	Discharge of Condition 67: Site-Wide Remediation Strategy	Discharged in Part December 2021
18/0481/COND67A and S/1231/18/COND67A	Discharge of Condition 67: Site-Wide Remediation Strategy	Discharged in Part June 2022
18/0481/COND54 and S/1231/18/COND54	Discharge of Condition 57: Site-Wide EV charging	Approved August 2022

18/0481/COND67B and S/1231/18/COND67B	Discharge of Condition 67: Site-Wide Remediation Strategy	Approved August 2022
18/0481/COND8 and S/1231/18/COND8	Discharge of Condition 8: Site Wide Phasing Plan	Approved October 2022
18/0481/COND9 and S/1231/18/COND9	Discharge of Condition 9: Site Wide Design Code	Approved October 2022
S/1231/18/COND28 and 18/0481/COND28	Discharge of Condition 28: Site Wide Ecological Design Strategy and Landscape	Approved October 2022
18/0481/COND68 and S/1231/18/COND68	Discharge of Condition 68: Site-Wide Monitoring	Approved October 2022
18/0481/COND57 and S/1231/18/COND57	Discharge of Condition 57: Site-Wide DCEMP	Approved February 2023
18/0481/COND35 and S/1231/18/COND35	Discharge of Condition 35: Site Wide Youth and Child Play Strategy	pending
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
22/03137/REM and 22/03140/REM	Reserved Matters 1 (Infrastructure) - Infrastructure works including internal roads, pumping station, cycleways and pedestrian routes, landscaping and drainage	pending

5 Policy

5.1 National Policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

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

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 **Cambridge Local Plan (2018)**

Policy 1 – The Presumption in Favour of Sustainable 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 14 – Areas of major change and opportunity areas – general principles
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 37 – Cambridge Airport Public Safety Zone and Safeguarding Zones
Policy 38 – Hazardous installations
Policy 45 – Affordable housing and dwelling mix
Policy 47 – Specialist housing
Policy 50 – Residential space standards
Policy 51 – Accessible homes
Policy 55 – Responding to context
Policy 56 – Creating successful places
Policy 57 – Designing new buildings
Policy 59 – Designing landscape and the public realm
Policy 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 85 – Infrastructure delivery, planning obligations and the Community Infrastructure Levy

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/6 – The Development Strategy to 2031
 SS/3 – Cambridge East
 CC/1 – Mitigation and Adaption to Climate Change
 CC/3 – Renewable and Low Carbon Energy in New Developments
 CC/4 – Water Efficiency
 CC/6 – Construction Methods
 CC/7 – Water Quality
 CC/8 – Sustainable Drainage Systems
 CC/9 – Managing Flood Risk
 HQ/1 – Design Principles
 HQ/2 – Public Art and New Development
 NH/2 – Protecting and Enhancing Landscape Character
 NH/4 – Biodiversity
 NH/6 – Green Infrastructure
 NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt
 H/8 – Housing Density
 H/9 – Housing Mix
 H/10 – Affordable Housing
 H/12 – Residential Space Standards
 SC/2 – Health Impact Assessment
 SC/4 – Meeting Community Needs
 SC/6 – Indoor Community Facilities
 SC/7 – Outdoor Play Space, Informal Open Space and New Developments
 SC/9 – Lighting Proposals
 SC/10 – Noise Pollution
 SC/11 – Contaminated Land
 SC/12 – Air Quality
 SC/14 – Odour and Other Fugitive Emissions to Air
 TI/2 – Planning for Sustainable Travel
 TI/3 – Parking Provision
 TI/6 – Cambridge Airport Public Safety Zone
 TI/8 – Infrastructure and New Developments
 TI/10 – Broadband

5.4 **Supplementary Planning Documents (SPD)**

Greater Cambridge Biodiversity SPD – Adopted February 2022
 Sustainable Design and Construction SPD – Adopted January 2020
 Land North of Cherry Hinton – Adopted December 2018
 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:

Cambridge City Planning Obligations Strategy SPD – Adopted March 2010
 Cambridge City Public Art SPD – Adopted January 2010
 Cambridge City Affordable Housing SPD – Adopted January 2008

South Cambridgeshire Health Impact Assessment SPD – Adopted March 2011
South Cambridgeshire Affordable Housing SPD – Adopted March 2010
South Cambridgeshire District Design Guide SPD – Adopted March 2010
South Cambridgeshire Landscape in New Developments SPD – Adopted March 2010
South Cambridgeshire Biodiversity SPD – Adopted July 2009
South Cambridgeshire Open Space in New Developments SPD – Adopted January 2009
South Cambridgeshire Public Art SPD – Adopted January 2009
South Cambridgeshire Trees & Development Sites SPD – Adopted January 2009

5.5 **Cambridge East Area Action Plan (CEAAP) 2008**

CE/1 – Vision for East Cambridge
CE/2 – Development principles
CE/3 – The Site for Cambridge East
CE/4 – The Setting of Cambridge East
CE/6 – Local Centres
CE/7 – Cambridge East housing
CE/9 – Community Services
CE/10 – Road infrastructure
CE/11 – Alternative Modes and Parking
CE/12 – Transport for North of Newmarket Road
CE/13 – Landscape Principles
CE/14 – Landscaping within Cambridge East
CE/15 – Linking Cambridge East to its Surroundings
CE/16 – Biodiversity
CE/17 – Existing Biodiversity Features
CE/18 – Archaeology
CE/19 – Built Heritage
CE/20 – Public Open Space and Sports Provision
CE/21 – Countryside Recreation
CE/22 – Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal
CE/23 – Telecommunications Infrastructure
CE/24 – Energy
CE/25 – Sustainable Building Methods and Materials
CE/26 – Noise
CE/27 – Air Quality
CE/28 – An Exemplar in Sustainability
CE/29 – Construction Strategy
CE/30 – Early Delivery of Strategic Landscaping
CE/31 – Management of Services, Facilities, Landscape and Infrastructure
CE/32 – Cambridge Airport Safety Zones
CE/33 – Infrastructure Provision
CE/34 – Timing/Order of Service Provision

5.6 Neighbourhood Plans

None relevant

5.7 Other Guidance

Waste Storage & Collection Guidance for Developers (November 2021)
Greater Cambridge Sustainable Design and Construction SPD (2020)
Greater Cambridge Housing Strategy 2019 – 2023
Cambridge City Air Quality Action Plan (2018)

6 Consultations

6.1 **Teversham Parish Council** - No comments made on update submission.

6.2 Objection (based on original planning submission)

6.3 Objections from the original application stand and to add the objection to the loss of hedgerows and trees and the provision of insufficient parking

6.4 Email dated 24 January 2023 from Teversham Parish Council to clarify which grounds the Parish Council were objecting to the reserved matters proposals on following a request from officers confirms the following additional comments (in summary, full redacted versions of these comments can be found on the Council's website):

6.5 P3

Landscape: Species selection for resilience to climate change and threats from pests and diseases. These should be native varieties and non-toxic for child and pet protection. [In PC comment: previous comments requested hedges would remain and were previously assured the hedge along Airport Way would remain and at original - these were removed last year causing resident complaints]

6.6 P5

Car parking: Visitor spaces should be marked as such. Providing only 4 marked spaces will be problematic as even though 57 are provided though unmarked spaces, there will be confusion about where to park and who can park where. The number of parking spaces seems inadequate for a development of this size.

6.7 P9

Play areas: There appears to be one LEAP play area. It is not clear what equipment or age ranges will be catered for.

Play streets: Concerns about the inclusion of play streets which may also have cyclists and cars using them. Play streets require some form of organised play e.g., with features on walls or floor to encourage play.

Bins: A litter bin is marked on the map on this page, but cannot see dog bins, several of which will be required.

- 6.8 P11
Pocket park rain gardens:
Concerns about water features in parks for children as that area is liable to flooding and even a small amount of water poses a risk of drowning. Raised in our previous comments that the SUDs also pose a drowning risk. What risk assessments have been done concerning this?
Active discovery routes and environmental elements to play are all a good idea, but often very difficult to execute effectively - have found that things like log stepping stones deteriorate very quickly and are easily dislodged in our play areas. They are also sometimes an invitation for vandalism and graffiti. Quite a lot of the explanation of play features for Cherry Hinton North is marketing speak, aspirational and lacks clarity about what exactly is planned.
- 6.9 P21
The Leap Park should be completed before any dwellings are inhabited.
- 6.10 P22
Tree strategy
In line with our own policy regarding the village orchard, native species should be sourced as far as possible and failing that trees that can withstand possible future climate change e.g., Mediterranean varieties such as olive and fig.
- 6.11 **Anglian Water** – No objection
- 6.12 The foul strategy as outlined in drawing 18822-CHER-5-RMA-500 is acceptable to Anglian Water and therefore recommend discharge of condition 26.
- 6.13 No comments to make on condition 24 (surface water).
- 6.14 **Cambridge City Airport** – No objection
- 6.15 The details pursuant to the conditions relating to Cambridge Airport safeguarding criteria meet our requirements and therefore these conditions can be partially discharged. Would like to remind the developer that given the sensitivity of the sites location it is paramount that the contracted crane operator submits all relevant crane detail to Cambridge Airport to allow assessment of any potential safeguarding impacts.
- 6.16 **Cambridgeshire Fire and Rescue** – No comments received
- 6.17 **Designing Out Crime Officer** – Comments
- 6.18 Some security and prevention measures have already been considered, in particular providing reasonable surveillance overlooking streets and open spaces from active rooms, external lighting design, cycle stores within flat

block entrance lobbies made secure and stairs accessing the first floor podiums are gated.

6.19 Offer the following comments: -

- Under-coft parking areas in Blocks 4, 5 and 6 will be gated - they should be access controlled for residents only and lit with walls and ceilings finished to reflect light.
- Entrance doors into the block from the parking areas should be access controlled for residents only.
- All communal entrances should be security enhanced door-sets tested to LPS1175 SR1, with an audio/visual visitor entry system to allow residents to have a conversation with and see callers prior to allowing access.
- Post boxes will be in an internal lobby - these should be security tested to TS009. This lobby should be secured to stop access by visitors into the under-croft parking area.
- Cycle and bin store doors should be enhanced security doors tested to at least PAS24/2016 (2022) or LPS1175 SR1 and there should be no windows. Where there is a second door allowing access directly into a communal area, they should be fob controlled both in and out of the store for residents only.
- Footpaths adjacent to the front entrance on flat Blocks 1 – 3 should be gated and access controlled for residents
- What lighting is being proposed for the podiums.
- Landscaping - low planting should be kept to 1m–1.2m in height and tree crowns raised to 2m to allow good surveillance.

6.20 **Ecology Officer** – No objection

6.21 The application is acceptable in ecology terms submitted to confirmation that artificial light levels reaching Teversham Hedgerow City Wildlife Site will be less than 0.5 lux.

6.22 **Environmental Health Officer** – No objection

6.23 Recommend conditions for compliance with submitted noise assessment and mitigation scheme and the submission of details requiring a detailed traffic noise insulation/mitigation scheme a bespoke condition, an air source heat pump scheme and a noise assessment and mitigation scheme relating to any electricity substations. Informatives relating to traffic noise insulation/mitigation and air source heat pumps are also suggested.

6.24 **Landscape Officer** – Comments

6.25 Recommend a bespoke condition (given some overlap with condition 28 of outline permission) requiring a landscape maintenance and management plan.

- 6.26 Proposed ridgeway planting method is unsupported. Shrubs should be confined to beds and wildflowers allowed to be mowed as required. Additional spring bulb planting could be implemented within wildflower areas for additional interest and the maintenance methods are more compatible.
- 6.27 Further detail on the western boundary of the parcel, adjoining Teversham Drift, is required. Clarity on stewardship and adoption plan is also required.
- 6.28 Most of the wildflower areas in the pocket parks must be changed or confirmed as Emorsgate EL1 – flowering lawn. Roadside swales are narrow and adjacent to carriage and footways; some planting choices may be too large and vigorous. Details are needed for the establishment and support methods for climbing plants. Concern that the rain garden area is oversized for the small park (south), play equipment is constrained on one side and the fall zone areas overlap the basis and hard landscape edging.
- 6.29 Concern as to whether the tree selection of Magnolia ‘Galissoniere’ will be successful.
- 6.30 Outline conditions relevant to landscape:
 Condition 36 (open space details) – acceptable, support partial discharge.
 Condition 37 (hard and soft landscape) – not supported, comments should be addressed prior to partial discharge for this phase.
 Condition 61 (artificial lighting) – acceptable in landscape terms.
- 6.31 **Lead Local Flood Authority** – No objection
- 6.32 The details submitted demonstrate that surface water from the proposed development can be mitigated through the use of collection and conveyance of surface water into the open attenuation structures as agreed under the wider approved surface water systems. Surface water will discharge into the adjacent watercourse on Airport Way at no greater than 14.4 l/s in all storm events up to and including the 100-year including a 40% allowance for climate change.
- 6.33 Recommend an informative relating to Ordinary Watercourse consent.
- 6.34 **Local Highways Authority** – Minor objection to some layout details.
- 6.35 Amended comments pending. Update will be provided either by way of amendment sheet or verbally at the JDCC meeting.
- 6.36 **Public Art Officer, Cambridge City Council** – Amendments requested on the Public Art Strategy to align it with the Youth and Childrens Play Strategy. To be signed-off separately from this application.
- 6.37 **Strategic Housing Team** – No objection

- 6.38 The application is providing 351 residential units of those 141 will be for affordable housing; the provision is policy compliant. The mix agreed in May 2021 is for the whole site; the application parcel offers a balanced blend of dwellings sizes close to the agreed mix and is policy compliant. 8 units meet M4(3), exceeding the target of 5% by 1 unit. The housing tenure mix of 70% rent and 30% social is acceptable. The affordable housing clusters are dispersed well across the whole parcel and clusters range from 6 to 26 dwellings.
- 6.39 **Streets and Open Spaces – Comments**
- 6.40 Some great options for new style play through site, need to see management and maintenance details to ensure can be adequately maintained.
- 6.41 Request a clear adoptions plan, to avoid using loose fill/bark as surface treatment for maintenance purposes, construction details of mounding, further information on waymarking/signage, litter bins and benches, alternative to shadow play and impulse sphere and post and wire temp fence along the hedge planting between linear parks and parking bays to help establishment and buffer.
- 6.42 **Sustainable Communities Team – No comments received**
- 6.43 **Sustainable Drainage Engineer, Cambridge City Council – No comments received**
- 6.44 **Sustainability Officer – No objection**
- 6.45 The proposed scheme is supported in sustainable construction terms and the following conditions can be discharged for these applications: Condition 17 (Sustainability Statement), Condition 18 (Water Efficiency), and Condition 19 (Energy Statement).
- 6.46 **Urban Design Officer – Support, subject to conditions**
- 6.47 Overall, the key action points raised in previous comments (dated 26 January 2023) have been satisfactorily address and therefore, subject to conditions relating to cycle parking, play, external materials and sample panels (including streetscape materials) the proposed scheme is supported in urban design terms.
- 6.48 **Waste Team, Greater Cambridge Shared Waste – No comments received**
- 6.49 **Design Review Panel Meeting (24 August 2022)**
- 6.50 The scheme was reviewed by the Cambridge Quality Panel at pre-application stage in August 2022. A copy of the report from the review is provided in **Appendix 1** of this report. The applicant submitted a response to

the main points of feedback and amendments that had been made as a result.

7 Publicity

7.1 The following publicity has been undertaken:

Neighbour notification	Yes
Site Notice	Yes
Advertisement	Yes

8 Third Party Representations

8.1 4 representations have been received across the two reserved matters applications from 3 properties (12 Topcliffe Way, Cambridge to application 22/05037/REM; 180 Teversham Drift, Cherry Hinton to application 22/05018/REM; and no.55 Tamarin Gardens, Teversham with duplicate comments made to both applications) raising objection to the proposed development.

8.2 Full redacted versions of these comments can be found on the Council's website. In summary the following concerns have been raised:

- Approval should be withheld until the footpath (public right of way) is fully open and remains open to the public.
- Increased transport problems and impact on the road network.

9 Member Representations

9.1 None received.

10 Local Groups

10.1 None received.

11 Planning Background

11.1 Two outline planning permissions were granted on the site in December 2020 for a maximum of 1,200 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 as part of the outline consents. Two subsequent Section 73 applications were submitted to make minor material amendments to some of the approved parameter plans and conditions, which were approved in September 2022.

- 11.2 As detailed and approved under Condition 8 (Phasing Plans), there are to be eight residential and non-residential reserved matters parcels for the complete development of the Site and two further applications for primary and secondary schools. The current reserved matters applications represent the third reserved matters submission ('RMA3') following the reserved matters for Infrastructure ('RMA1') and Sales Village ('RMA2').
- 11.3 The layout of the development incorporates the approved RMA2 site, where reserved matters permissions have already been granted for temporary planning permission comprising 9 residential dwellings and marketing suit.
- 11.4 Several site wide strategic conditions were attached to the outline consents, which require the submission of details either prior to or concurrently with the first reserved matters application (RMA1). Those submitted as formal discharge of conditions applications are detailed in Section 4 of this report.
- 11.5 A site wide Design Code was approved for the site in October 2022.

12 Assessment

- 12.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of Development
 - Compliance with Outline Planning Permission
 - Context of site, Design and External Spaces
 - Housing Delivery
 - Residential Amenity for Future Occupants
 - Community Infrastructure
 - Car and Cycle Parking
 - Sustainability
 - Biodiversity
 - Water and Flood Risk Management
 - Other Matters

13 Principle of Development

- 13.1 The principle of development comprising a maximum of 1,200 residential dwellings, a local centre and associated infrastructure was established on the Site under outline planning consents 18/0481/OUT and S/1231/18/OL, which also established means of access to the site in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way.
- 13.2 These outline permissions were later varied by applications 22/01966/S73 and 22/01967/S73 which made minor material amendments to conditions 5 (Compliance with Plans), 13 (Accessible and Adaptable Dwellings), 14 (Wheelchair User Dwellings) and 17 (Sustainability Statement).

- 13.3 The reserved matters applications are to agree details reserved by condition 1 of the outline consents for appearance, landscaping, layout, and scale. In this instance the applications seek reserved matters permission for the residential development of 351 units and associated car parking, cycle parking and landscaping, along with partial discharge of several conditions pursuant to their respective outline consents.
- 13.4 The principle of development falls within those established at outline stage and is therefore acceptable.

14 Compliance with Outline Planning Permission

- 14.1 Several conditions were imposed on the outline consents, later varied by two Section 73 permissions, that require compliance at the reserved matters stage.
- 14.2 Condition 2 requires the first approval of reserved matters to be made no later than three years from the date of the permission. The first reserved matters application(s), which sought to deal with infrastructure works, were submitted in July 2022 and therefore condition 2 of the outline consent has already been satisfied.
- 14.3 Condition 4 requires approval of all the reserved matters to be made no later than the expiration of eight years from the date of the permission; the reserved matters applications fall within the timescale set out by condition 4.
- 14.4 Condition 5 secured nine approved plans at outline stage including an application boundary, parameter plans (comprising land use, movement and access, building height, landscape and green infrastructure, and urban form) and three junction plans. The reserved matters applications are consistent with the plans approved at outline stage insofar as it relates to the specific wording of the condition.
- 14.5 Condition 7 sets out the quantum of uses on the site, including a maximum of 1,200 residential dwellings; the reserved matters applications comply with condition 7.
- 14.6 Conditions 8 and 9 require details of site wide phasing and a site wide design code to be submitted for approval prior to, or concurrently with the submission of the first reserved matters applications. Conditions 8 and 9 have been discharged through formal discharge of conditions applications and therefore satisfied.
- 14.7 Condition 10 requires all reserved matters applications to include a Design Code Compliance Statement that demonstrates how the reserved matters application accords with the approved site wide Design Code. The applications are supported by a Design and Access Statement which includes a Design Code Compliance Checklist as an appendix. The reserved matters submissions therefore comply with condition 10.

- 14.8 Condition 11 requires details of housing mix to be provided, including a plan showing the location and distribution of market and affordable units, a schedule of dwelling sizes and a statement which demonstrates how the proposals relate to the agreed indicative housing mix. The applications are supported by a site plan showing the distribution of market and affordable units, a schedule of accommodation and further details in the Design and Access Statement. Officers are satisfied that the reserved matters applications comply with the requirements of condition 11.
- 14.9 Condition 12 requires compliance with residential space standards, condition 13, as amended, requires 95% of dwellings to be designed to accessible and adaptable dwellings M4(2) with the remaining 5% a bespoke coach house type, and condition 14 requires that not less than 5% of affordable dwellings are designed to meet the wheelchair user dwellings M4(3). Officers are satisfied that the reserved matters applications comply with these requirements.
- 14.10 Condition 23 requires, prior to or concurrently with the submission of the first reserved matters application for development, a strategic surface water drainage strategy. The details required by condition 23 have been submitted as part of the two reserved matters applications for infrastructure, endorsed for approval by the Joint Development Control Committee on 15 April 2023, and therefore officers are satisfied that condition 23 has been satisfied.
- 14.11 Condition 35 requires, prior to or concurrently with the submission of the first reserved matters application for development, a strategy for youth facilities and children's play space provision. The Council is in receipt of a discharge of conditions application seeking to agree the details of condition 35, reference S/1231/18/COND35 / 18/0481/COND35.
- 14.12 Several other conditions require reserved matters applications for residential development to be supported by technical reports/documents, summarised as follows and sought for partial discharge as part of the applications:
- Condition 17: A Sustainability Strategy
 - Condition 18: A Water Conservation Strategy
 - Condition 19: An Energy Statement
 - Condition 20: An Overheating Analysis
 - Condition 24: A Surface Water Strategy and Updated Hydraulic Modelling
 - Condition 26: Drainage: Foul Water Drainage Details
 - Condition 29: A Biodiversity Survey and Assessment
 - Condition 30: Wildlife Hazard Management Plan
 - Condition 36: Open Space Details
 - Condition 37: Hard and Soft Landscaping
 - Condition 38: Tree Survey and Arboricultural Assessment
 - Condition 40: Installation of Services: Details of Excavation Trenches
 - Condition 44: Cycle Parking

- Condition 45: Car Parking
- Condition 55: Electric Vehicle Charge Point Provision
- Condition 59: Noise Impact Assessment
- Condition 61: Artificial Lighting Design
- Condition 64: Waste Storage Details

14.13 Officers are satisfied that the reserved matters applications are supported by the relevant technical reports/information to satisfy the requirements of the outline consents in terms of the submission of details, as noted above. The acceptability of those details in terms of discharging the relevant conditions is addressed in the relevant sections of this report.

14.14 The reserved matters applications therefore comply with the requirements of the outline consents.

Environmental Impact Assessment

14.15 The outline planning applications were EIA development under the 2017 EIA Regulations, and as such were accompanied by an Environmental Statement.

14.16 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 applications.

15 Context of the Site, Design and External Spaces

Compliance with Design Code

15.1 The Design Code was approved in September 2022 and sets out ten characteristics of a well-designed place, which were identified in the National Design Guide. This includes topics such as Character, Climate and Community. Each part of the code illustrates how individual characteristics should be integrated.

15.2 This application falls within two-character areas 'The Village' and 'The Gateway'. The submitted Design and Access Statement explains the design thinking behind the scheme, demonstrating how the proposal has drawn upon and responded to the guiding principles set out in the design code. This is also summarised in the sections below.

15.3 An amendment was made in February 2023 to address a series of technical concerns. Overall, the amended scheme is now considered to be compliant with the Design Code.

Movement, Access and Street Hierarchy

- 15.4 The proposed spatial layout, movement network and design of the streets reflect the key site wide structing elements set out in the Design Code, creating a legible layout that encourages active travel and supports the wider walkable neighbourhood.
- 15.5 The proposal will deliver the entirety of the Ridgeway, providing a distinctive car free north-south green link through the phase that links into Teversham Drift and in the long term will provide a safe and attractive route from the existing neighbourhood of Cherry Hinton to the future Secondary School on the northern fridges of the wider new community.
- 15.6 All the proposed streets within the two neighbourhoods have been designed as Tertiary Streets, following the hierarchy and street sections set out in the Design Code. These streets will have limited vehicle movements, due to the use of filter points and have been designed to be low speed, using raised tables, build outs and position of street trees.
- 15.7 The proposed layout successfully translates the fundamental principle fixed within the Design Code, which at its core seeks to purposely restrict motor vehicle movement to create low speeds. This principle has been crucial to get right to create baseline conditions for more liveable streets for social interaction and doorstep play and to ensure routes through the phase for pedestrians and cyclists remain the most convenient, most direct and well overlooked.
- 15.8 Given the extent of the joint working with the Local Highways Authority as part of the Design Code process and their involvement in pre-application discussions for this reserved matters phase, officers consider the scheme is providing an exemplar movement and access network and is in accordance with South Cambridge Local Plan (2018) policies HQ/1 and NH/6 and Cambridge City Local Plan (2018) policies 55, 56, 57 and 59.

Layout, Scale and Density

- 15.9 The proposals span across two-character areas as established by the Design Code 'The Village' and 'The Gateway'. The framework plans within the Design Code have been used to target densities to ensure the two areas are distinctive from one another, whilst the material palette creates some consistency.
- 15.10 The Gateway proposals reflect the Design Code description as an ordered network or urban inspired mid-rise terrace houses, mews homes and apartments. Building heights reflect the parameter plans with most buildings up to 2-3 storeys, rising to up to four stories for the apartments on the street corners on the main frontages. The proposed density is 50 dwellings per hectare, which is the same target shown in the Design Code.
- 15.11 The homes in The Gateway are surrounded by green spaces, both created as part of the infrastructure application and those added as part of this

reserved matters area. A new neighbourhood park is located centrally to this area and will provide a direct link between east park and the Ridgeway.

- 15.12 The Village proposals reflect the Design Code description of being a lower density area of village edge and agricultural inspired buildings. Building heights reflect the parameter plans, with most being 2-3 storeys, rising to four stories on the street frontage where it mirrors The Gateway. The proposed density is 30 dwellings per hectare, the same as the target density shown in the Design Code.
- 15.13 Again, The Village is surrounded by green spaces, both created as part of the infrastructure application and those added as part of this reserved matters area. Another new neighbourhood park will lie central to this space and will also have links to the Ridgeway and East Park.
- 15.14 Overall, the layout, scale and density of the development are considered to accord with the outline parameter plans, Design Code and are acceptable in accord with South Cambridge Local Plan (2018) policies H/8, HQ/1 and NH/6 and Cambridge City Local Plan (2018) policies 55, 56, 57 and 59.

Form, Appearance, Detail and Materials

- 15.15 In terms of The Gateway area, a series of terraces align with the primary street frontages along the west, north and east boundaries. They incorporate ground floor bay windows, reflecting a longstanding tradition in Cambridges Victorian suburbs and a varied roofline of gables, parapets and pitched roofs.
- 15.16 The northern terraces front onto the Ridgeway giving these units a traffic free frontage. The east and west terrace line the primary street network and all homes are set within private front gardens with lined boundaries. The mews streets to the rear provide services to the terrace housing keeping clutter to a minimum. The mews streets provide the setting for the 2 storey terraces of coach houses, which double up as parking areas for themselves and the terrace housing. Walls and buildings will incorporate planting zones to allow climbing plants to be established (**Condition 6 – Landscape details**).
- 15.17 The apartment buildings are integrated into the street scene, generally at street corners. The massing of the apartment buildings has been broken down to create the appearance of small clusters of terraced buildings using varied rooflines and material treatments. The internal core of The Gateway is formed within two small groups of semi-detached and detached homes that are linked by walls and hedges to form perimeter blocks and face onto the neighbourhood park. Two small squares are also formed to provided landscape pocket spaces and small areas of parking.
- 15.18 The buildings within The Gateway area are contemporary thought-out and the material palette is brick. A range of bricks have been taken from the Design Code and used to create patterns and colour mixes that pick up on

some of the historic uses on local buildings. Conditions are recommended for details of materials and sample panels onsite.

- 15.19 In terms of The Village area, a series of terraces align the primary street frontage along the east boundary of the area, mirroring The Gateway terraces in style and appearance. Like The Gateway, mews streets are provided to the rear incorporating coach houses and parking. Behind these terraces the streets are mainly lined with detached and semi-detached homes linked to perimeter blocks.
- 15.20 The material palette of the buildings in The Village is brick and dark stained weatherboarding. Again, the range of bricks has been taken from the Design Code to create textures and patterns. Weatherboarding is used generously to provide interest and reflect agricultural traditions. Conditions are recommended for details of materials and sample panels onsite.
- 15.21 All homes will have air source heat pumps which are largely proposed within the rear gardens.
- 15.22 The form, appearance, detail and materials is considered to be acceptable in accordance with South Cambridge Local Plan (2018) policies HQ/1 and NH/6 and Cambridge City Local Plan (2018) policies 55, 56, 57 and 59, subject to detailed conditions on materials (**Condition 2 - Materials**) and sample panel (**Condition 3 – Sample Panel**) to ensure the quality is secured in the detail.

Parking Provision

- 15.23 Integrated bikes, bins and car parking was a key area of discussion during the pre-application process and has influenced the design of the development. A plot-by plot review of the emerging proposals was undertaken at the pre-application stage and suggestions have been taken onboard. These aspects have been considered further on in the report.

Landscape

- 15.24 The landscape masterplan design for this phase has been developed holistically ensuring that all aspects of the Living Infrastructure approach of the Design Code are translated into the detailed design of the area. The masterplan follows the principles set out in the approve parameter plans.
- 15.25 The distribution of the proposed open spaces follows the high-level green infrastructure network set out in the Living Infrastructure part of the Design Code. The proposed parks provide a central green focus at the centre of the neighbourhoods along with the western edges by the proposed Ridgeway, all of which have the potential to contribute to delivering a variety of high-quality open spaces and green corridors.
- 15.26 The general landscape layout, size and distribution of the spaces are supported by officers and are considered to accord with Policies HQ/1 and

NH/6 of the South Cambridgeshire Local Plan (2018) and Policies 58 and 59 of the Cambridge Local Plan (2018).

- 15.27 However, the Councils' Landscape Officer and Streets and Open Spaces Officer has raised several outstanding detailed concerns, summarised as follows:
- Ridgeway planting method
 - Detailed soft and hard landscaping needed to western boundary along Teversham Drift
 - Stewardship and adoption - confirmation on responsibility of street trees
 - Detailed planting choices in pocket parks and on street swales
 - Details for climbing plants
 - Layout of eastern pocket park
 - Tree selection
 - Specification for cultivation of wildflower
- 15.28 The wording of outline Condition 37 requires full landscape details to be submitted with any reserved matters. Overall, the general landscape layout is found to be acceptable. However, there are details which are not acceptable currently.
- 15.29 In agreement with the Councils' Landscape Officer, these outstanding concerns can be worked through in a suitably worded planning condition to make sure the details are acceptable, along with a maintenance and management strategy (**Condition 6 - Landscaping**) and (**Condition 5 - Landscape Management Plan**).

Open Space

- 15.30 The phase includes two neighbourhood parks, several smaller pocket parks, a trim trail and 'The Ridgeway', which is a green spine providing a traffic free street between Teversham Drift and the secondary school. The total area of the public open spaces within this phase is 1.41 hectares.
- 15.31 The southern neighbourhood park, central to The Village, incorporates a LEAP play area. The park will be enclosed by formal hedgerows and gates at the main entrances for safeguarding. The boundary hedgerows will be maintained at a height of 1m to allow for overlooking from the houses. There will also be a framework of trees within the space. A concept play strategy for the park has been drawn up with the reserved matters applications and is considered to accord with the Youth and Play Strategy that covers the site. Officers recommend that the specific details of the equipment be conditioned as part of any consent.
- 15.32 The northern neighbourhood park lies central to The Gateway. This is a more informal linear parkland space which would feature a community orchard. Due to airport safeguarding there will only be hard growing fruit such as apples and pears. This will be set within ornamental planting to

create a pollination corridor with parkland scale trees. The space will also feature elements of play/public art.

- 15.33 The Ridgeway will be a dramatic green spine providing a safe and traffic free landscaped street. As well as footpaths on either side there is a continuous cycleway through this space. Locations for door-step play/public art have been identified along this key movement route. Informal tree planting will help define this space.
- 15.34 There are also three rain gardens within the phase. Two of them are to form focal landscape elements within the pocket park spaces. These features will contribute to the overall SUDs strategy for the site, whilst also offering places to sit and incidental play.

Play Strategy

- 15.35 As required by the site wide strategy, this phase includes 'Play on the Way', 'Neighbourhood Park' and the 'Active Discovery Route' spaces. The Neighbourhood Park contained within this phase shall be delivered prior to the occupation of the 200th unit inline within the open space obligation set out in the S106 agreement.
- 15.36 Concept designs for each of these categories showing how play will be incorporated has been submitted with the applications. The associated landscape design statement provides an explanation of how the key principles of the Design Code relative to the living infrastructure have been included. In addition, radar diagrams which list the criteria have been submitted to demonstrate how the designs perform well against most sub-categories which demonstrates that the play has a good age distribution (including ages 15+), facilitates a range of uses (restful, mindful engaging), engages a range of senses, and incorporates a range of materials.
- 15.37 In terms of 'Play on the Way' (pocket play), locations have been identified along the tertiary streets and the Ridgeway within the landscape master plan. The radar diagrams demonstrate a good spread across the subcategories with more of the play performing well for a range of ages.
- 15.38 In terms of the 'Neighbourhood Park', the play space includes elements of all five of the types of equipment requested within the Youth Play Strategy, incorporating actives that help bring people together, creation of green buffers with opportunity to engage with wildlife and to stop and rest.
- 15.39 In terms of the 'Active Discovery Route' this phase will include an element of it along the Teversham Drift edge. No trim trail equipment is planned along this edge due to the proximity of the houses but there is doorstep play equipment accessible between the houses. There will be wider opportunities to deliver trim trail equipment on larger areas of open space and where housing is not directly adjacent. Further details of the space will come forward via the recommended landscape condition.

- 15.40 The proposed play spaces are therefore considered to be acceptable in accordance with Policy SC/7 of the South Cambridgeshire Local Plan (2018) and Policy 68 of the Cambridge Local Plan (2018). Along with the approved design code and play strategy.
- 15.41 The concept plans provide a clear vision on what is expected to be delivered in these areas. Whilst detailed proposals have been submitted for the play equipment types, a condition will be imposed for them to be re-agreed to ensure that they are to the City Council's adoption standards and to go through a series of Community Participation to find the right types of equipment for the future residents (**Condition 7 – Play Equipment and Open Space**).

Inclusive Access

- 15.42 The application was presented to the Councils' Access Officer in August 2023 and consulted on as part of this application. Whilst no formal comments have been received, the proposed masterplan has been arranged to allow for clear, direct, and inclusive access throughout the site with low kerbs and level thresholds within a low-speed environment. The designed access footways and cycleways will offer priority to pedestrians and cyclists and paths will be paved or bound along with the use of contrasting surfaces. The layout has been designed to meet current building regulations Approved Document Part M.
- 15.43 The development is therefore considered to accord with Policy 57 of the Cambridge Local Plan (2018) and Policy HQ/1 of the South Cambridgeshire Local Plan (2018).

Designing Out Crime

- 15.44 Cambridge Constabulary has reviewed the scheme and notes the site is in an area of low to medium risk to the vulnerability to crime.
- 15.45 Security and prevention measures have been considered, in particular providing reasonable surveillance overlooking streets and open spaces from active rooms, external lighting design, cycle stores within flat block entrance lobbies made secure and stairs accessing first-floor podiums are gated.
- 15.46 Other comments made by Cambridge Constabulary, such as type of security gates use, fob system and alarm system, are linked to the effective management and operation of the apartments and sit outside the function of the planning applications. The developer has a copy of these comments to consider when this level of detail is drawn up.

Cambridge Quality Panel

- 15.47 The scheme was reviewed by the Cambridge Quality Panel at pre-application stage in August 2022. A copy of the report from the review is provided in **Appendix 1** of this report. The applicant submitted a response to

the main points of feedback and amendments that had been made as a result.

- 15.48 The panel welcomed the opportunity to visit the site and comment on this scheme from its inception through to the current reserved matters scheme and welcomed the ambitions of the scheme and it is setting a high standard in the East of Cambridge.
- 15.49 The scheme has evolved significantly and positively in response to the panels feedback. In summary the following actions have/haven't been taken:
- The QP welcomed approach to EV charging but suggest a pilot scheme for on-adopted street parking. Unfortunately, highways at this stage are not prepared to have any charging facilities within their adoption but this is something they will explore.
 - In terms of highway related comments, the colour of the cycle routes has been defined in red finish to meet adoption standards. The Ridgeway route has been taken out of highway adoption and into City adoption area so there can be more creativity over finish.
 - In terms of landscape related comments, vertical planting schemes have been added to the plans with climbing plants locations identified. Enhanced water features have also been included in the form of raingardens, however, standing water features are restricted due to the airport.
 - In terms of climate related comments, the QP requested the developers think about the use of heat pumps and their impacts in terms of noise and cold spots. They questioned whether they were really needed for apartments. The developers explored a range of gas-free options with the Councils Sustainability Officer with heat pumps turning out to be the preferred option in terms of upfront and ongoing costs and risk of fuel poverty. Heat pumps for the apartments are noticeably smaller and concealed within the roof area.

Conclusion

- 15.50 In conclusion, the scheme has developed positively through a collaborative process with the urban design and landscape teams and through the review of the Cambridgeshire Quality Panel. The scheme would provide high quality public realm. The proposal accords with the outline consent and the established principles set in the design code, and with the Cambridge Local Plan (2018) Policies 55, 56, 57 and 59 and South Cambridgeshire Local Plan (2018) Policies HQ/1, SC/7 and NH/8 and guidance on good design within the NPPF.

16 Housing Delivery

- 16.1 The Section 106 Agreement secured at outline stage requires the delivery of 40% affordable housing across the development site. The Section 106 Agreement makes provision for the number of affordable units within a

residential reserved matters area to be more than 40% (up to 45%) and where there is a surplus above 40% from previously approved schemes be less than 40% (but not less than 35%).

- 16.2 The Section 106 Agreement sets out that the tenure of the affordable units is to be in general conformity with the preferred tenure split of 73% affordable rented and 27% shared ownership, unless agreed in writing by the relevant Council(s). These figures arose due to the cross-boundary nature of the site across Cambridge City and South Cambridgeshire Councils where Cambridge City policy would seek a 75:25 ratio while South Cambridgeshire policy would seek a 70:30 ratio.
- 16.3 The Section 106 Agreement also provides details for affordable housing in terms of distribution within an approved residential area. Paragraph 1.1.3(v) requires that, unless otherwise agreed with the relevant Council(s), the clustering of affordable units in terms of numbers abutting each other and the number of apartment blocks located together, shall not be located in groups which exceed 25 affordable housing units and that no more than 12 affordable housing units shall have access from a common stairwell or lift.
- 16.4 Condition 11 of the outline permissions requires any reserved matters application to be submitted with a plan showing the distribution of market and affordable dwellings, a schedule of the dwellings size (by number of bedrooms) and a statement which demonstrates how the proposals for the relevant Development Parcel relate to the agreed indicative housing mix.
- 16.5 Other relevant conditions from the outline permissions include the requirement for residential units to comply with residential space standards (condition 12), that 95% of the dwellings are designed to accessible and adaptable dwellings M4(2) with the remaining 5% a bespoke coach house type (condition 13) and that not less than 5% of affordable dwellings are designed to meet the wheelchair user dwellings M4(3) (condition 14).
- 16.6 In terms of the provision of self-build / custom build units, the Section 106 Agreement requires that not less than 5% of the total number of market units to be comprised in the development are self-build / custom build.

Affordable Housing Provision

- 16.7 The development would provide 351 homes, of which 141 would be affordable units (40%), in line with the details secured at outline stage. The units would be provided as follows:

Unit	Affordable: Social Rent	Affordable: Shared Ownership
1-bed flat	18	17
2-bed flat	7	3
2-bed maisonette	15	10

2-bed house	28	6
3-bed house	22	7
4-bed house	8	0
Total	98 (70%)	43 (30%)

- 16.8 In consultation with the Council's Housing Strategy Team the unit mix proposed is considered acceptable and would address local needs in terms of its provision of social rented, affordable rented and intermediate housing alongside the provision of flats and family houses categorised by the number of bedrooms. This would generally align with the mix agreed in May 2021 for the whole site, with the reserved matters area offering a balanced blend of dwellings sizes close to the agreed mix, as illustrated in the table below:

Unit	Affordable Allocation	% of Allocation	Agreed Mix (May 2021)
1-bed flat	35	25%	30%
2-bed flat	35	25%	20%
2-bed house	34	24%	24%
3-bed house	29	21%	20%
4-bed house	8	6%	6%
Total	141	100%	100%

- 16.9 In terms of tenure mix, as noted above, the overall provision of 1,200 units will be delivered as 40% affordable housing with a tenure to be in general conformity with the preferred tenure split of 73% affordable rented and 27% shared ownership. Officers acknowledge that the reserved matters area provides a tenure split of 70% affordable rent and 30% shared ownership.
- 16.10 As set out in paragraph 16.2, the preferred tenure split arises from the cross-boundary nature of the scheme. As the preferred tenure split applies to the whole development site, the split proposed as part of the reserved matters area is considered acceptable, with the under provision of five affordable rent and the over provision of five shared ownership units to be reconciled in future reserved matters parcels. The Council's Housing Strategy Team raise no objection to the tenure mix proposed.
- 16.11 All affordable units would meet or exceed residential space standards and also meet the accessible and adaptable dwellings M4(2) standard, as required by conditions 12 and 13 of the outline consents. Eight of the affordable units would meet the wheelchair user dwellings M4(3), exceeding the target of 5% as set out in condition 14 of the outline consent by one unit for the reserved matters area.
- 16.12 In terms of the distribution of the affordable units within the layout of the site, the units are well dispersed across the development parcel. The clusters range from 6 dwellings to 26 dwellings. Officers acknowledge that two of the

clusters would have one unit above the policy limit, although the Section 106 Agreement provides some discretion by the relevant Council(s) in this regard. Where these clusters exceed 25 units by one, there are six houses facing away from the cluster and of the remaining units 14 have their own gallery or garden access; there are only six dwellings off the main core. The Council's Housing Strategy Team comment that this is considered a policy compliant scheme and officers are therefore satisfied that the proposed distribution of affordable units is acceptable.

- 16.13 The scheme has been designed to be tenure blind in the housing design, an approach which is supported by officers.
- 16.14 In considering the road adoption strategy, the scheme has been amended to push as many of the Affordable Rent houses onto the adoptable roads, to avoid future service charges to registered providers or occupiers. Not including apartments, out of a total of 58 affordable rent houses - 22 will remain on un-adopted/private roads. Out of a total of 13 shared ownership houses - 8 will remain on un-adopted/private road.
- 16.15 In the absence of any specific evidence, policy requirements or legal obligations requiring homes to be on adopted streets, on balance officers consider the layout and distribution of homes to be acceptable.

Market Housing Mix

- 16.16 At outline stage, the indicative housing mix at outline stage was as follows;

Unit	Private Mix at Outline	%
1 bed apartment	72	10
2 bed apartments	112	15
2 bed houses	68	9
3 bed houses	324	45
4 bed houses	144	20
Total	720	100

- 16.17 Officers note that the outline indicated that precise housing mix might differ as a subsequent reserved matters phases are brought forward with each one having regard to the cumulative housing mix across the site. The Section 106 Agreement secured details of the housing mix to allow for such flexibility and Condition 11 was also attached to the planning permission.
- 16.18 The development would provide 210 market homes across a mix of the following types of home:

Unit	Private	%
1-bed flat	25	12

2-bed flat (inc. maisonette)	33	16
2-bed house	31	15
3-bed house	54	26
4-bed house	67	32
Total	210	100

- 16.19 On this phase there is more emphasis on providing flat units. This is because there are several apartment buildings fronting onto East Park. There is also more emphasis on four-bedroom houses. Officers would expect this due to it being the Village character area which has lower densities.
- 16.20 As the parcels progress the above housing mix will need to ensure its still meeting the identified need and providing a variety of homes across the site. The market housing mix is supported, and Condition 11 can be partial discharged in relation to this.

Self and Custom Build

- 16.21 The proposed development, as amended, does not provide any self-build or custom-build market properties.
- 16.22 During the application process officers continued to offer support to the principle of custom build (instead of self-build) on the site. This has also been supported by the Quality Panel. Whilst the approach/proposal in the original submission offered some scope for the initial owner to influence the internal layout of the identified homes, the level of input into the final design was limited and, in the view of officers, did not meet the requirements of the Self and Custom Build Act 2015.
- 16.23 Follow up conversations concluded that such an approach requires much further work and time to formulate from both sides. As such it was considered reasonable to remove the five custom build units from this phase and re-provide these units within future phases.
- 16.24 As noted above, the Section 106 Agreement requires that not less than 5% of the total number of market units to be comprised in the development are self-build / custom build. There is no requirement that each reserved matters area make such provision.
- 16.25 The absence of any self-build / custom build market units as part of these reserved matters applications is considered acceptable at this stage and would not conflict with the requirements of the Section 106 Agreement. Officers accept that future phases of development will contribute to the overall requirement of not less than 5% of market units to comprise self-build / custom-build.

Conclusion

- 16.26 In summary, the proposed market and affordable housing within the reserved matters area is considered acceptable in terms of the overall mix and typologies of units provided and the percentage provision of affordable housing and their tenure to address local need in Greater Cambridge. The housing aligns with the requirements of the outline consent in terms of residential space standards, accessible and adaptable dwellings M4(2) standard, and the wheelchair user dwellings M4(3) and complies with relevant adopted Local Plan policy.

17 Residential Amenity for Future Occupants

Internal Floor Space

- 17.1 The outline planning permissions secured a requirement that all homes would need to meet (or exceed) Nationally Described Space Standards (2015). All homes within this phase would meet or exceed the NDSS and therefore would provide an acceptable level of amenity for future occupants in accordance with Policy 50 of the Cambridge Local Plan (2018) and Policy H/12 of the South Cambridgeshire Local Plan (2018).

External Amenity Space

- 17.2 The approved Design Code requires that amenity space should be of a size, shape, aspect, and level that allows it to be positively used. All the proposed houses within this phase would have private rear gardens which would be an acceptable size for the number of bedrooms within the property and meet the needs of future occupants. A condition will be included to ensure these spaces are provided prior to occupation (**Condition 20 – Curtilage**).
- 17.3 Apartments and mews houses (over garages) will have access to either balconies, roof terraces or small garden areas directly off liveable rooms. This would provide useable space and is comparable to other balconies that are accepted across other new developments.

Inter-relationship between units

- 17.4 The Design Code requires that on two storey dwellings there should be a minimum of 18m back-to-back distances between the windows of rear habitable rooms. This distance should be greater on three storeys or more and arranged to avoid direct overlooking.
- 17.5 Given this phase has a relatively low density being The Village and Gateway, direct back-to-back distances of all homes with first floor windows in the rear elevation exceed the minimum distances set in the Design Code. There are some instances of side-to-rear facing properties which could have an element of overlooking; however, the gardens are relatively deep, and the careful placement of the cycle stores helps mitigate any significant adverse overlooking concerns. In addition, there are some plots that are rear facing

but do not have first-floor windows. Officers are therefore satisfied that the inter-relationship between the proposed units is acceptable.

- 17.6 Conditions will be applied to remove permitted development rights to avoid any openings being put in the future and to ensure bathroom windows are opaque. **(Condition 17 – Windows) (Condition 18 – Extensions) (Conditions – Opaque).**

Impact on amenity from existing neighbours

- 17.7 The nearest existing dwellings to this phase are those located along Teversham Drift, Dolphin Close and Caribou Way. The houses are separated from the site by adopted roads, hedgerows and open space approved in the infrastructure reserved matters scheme. As such the relationship is acceptable and would not give rise to any significant amenity issues.

Noise, Odour, Lighting and EV charging

- 17.8 The Councils' Environmental Health Officers have reviewed the proposals from a noise and odour perspective and have raised no objections subject to a series of planning conditions. They have reviewed details linked to outline Condition 10 (Design Code), Condition 59 (Noise Impact Assessment), Condition 60 (Noise Impact Assessment – Non-residential), Condition 55 (EV) and Condition 61 (Lighting Scheme).
- 17.9 The application includes a Noise Impact Assessment and Mitigation Scheme for the proposed houses. The modelling indicates that noise levels on the dwellings in this phase will be principally influenced by existing road noise and roads running through the site. Noise impacts have been mitigated through careful design such as facing gardens away from the main roads and the majority of living space being dual aspect to enable passive ventilation providing bedrooms at the rear. The houses that face onto the primary road and Airport-Way/Cherry Hinton Road will need to contain passive ventilation systems to allow occupants to maintain windows closed in the event that noise from the roads becomes disruptive. Outline Condition 59 has therefore been recommended for discharge. Compliance conditions have been included. **(Condition 8 – Noise) (Condition 9 – Traffic Noise).**
- 17.10 A Noise Impact Assessment has also been carried out for the electricity substations, Air Source Heat Pumps (ASHP) and Neighbourhood Parks. There are no in principle objections, but conditions were recommended for a review of the play equipment **(Condition 7 – Play Equipment)** and details of the ASHP **(Condition 11 – ASHP)** to ensure they do not have an impact on residential amenity.
- 17.11 In terms of lighting, a typical lighting specification has been submitted with the application. The outline strategy is considered to be acceptable, however only one example of vertical illuminance is provided and further detail is

required to make the scheme acceptable. As such a condition has been recommended (**Condition 10 - Lighting**).

- 17.12 In terms of EV charging, the application documents confirm that electric vehicle charging points will be installed in all residential and marked visitor car parking in accordance with the approved strategy. Based on the information provided there is no objection, however further information is required on specifications relation to the EV being installed prior to occupation.

18 Community Infrastructure

Public Open Space

- 18.1 Condition 36 of the outline consents require any reserved matters application for a development parcel containing residential development to include details of open space and areas of formal play alongside details of the dwellings served by each type of space and a timetable for their delivery.
- 18.2 Paragraphs 15.29 to 15.33 of this report have already noted the open space proposals of the reserved matters area, with the development providing 1.41 hectares of public open space.
- 18.3 Details for the delivery of the open space have not been provided to date and therefore details will be requested via planning condition. (**Condition 7 – Play Equipment and Open Space**)

Children’s Play Spaces

- 18.4 A Site Wide strategy for Youth and Play Facilities and Children’s Play provision has been agreed via Condition 35 on the outline consent. The strategy requires a compliance checklist to be submitted with each reserved matters application demonstrating compliance with the approved strategy.
- 18.5 Paragraphs 15.34 to 15.40 of this report have already noted the Play Spaces proposals for these reserved matters area. The details are considered to be acceptable and meet the expectations of the outline application.
- 18.6 Specific details of the play equipment and their installation have not been provided to date and therefore details will be request via planning condition. (**Condition 7 – Play Equipment and Open Space**)

Waste and Recycling

- 18.7 Condition 64 of the outline consents require prior to, or concurrently with any reserved matters application for development other than enabling works to be accompanied by full details of the on-site storage facilities for waste, including waste recycling, for that development parcel.

- 18.8 The application is supported by the Design and Access Statement which includes full details of the refuse strategy showing the arrangement for bin storage and collection. This has been updated during the pre-application process following meetings with the shared waste team. Each house would have a bin store providing space for three bins. Apartment blocks would have communal bin stores within the ground floor of the building. Storage capacity has also been calculated based on the most up to date guidance from the waste team. The maximum drag distance is 25 metres.
- 18.9 Whilst we have not had any formally comments from the Councils Waste team, officers consider the proposals to be acceptable and therefore Condition 62 can be partially discharged.

Public Art

- 18.10 The Section 106 Agreement requires a Site Wide Public Art Strategy to be submitted prior to or concurrently with the first residential reserved matters application and a Public Art Delivery Plan to be submitted for each reserved matters area which is identified to include public art. The reserved matters applications are supported by a Site Wide Public Art strategy and a Public Art Delivery Plan.
- 18.11 The Design Code establishes the overarching themes for a public art which is sustainable, carbon-conscious in delivery and 'embedded' into all stages of the planning, design and build process.
- 18.12 Since the submission of the Site Wide Public Art strategy and a Public Art Delivery Plan further refinements have been made to ensure the document is fit for purpose and ties in with the Youth and Children's Play Strategy. Whilst indicative locations of the Public Art have been located on the landscape plans the document and the delivery plan will be signed off and monitored through the S106 process.

Fire Hydrants

- 18.13 A planning condition will be included on the decision notice for details of fire hydrants to be submitted to and approved in consultation with the Fire and Rescue Service prior to installation (**Condition 24 – Fire Hydrants**)

Conclusion

- 18.14 Overall, the provision of community infrastructure is generally compliant with the outline permission and the social and community objectives of relevant adopted planning policy.

19 Transport

Transport Impact

- 19.1 The transport impact was assessed at the outline stage and is subject to conditions and mitigation measures secured through that consent. These include improvements to the local highway network, the provision of cycling, walking and public transport infrastructure and residential travel plans. The quantum of development proposed is in accordance with the outline consent and the design code which supports the modal shift towards non-car modes of transport to get around.

Car Parking

- 19.2 There are over 400 car parking spaces across the reserved matters area. For units of two bedrooms and under, one space has been provided. For units of three bedrooms or more, up to two spaces have been provided in accordance with Policy 82 of the Cambridge Local Plan (2018).
- 19.3 Parking is predominantly provided on plot except for some of the properties around the local squares. In these locations spaces have been kept to a minimum and landscaping integrated into the spaces so that the parking does not dominate. Parking for the apartments is located within small parking areas incorporated into the footprint of the buildings or for smaller blocks in small parking squares.
- 19.4 All residential and marked visitor car bays are equipped with 100% electric car charging provision. Residential visitor spaces are provided on the site but remain unmarked and are distributed across the development. There is up to one visitor bay for every four units across the site.
- 19.5 Overall, the range of car parking solutions are supported, reinforcing the wider placemaking objectives of keeping parking to a minimum to support active travel options. A planning condition will be included to restrict the conversion of garages to ensure they remain as parking spaces. **(Condition 21 - Removal of Permitted Development Rights for Garages).**

Cycle Parking

- 19.6 There are over 1,100 cycle parking spaces provided across the reserved matters area. In accordance with Policy 82 of the Cambridge Local Plan (2018) one space has been provided per bedroom for units with up to three bed spaces and three spaces for four-bedroom units.
- 19.7 For larger houses, a split provision is provided which successfully integrates a store for two cycles towards the front of the plot with any additional required provision within the rear garden. This approach successfully balances the potential negative impact upon the overall densities and the ability to provide good levels of surveillance of the street. For smaller houses, the cycle stores are provided towards the front of the plots.
- 19.8 Apartment blocks integrate both bike and bin stores separately within the footprint of the building and deliver 100% Sheffield stands, including space for bike maintenance and parking for off-gauge cycles.

- 19.9 Overall, the range of cycle parking solutions are supported. They are in convenient and well-integrated in accordance with Cambridge Local Plan (2018) Policy 82 and South Cambridgeshire Local Plan (2018) Policy TI/3. A condition is recommended for specific details (**Condition 4 – Cycle Parking**).
- 19.10 **Highway Safety**
- 19.11 The main primary street running along the northern edge of the parcel was agreed under the infrastructure reserved matters consent. Within the parcel, the primary street feeds into a network of Tertiary streets and Mews streets. This follows the general principles within the design code. Speed features have been placed around the streets to reduce speeds this includes raised tables and build outs.
- 19.12 The applicant has submitted vehicle tracking diagrams and visibility splays. The Highways Authority have been involved in reviewing the proposals at all stages. Most of the comments on highway safety grounds have been addressed as part of the amendments. At the time of writing, a few small issues remain outstanding, which is mainly the location of two of the build outs. The Highways Authority has raised concern that the tracking would demonstrate that some vehicles might overlap the kerb. Amended plans have subsequently been submitted prior to committee and final comments will be reported back as an update.
- 19.13 A highway adoption plan has been submitted for information. This will be subject to a separate adoption process with the Highway Authority. The loop roads and some of the shared surface areas will be offered for adoption. There will however be some private roads that are not anticipated for adoption. The extent of non-adopted roads has been minimised as much as possible. This is acceptable in principle on balance due to the place-making objectives in these small streets.
- 19.14 The proposal is consistent with the outline consent and the established principles within the design code and on this basis are acceptable regarding transport, parking and highway safety. Whilst we have not got a final list of conditions from the Highways Authority, officers have identified those that were used on a similar site elsewhere where a reserved matters was being considered for house for the purposes of highway safety (**Condition 13 – 16**).

20 Sustainability

- 20.1 The application is supported by an Energy and Sustainability Statement which sets out the approach to meeting the requirements set out in the Site-Wide Sustainability Statement (March 2019) and Outline Energy Statement (March 2018) as updated by the Sustainability Statement Addendum (March 2022) and Design Statement (2022). The Statement details how the

development seeks to reduce the overall energy demand as far as practically possible through implementation of energy efficiency measures and the incorporation of low carbon or renewable energy technology.

- 20.2 The development incorporates a range of measures including the integration of green and blue infrastructure across the phase. This will assist with urban cooling and help enhance health and wellbeing. The modelling of all house types has been assessed against Part L 2021, with an average 65% reduction in emissions compared to the Part L compliant baseline and the design of the housing typologies has been tested and refined using dynamic thermal modelling to achieve compliance with Part O of the Building Regulations. In addition, roof orientations have been optimised for the future provision of photovoltaic panels, with the show homes offering the option to purchase additional renewable energy (photovoltaic panels) and battery storage alongside the provision of EV charging points as detailed earlier in the report.
- 20.3 There will be no gas-boilers on this site/phase. It is proposed that all homes will have individual Air Source Heat Pumps as a means of getting hot water and heating into there homes.
- 20.4 In terms of overheating, 94% of all homes on the site will be dual aspect, allowing air flow through the properties on hot days. This is high given around 36% of homes on this phase are apartments. The remaining 6% are associated with some of the smaller apartments and none of them will be north facing.
- 20.5 The application has been subject to formal consultation with the Council's Sustainability Officer, who raised no objection to the proposed development. Alongside the reserved matters development, the applicant is seeking partial discharge of several relevant conditions from the outline stage.
- 20.6 Condition 17 requires the submission of a Sustainability Statement alongside any reserved matters application. In consultation with the Councils' Sustainability Officer, officers are satisfied that condition 17 can be discharged for the reserved matters area, noting the measures proposed as set out above.
- 20.7 Condition 18 requires any reserved matters application which include dwellings to be accompanied by a Water Conservation Strategy, which includes a water efficiency specification for each dwelling type. The Councils' Sustainability Officer notes in their comments that Appendix A of the Energy and Sustainability Statement sets out a water efficiency specification to achieve a designed water use of 107.6 litres/person/day. This approach, which represents a slight improvement on the requirement of condition 18, is supported by officers. Therefore condition 18 can be discharged for the reserved matters area.

- 20.8 Condition 19 requires any reserved matters application for a development parcel to be accompanied by an Energy Statement that includes details of a reduction in the amount of CO₂ m³/year emitted by 10% compared to the minimum Building Regulations requirement, where viable and to provide at least 10% of that phase's predicted energy requirements following occupation through the use of on-site renewable energy technology, measured in Kg/CO₂/annum.
- 20.9 The details of the Energy Statement are noted in paragraph 20.2 above and the approach is supported by officers and therefore condition 20 can be discharged for the reserved matters area.
- 20.10 The proposals are acceptable in respect of the requirements of the conditions of the outline consent for sustainability and to be in accordance with the requirements of Policies 28 and 30 of the Cambridge Local Plan (2018) and Policies CC/3 and CC/4 the South Cambridgeshire Local Plan (2018).

21 Biodiversity

- 21.1 Several ecological constraints are present on or adjacent to the site which have an influence on the delivery and management of the development. In relation to this phase, it includes Protected Roadside Verge along Airport Way and City Wildlife Site on Teversham Drift.
- 21.2 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. Cambridge Airport have reviewed the details and consider the proposals to be acceptable and to not have a detrimental impact on the function of the airport.
- 21.3 A site-wide Ecological Design Strategy (EDS) and LEMP setting out how the development will improve net biodiversity and in accordance with the outline Environmental Statement was approved via the discharge of Condition 28 of the outline consents.
- 21.4 Condition 29 of the outline planning permissions requires a Biodiversity Survey and Assessment to be submitted with any reserved matters application demonstrating how the detailed proposals accord with the site-wide plan. The Councils Ecology Officer has not raised any concerns regarding the details submitted and therefore this condition can be discharged for the reserved matters area.
- 21.5 In terms of Biodiversity Net Gain (BNG), the applicant has submitted an updated calculator and open space plan. This phase seeks to deliver areas of flower lawn mix, wildflower grassland, amenity grass, ground cover shrub planting and gravelled areas. The outline applications identified that the target for BNG is 116.04 units. The combined application for RMA1 Infrastructure, RMA2&3 would deliver a total of 41.34 units towards that total.

Future phases cover the larger proportion of the site and include gardens, areas of green infrastructure such as allotments, sports fields, formal and informal play and the attenuation bund along the eastern boundary.

- 21.6 The Councils' Ecology Officer has supported the approach and is comfortable that the proposed development will contribute to the overall BNG figure. The proposals are acceptable in respect of biodiversity and in accordance with the requirements of Policy 70 of the Cambridge Local Plan 2018 and Policy NH/4 of the South Cambridgeshire Local Plan 2018 objectives of the NPPF.

22 Water and Flood Risk Management

Surface Water

- 22.1 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 under RMA1 Infrastructure.
- 22.2 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. The main attenuation features were agreed under the RMA1 Infrastructure application and include urban rills, linear detention areas, basins, and some below ground storage.
- 22.3 Condition 24 goes on to 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 phase.
- 22.4 The applicant has submitted a drainage note along with layouts and calculations based on the site wide strategy. The documents demonstrate the surface water from this phase can be managed using collection conveyance into the open attenuation structures as agreed under the wider scheme. Sustainable urban drainage features on this phase include permeable paving on the driveways and rain gardens.
- 22.5 The applications have been submitted to formal consultation with the Lead Local Flood Authority, who raise no objection to the details submitted.
- 22.6 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 (2018) and CC/8 of the South Cambridgeshire Local Plan (2018) and objectives of the NPPF.

22.7 An informative is recommended 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.

22.8 A compliance condition is considered necessary to ensure the effective operation of the SUDS network (**Condition 25 – Compliance Statement**).

Foul Water

22.9 Condition 26 of the outline planning permissions 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 applications.

22.10 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 (agreed under the RMA1 Infrastructure application). This pump flows to the south before entering a gravity system which discharges into an existing public foul water sewer in Teversham Drift.

22.11 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.

22.12 Anglian Water have raised no objections to the proposals. Condition 26 can therefore be discharged in relation to this phase.

22.13 The proposals are therefore acceptable in respect of water management in accordance with the requirements of Policy 31 of the Cambridge Local Plan (2018) and CC/8 of the South Cambridgeshire Local Plan (2018) and objectives of the NPPF.

23 Third Party Representations

23.1 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
Approval should be withheld until the footpath (public right of way) is fully open and remains open to the public.	Footpath re-opened in January 2023 following works to the main gas pipe.

Increased transport problems and impact on the road network	The outline planning application considered the impact of the development on the surrounding road network. As a result of this various measures were put in place to limit the impact. This included but not limited to; Three new junctions into the site, new cycleways, and footways to promote active travel choices, contributions towards various local projects to upgrade the network and keeping the primary street open to relieve pressure through Cherry Hinton.
Car parking – Visitor spaces should be marked	Recognised that car parking and visitor parking is sensitive matter. The proposal accords with the adopted parking standards with more emphasis on prioritises cycling and walking. The informal visitor spaces have been marked on the plan to provide maximum level of flexibility regarding the use of the spaces.
Play areas – one LEAP has been provided not clear on what equipment will be provided and no provision for dog bins. Trigger for delivery. Active discovery route.	<p>The amendments were accompanied by detailed planting plans and concept plans for the open spaces. Taking on board comments the planting species have been selected to be non-toxic.</p> <p>The details include a range of play equipment details and age ranges for them. Whilst play on the way features are included, they are located in non-traffic zones or in small pocket parks. Dog bins can be provided through at detailed design stage given the nature of the open spaces.</p>
Water features and raingardens - concern with safety	There is no risk to drowning within rain gardens as they are designed for the water to incept into the plants/rocks. Other features will largely remain dry (due to the airport).
Tree strategy - concern about recent loss of hedgerows. Native species should be secured.	Tree species have been selected to focus on resilience. A mix of native and non-native trees have been chosen for urban planting.

24 Planning Balance

- 24.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 24.2 The materials considerations are limited to the reserved matters of layout, landscaping, appearance, and scale. These are assessed in the context of

the outline consent and the relevant development plan policies where applicable. The assessment in this report has concluded that the proposals are generally compliant with the outline consent and the established principles within the Design Code. The scheme is a result of extensive pre-application with officers, review by the Cambridge Quality Panel, feedback from briefing with the Joint Development Control Committee and amendments submitted during this application. This has been a collaborative process with the applicant and is supported.

- 24.3 The resulting scheme would provide a high-quality living environment for future occupants. The site layout and provision of infrastructure promotes sustainable lifestyles through the creation of a car free link along the Ridgeway and low traffic-speed streets. The applicant has worked hard to provide high quality cycle parking which is at least convenient as the car parking. This work has been complimented by the greening across the parcel and landscape proposals which are rich in biodiverse species, along with the development of the site wide play strategy with locations set for 'play on the way' features and two neighbourhood parks. This is supported.
- 24.4 In addition to providing a housing mix that responds to current housing demand, the scheme delivers other benefits secured in the outline consent such as public open space, contributing to biodiversity net gain, securing provision for Air source Heat Pumps on all properties, homes which meet or exceed National Described Space Standards, homes which are dual aspect and provision of active electric vehicle charging points on all homes. This is supported.
- 24.5 For the reasons set out in this report and subject to resolution of the outstanding highways issues prior to the JDCC meeting, the proposals are supported by officers and the recommendation is to approve the application subject to conditions. The proposal is considered to accord with the policies in both the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018 along with the aspirations of the LNCH Design Code 2022 and the parameters secured within the outline planning permissions.
- 24.6 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.

25 Recommendation

25.1 Approve planning permission of reserved matters applications reference 22/05018/REM, subject to:

- (i) The conditions and informatives set out below in this report; and
- (ii) With authority delegated to officers to carry through minor amendments to those conditions and informatives (and include others

considered appropriate and necessary) prior to the issuing of the planning permission.

- 25.2 **Approve / refuse partial discharge of the following outline planning conditions** associated to references S/1231/18/OL and 18/0481/OUT as varied by references 22/01966/S73 and 22/01967/S73 in relation to the RMA3 reserved matters applications according to the recommendations for each condition set out in the table below:

Condition Submitted	Recommendation
Condition 10 – Design Code Statement	Approve
Condition 11 – Housing Mix	Approve
Condition 12 – Internal Residential Space Standards	Approve
Condition 13 – Accessible and Adaptable Dwellings	Approve
Condition 14 – Wheelchair User Dwellings	Approve
Condition 17 – Sustainability Statement	Approve
Condition 18 – Sustainability - Water Efficiency	Approve
Condition 19 – Sustainability - Energy Statement	Approve
Condition 24 – Drainage: Surface Water Strategy	Approve
Condition 26 – Drainage: Foul Water Drainage Details	Approve
Condition 29 – Biodiversity: Biodiversity Survey and Assessment	Approve
Condition 30 – Wildlife Hazard Management Plan	Approve
Condition 36 – Open Space Details	Approve
Condition 37 – Hard and Soft Landscape Details	Approve
Condition 38 – Tree Survey and Arboriculture Implications Assessment)	Approve
Condition 40 – Installation of Services: Details of Excavation Trenches	Approve
Condition 44 – Highways - Cycle Parking	Approve
Condition 45 – Highways - Car Parking	Approve
Condition 55 – Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery	Not Approve
Condition 59 – Noise Impact Assessment - Residential and Noise Sensitive Issues	Approve
Condition 61 – Artificial Lighting Design Scheme	Not Approve
Condition 64 – Waste - Waste Storage Details	Approve

- 25.3 **Approve planning permission of reserved matters applications reference 22/05037/REM**, subject to:

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

25.4 **Approve / refuse partial discharge of the following outline planning conditions** associated to references S/1231/18/OL and 18/0481/OUT as varied by references 22/01966/S73 and 22/01967/S73 in relation to the RMA3 reserved matters applications according to the recommendations for each condition set out in the table below:

Condition Submitted	Recommendation
Condition 10 – Design Code Statement	Approve
Condition 11 – Housing Mix	Approve
Condition 12 – Internal Residential Space Standards	Approve
Condition 13 – Accessible and Adaptable Dwellings	Approve
Condition 14 – Wheelchair User Dwellings	Approve
Condition 17 – Sustainability Statement	Approve
Condition 18 – Sustainability - Water Efficiency	Approve
Condition 19 – Sustainability - Energy Statement	Approve
Condition 24 – Drainage: Surface Water Strategy	Approve
Condition 26 – Drainage: Foul Water Drainage Details	Approve
Condition 29 – Biodiversity: Biodiversity Survey and Assessment	Approve
Condition 30 – Wildlife Hazard Management Plan	Approve
Condition 36 – Open Space Details	Approve
Condition 37 – Hard and Soft Landscape Details	Approve
Condition 38 – Tree Survey and Arboriculture Implications Assessment)	Approve
Condition 40 – Installation of Services: Details of Excavation Trenches	Approve
Condition 44 – Highways - Cycle Parking	Approve
Condition 45 – Highways - Car Parking	Approve
Condition 55 – Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery	Not Approve
Condition 59 – Noise Impact Assessment - Residential and Noise Sensitive Issues	Approve
Condition 61 – Artificial Lighting Design Scheme	Not Approve
Condition 64 – Waste - Waste Storage Details	Approve

26 Planning conditions

Draft Conditions

1. 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.

2. Materials

No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include external features such as private cycle stores, weatherboarding, roof tiles, windows, pre-cast stone cill, brise soleil, doors and entrance canopies, external metal work, rainwater goods, balustrades, balcony panels, soffits, edge junction and coping details. Development shall be carried out in accordance with the approved details.

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

3. Sample Panel(s)

No brickwork above ground level shall be laid until a sample panel(s) minimum 1.5mx1.5m has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning [projecting headers, hit and miss, decorative brick quoining] mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

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

4. Cycle Parking

The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure,

materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 Policy 82 / South Cambridgeshire Local Plan 2018 Policy TI/3).

5. Landscape Maintenance and Management Plan

Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

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

6. Landscape Soft and Hard Details

No development above ground level, shall commence until details of a hard and soft landscaping scheme (in general accordance with the approved landscape drawings dated March 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, 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. 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. Play equipment

No development above ground level shall commence 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, noise assessment due to nearby residential properties, checklist and the timetable for laying out and delivering the open space. 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 thereafter.

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).

8. Noise Insulation/Mitigation Scheme

The development hereby approved shall be constructed in accordance with the acoustic design statement principles and noise insulation / mitigation scheme measures as outlined / recommended in the submitted Noise Assessment and Mitigation Scheme: Cherry Hinton North – RMA3 – 351 residential units comprised of Village East and Gateway East, Bellway Latimer Cherry Hinton LLP, November 2022 (revision 1.0 - 14/11/22, LF Acoustics Ltd: Cherry Hinton RMA3 Noise r1.0 141122). The development shall be retained as such thereafter.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions in accordance with paragraphs 130 f), 174 e) and 185 a)

of the National Planning Policy Framework (NPPF), Policies CE/10 and CE/26 of the Cambridge East Area Action Plan (February 2008) and Policies 13 and 35 of the Cambridge Local Plan 2018 / Policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

9. Traffic Noise Insulation / Mitigation Scheme Details

Prior to any construction of any residential property above foundation / damp proof course level, as part of a detailed traffic noise insulation / mitigation scheme, which shall be in accordance with the acoustic design statement principles / recommendations detailed within the submitted Noise Assessment and Mitigation Scheme: Cherry Hinton North – RMA3 – 351 residential units comprised of Village East and Gateway East, Bellway Latimer Cherry Hinton LLP, November 2022 (revision 1.0 - 14/11/22, LF Acoustics Ltd: Cherry Hinton RMA3 Noise r1.0 141122), (hereafter referred to as 'LF Acoustics Report, November 2022'), in order to protect further occupiers internally and externally from current / future local traffic noise, the following specific details / information shall be submitted to and approved in writing by the local planning authority:

- i. details of an alternative means of assisted ventilation for the habitable rooms within flats and houses on traffic noise affected façades as identified within the 'LF Acoustics Report, November 2022', to negate / replace the need to open windows
- ii. evidence by calculation that the alternative ventilation scheme / system will be capable of achieving a minimum of up to 2 air changes per hour for each habitable where required, and provide system schematic layouts
- iii. room side internal and atmosphere side external operational noise levels of any alternative ventilation scheme / system
- iv. design details and specifications including the airborne acoustic / sound reduction performance, surface density, location, height and length of the property garden boundary treatment finishes / means of enclosure and the imperforate solid balustrading to private amenity balconies above ground level with sound absorptive materials to balcony soffits and solid balustrading to terraces at ground floor level to properties as identified within the 'LF Acoustics Report, November 2022', that are required to mitigate external traffic noise levels.

The required noise insulation/mitigation scheme shall be carried out as approved and retained as such.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions in accordance with paragraphs 130 f), 174 e) and 185 a) of the National Planning Policy Framework (NPPF), Policies CE/10 and CE/26 of the Cambridge East Area Action Plan (February 2008) and Policies 13 and 35 of the Cambridge Local Plan 2018 / Policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

10. Lighting

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.

11. Air Source Heat Pump/s (ASHP/s)

Prior to the installation of any Air Source Heat Pumps (ASHPs) a noise impact assessment, noise insulation/mitigation scheme and servicing and maintenance schedule / programme for the ASHPs shall be submitted to and approved in writing by the local planning authority.

The noise assessment, insulation/mitigation scheme and servicing and maintenance schedule / programme shall mitigate and reduce noise impacts to future occupiers of properties internally and externally in private amenity areas (gardens, balconies, terraces, patios) from ASHPs, both individually at each property where they are installed and cumulatively. The ASHPs shall be installed and maintained in accordance with the approved details and schemes.

The Air Source Heat Pump/s or other equivalent mechanical plant / equipment scheme as approved shall be serviced regularly in accordance with the manufacturer's instructions to ensure that the requirements of this condition are maintained.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions in accordance with paragraphs 130 f), 174 e) and 185 a) of the National Planning Policy Framework (NPPF), Policies CE/10 and CE/26 of the Cambridge East Area Action Plan (February 2008) and Policies 13 and 35 of the Cambridge Local Plan 2018 / Policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

12. Electricity Substation Noise Assessment and Insulation Scheme

Prior to commencing the construction of any electricity substation, a noise impact assessment and a noise insulation/mitigation scheme as required to mitigate and reduce to a minimum any electricity substation operational noise, shall be submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions in accordance with paragraphs 130 f), 174 e) and 185 a) of the National Planning Policy Framework (NPPF), Policies CE/10 and CE/26 of the Cambridge East Area Action Plan (February 2008) and Policies 13 and 35 of the Cambridge Local Plan 2018 / Policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

13. Pedestrian visibility splays

Two pedestrian visibility splays of 2m x 2m shall be provided each side of all motor vehicular accesses where they enter onto the adopted public highway. The splays shall be measured from and along the boundary of the adopted public highway and shall be within the curtilage of property served by the access. The splays shall be free from obstruction exceeding 0.6m above the level of the adopted public highway at all times and shall be maintained for the lifetime of the development.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

14. Inter-visibility splays

Motor vehicle accesses serving more than one dwelling onto the adopted public highway shall be provided with inter-vehicle visibility splays of 2.4m x 25m on each side of the access measured along the edge of the carriageway or shared surface. The splays shall be free from obstruction exceeding 0.6m above the level of the adopted public highway at all times and shall be maintained as such for the lifetime of the development.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

15. Driveway levels

All driveways, parking spaces, pedestrian and cycle accesses and other hard paved exterior elements shall be constructed so that their falls and levels are such that no private water drains across or onto the adopted public highway, and shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

Reason: For the safe and effective operation of the highway (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

16. Streets Management and Maintenance

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. Details submitted for the Local Planning Authority's written approval shall include details and measures designed to discourage and prevent the parking of vehicles along the highway verges, footpaths and cycleways together with the appropriate enforcement measures which shall operate (and for the avoidance of doubt including the approved enforcement measures) until such time as the highways, highway verges and cycleways are adopted by the local highway 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.

17. Removal of permitted development rights (windows)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no windows, doors or openings of any kind (other than those expressly authorised by this permission) shall be constructed in the elevations of the dwelling houses(s) shown on the approved site plan as a XXX above ground floor level and on the rear/side elevation of plots XXX above ground level without the granting of specific planning permission.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

18. Removal of Class A permitted development rights (two storey extensions)

Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no enlargement, improvement or other alteration of the dwelling house(s) consisting of a two-storey rear extension shall be constructed without the granting of specific planning permission.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

19. Opaque and fixed windows for all bathroom and ensuites

Notwithstanding the approved drawings, no dwelling hereby permitted shall be occupied until all windows above ground floor level serving bathrooms and ensuites have been fitted with obscured glazing (meeting as a minimum

Pilkington Standard level 3 or equivalent in obscurity) and have been fixed shut or have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The windows shall be retained as such thereafter.

Reason: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 55, 56 and 57).

20. Curtilages

No dwelling hereby permitted shall be occupied until the curtilage of that dwelling has been fully laid out and finished in accordance with the approved plans. The curtilage shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 55 and 56).

21. Removal of permitted development rights for the conversion of garages and car ports

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) the garages and car ports shown on the approved plans shall not be converted to habitable space without the granting of specific planning permission.

Reason: In the interests of protecting space that could be used for parking bicycles and alternative sustainable transport modes (Cambridge Local Plan 2018 policies 57 and 82).

22. Removal of Class H permitted development rights (microwave antennae)

Notwithstanding the provisions of Schedule 2, Part 1, Class H of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no microwave antenna shall be installed, altered or replaced without the granting of specific planning permission.

Reason: In the interests of the visual amenity of the development (Cambridge Local Plan 2018 policies 55, 56 and 57).

23. Sub-station buildings

Prior to commencement of development of the substation buildings as shown on the approved site plan, detailed plans and elevations including a roof plan and a materials schedule shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

24. Fire Hydrants

No development above ground level shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

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

25. SUDs Adoption

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).

Informatives

1. Discharge of Conditions

This decision includes the part-discharge of the following conditions on the outline consent [18/0481/OUT as varied by reference: 22/01967/S73 **OR** S/1231/18/OL as varied by reference 22/01966/S73] in relation to this reserved matters application only:

- 10 (Design Code Statement)
- 11 (Housing Mix)
- 12 (Internal Residential Space Standards)
- 13 (Accessible and Adaptable Dwellings)
- 14 (Wheelchair User Dwellings)
- 17 (Sustainability Statement)

- 18 (Sustainability - Water Efficiency)
- 19 (Sustainability - Energy Statement)
- 24 (Drainage: Surface Water Strategy)
- 26 (Drainage: Foul Water Drainage Details)
- 29 (Biodiversity: Biodiversity Survey and Assessment)
- 30 (Wildlife Hazard Management Plan)
- 36 (Open Space Details)
- 37 (Hard and Soft Landscape Details)
- 38 (Tree Survey and Arboriculture Implications Assessment)
- 40 (Installation of Services: Details of Excavation Trenches)
- 44 (Highways - Cycle Parking)
- 45 (Highways - Car Parking)
- 55 (Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 61 (Artificial Lighting Design Scheme)
- 64 (Waste - Waste Storage Details)

Additional information is required to be submitted for approval for

2. Materials

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

3. Environmental Health

Traffic Noise Insulation / Mitigation Scheme Details

With regard to Traffic Noise Insulation / Mitigation Scheme requirements the provision of imperforate solid balustrading to private amenity balconies above ground level with sound absorptive materials to balcony soffits and solid balustrading to terraces at ground floor, to avoid any potential conflict, it is paramount that these details / specifications are discharged at the same time as and having regard to any other overlapping / related planning conditions e.g. requiring the approval of details for external features such as for balustrades, balcony panels, soffits etc , relating to character and appearance of the area in accordance with Policies 55 and 57 of the Cambridge Local Plan 2018 or similar.

Air Source Heat Pumps

The Air Source Heat Pump noise impact assessment, insulation/mitigation scheme and servicing and maintenance schedule / programme shall include the following details:

1. Manufacturers' specifications of any proposed ASHP unit and in particular noise data e.g., Sound power level determined in accordance with BS EN 12102 Part 1 or 2 as appropriate or any equivalent industry standard. The test standard /

procedure used and under what test operating conditions / cycle / mode. If possible one third octave band frequency sound data should be provided to assist in identifying tonal sound character.

2. Demonstrate by measurement or prediction (or by a combination of measurement and prediction) that the operational noise from the said ASHP/s or other equivalent mechanical plant / equipment and vents either individually at the properties where they are installed or cumulatively does not exceed a noise rating level limit of 35dB LAeq,5-mins (determined in accordance with the principles of BS 4142:2014+A1:2019 with appropriate acoustic character / features corrections added to the specific sound level to obtain the rating level) at 1 metre from any window, door opening or any other opening of any habitable room in the façade of any residential property including a nearfield 1m reflective acoustic effect correction for that façade (both at the property at which the ASHP is installed and neighbouring) and free field at the legal property boundary of any individual residential property at a height of 1.5m above ground level or at 1.5m above the ground level of any adjacent residential property external amenity area such as a garden, terrace, balcony or patio free field.

3. Confirm and include details of the installation of ASHP proprietary anti-vibration / vibration isolation / dampening (such as inertia bases set on anti-vibration pads/mats/mounts/isolators), vibration isolated pipe connections (flexible pipe / hose connection elements and expansion joints) to reduce the effects of airborne vibrations, ground / structural borne transmission of vibration and regenerated noise within adjacent or adjoining premises / building structures.

4. Confirm the specification of any noise insulation / mitigation as required including the sound reduction performance of any acoustic enclosures, walls, fences or equivalent.

5. The Air Source Heat Pump/s or other equivalent mechanical plant / equipment scheme as approved shall be serviced regularly in accordance with manufacturer's instructions, which shall be detailed with a commitment to adhere to a servicing / maintenance schedule / programme.

6. The granting of permission for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level.

4. Letterboxes

Letterboxes in doors should be no less than 0.7 metres above the ground level.

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.

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



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

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

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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

