



## Joint Development Control Committee

**Date:** Wednesday, 20 March 2024

**Time:** 10.00 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 5 - 28)

### Applications

- 4 23/03347/REM - Land North of Cherry Hinton, Coldham's Lane, Cambridge (PAGES 29 - 84)
- 5 21/02957/COND29A & 21/03035/COND29 - West Anglia Main Line Land Adjacent to Cambridge Biomedical Campus (PAGES 85 - 116)

### Pre-application Developer Briefings

- 6 210 - 240 Cambridge Science Park  
Proposed demolition and redevelopment of site, comprising flexible lab office buildings and supporting infrastructure.
- 7 The B2 land, land north of Newmarket Road, Cambridge  
Proposed new car dealership
- 8 Cambridge Biomedical Campus Phase 2

Proposed development at 2000/3000 Discovery Drive and Multi Storey Car Park

For information - Future JDCC meeting dates for municipal years 2023/24 and 2024/25 (attached)

### **Joint Development Control Committee Members:**

**Cambridge City Council:** Cllrs S. Smith (Vice-Chair), Baigent, Flaubert, Porrer, Smart and Thornburrow, Alternates: Gilderdale, Levien, Nestor and Nethsingha

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

## **Information for the public**

The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public.

For full information about committee meetings, committee reports, councillors and the democratic process:

- Website: <http://democracy.cambridge.gov.uk>
- Email: [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk)
- Phone: 01223 457000

This Meeting will be live streamed to the Council's YouTube page. You can watch proceedings on the livestream or attend the meeting in person.

Those wishing to address the meeting will be able to do so virtually via Microsoft Teams, or by attending to speak in person. You must contact Democratic Services [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk) by 12 noon two working days before the meeting.

This page is intentionally left blank

**JOINT DEVELOPMENT CONTROL COMMITTEE**12 December 2023  
10.00 am - 1.00 pm**Present:** Councillors S. Smith (Vice-Chair), Baigent, Flaubert, Porrer, Thornburrow, Cahn, Fane, Stobart and R. Williams

Councillor Williams left after the vote on item (23/01878/FUL).

Councillor Williams returned prior to the commencement of item (07/0003/COND51A, 07/0003/COND52E &amp; 07/0003/COND53).

**Officers Present:**

Delivery Manager: Toby Williams

Principal Planner: Guy Wilson

Planning Enforcement Officer: John Shuttlewood

Principal Planner (Area Team Leader): Michael Sexton

Principal Planner (Strategic Sites): Mairead O'Sullivan

Legal Adviser: Keith Barber

Committee Manager: Chris Connor

Meeting Producer: James Goddard

**FOR THE INFORMATION OF THE COUNCIL****24/58/JDCC Apologies**

Apologies were received from Councillor(s) Bradnam, (Councillor Garvie attended as an alternate), Hawkins and Smart.

**24/59/JDCC Declarations of Interest****No interests were declared. OR**

<b>Item</b>	<b>Councillor</b>	<b>Interest</b>
All	Baigent	Personal: Cambridge cycling campaign
All	Stobart	Personal: Cambridge cycling campaign

## **24/60/JDCC Minutes**

The minutes of the meetings held on 30 October 2023 were approved as a correct record and signed by the Chair.

### **24/61/JDCC 23/01878/FUL - 59 Cowley Road Cambridge Cambridgeshire CB4 0DN**

The application sought change of use and refurbishment of existing car showroom and new-build two-storey extension to create a new Operational Hub, reconfiguration and refurbishment of existing MOT garage to provide upgraded office and storage space, car and van parking, cycle parking, landscaping, and associated infrastructure.

The Principal Planner updated their report by referring to the amendments contained within the Amendment Sheet summarised as follows:

#### Amendments To Text:

- i. Paragraph 1.1 (page 15) - delete “the demolition of a number of existing buildings” - as demolition is not referenced in the description of development, and does not form part of this application
- ii. Paragraph 3.1 (page 17) - delete “removal of a number of existing buildings” - for the same reason
- iii. Addition to Section 7 (page 27) - Late representation received from the County Council Minerals and Waste Planning Team – No objection subject to the proposed odour abatement condition (condition 12).

#### Amendments to Conditions:

- iv. Additional condition to clearly define the proposed use as an Operational Hub: The development hereby permitted shall not be used for any purpose other than as an operational hub (comprising a combination of office, storage and distribution, and vehicle servicing), being a sui generis use not falling within any class specified within the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To clearly define the terms of the permission in the interests of residential amenity and to ensure an acceptable form of development in accordance with Policies 35, 55 and 56 of the Cambridge Local Plan 2018

William Nichols (Agent) addressed the Committee in support of the application.

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

- i. There was some water storage proposed. Not familiar with the exact specifications.
- ii. There was a travel planning process going on with operational staff. Officers were satisfied that the lack of staff parking provision would not cause any issues.
- iii. There was increase in cycle parking. There was also motorcycle and scooter parking. There was also access from Milton Park and Ride if staff do need to drive to work.
- iv. It would be difficult to completely minimise noise, especially in the mornings. There was work to be done for the Core Site scheme in mitigating noise from the development.
- v. The development is not likely to have any impact on the management of the first public drain.
- vi. There would be a bridge connecting Cowley Road to the high quality pedestrian and cycle route to the southern side of Cowley Road.
- vii. There was a pedestrian footpath along the length of Cowley Road (Northern end).
- viii. Any future development would need to take into consideration ecological constraints.

The Strategic Sites Manager offered the following summary of amendments to the Officer's recommendation for planning application reflecting Members' debate during the meeting:

- i. the amendments detailed in the Amendment Sheet;
- ii. an amendment to condition 20 (Hard and Soft Landscaping) to give account for mature or significant tree growth.
- iii. an amendment to condition 22 (Nest Boxes) to include the provision for bat boxes, as necessary.

The Committee:

**Resolved (Unanimously)** to grant the application for full planning permission in accordance with the Officer recommendations set out paragraphs 24.1 for the reasons set out in the Officer's report, subject to:

- i. the planning conditions set out in the Officer's report as updated and amended within the Amendment Sheet;
- ii. Delegated authority to Officers, to draft and include the following:
  - a. an amendment to condition 20 (Hard and Soft Landscaping) to give account for mature or significant tree growth.
  - b. an amendment to condition 22 (Nest Boxes) to include the provision for bat boxes, as necessary.
  - c. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

**24/62/JDCC      07/0003/COND51A / 07/0003/COND52E / 07/0003/COND53  
- Land Between Huntington Road and Histon Road, Cambridge Darwin  
Green**

Councillor Flaubert joined the meeting prior to the start of this item.

Councillor Smith stated that he is a ward councillor for the area and had received and made representations on behalf of residents regarding various aspects of Darwin Green site however discretion remained unfettered.

Councillor Thornburrow had attended public meetings with residents regarding various issues arising from the Darwin Green site however discretion remained unfettered.

Councillor Cahn had attending public meetings where various issues were explained to him regarding the site, however discretion remained unfettered.

Councillor Porrer was the Chair of West Central Area Committee where issues with Darwin Green had been raised, however discretion remained unfettered.



Councillor Williams was an employee of Christ's College University of Cambridge and as such excused himself from the item. He would not participate in the debate, would not vote and left the room for the duration of the item.

The Committee received three applications seeking to re-discharge conditions 51, 52 and 53 of planning permission 07/0003/OUT. These applications set out the details of proposed demolition works and related matters for the sites known as Darwin Green 1 as well as the relevant specific parcel known as BDW2. The conditions had been discharged in full but due to the unforeseen requirement to undertake demolition works on site the details submitted require updating.

Adrian Jarman (Applicant) addressed the Committee in support of the application.

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

- i. The houses marked green on the demolition plan were not inhabited.
- ii. The demolition period was planned to take place for 12 weeks.
- iii. Barratt David Wilson Homes (BDW) were hoping to start as soon as possible and complete the works by mid-April. This was a time where neighbouring residents windows were less likely to be open.
- iv. The structures to be demolished comprise all underground services, completed foundations and superstructures ranging from initial brick courses to completed houses.
- v. Convenient times for demolition had been discussed. There would be breaks in demolition work during the day (blocks of periods of time). There had been discussions to use a space in Darwin Green Community Rooms as a hub for home workers.
- vi. There were 7 monitoring stations on site. If there were excess noise decibel levels, the contractor would be notified.
- vii. Monitoring stations would also monitor dust particle levels.
- viii. If there was a notification from the monitoring station work would cease immediately until issue was resolved.
- ix. The 24 hour helpline goes directly to BDW.
- x. Residents would also be welcome to report directly to Planning service.

- xi. There would be no demolition works taking place on Saturdays. However there would be some construction work and deliveries on Saturdays between the hours of 8:00-13:00. As such the shared link path connecting Windsor Road with the rest of the site would be closed during those hours on Saturdays. It would also be shut during demolition. Currently attempting to find a resolution to come up with a solution to have path open during times of construction. There were however health and safety issues.
- xii. Planning Officer would attend site once per week and raise any issues that had been brought to his attention.
- xiii. Would wish to advise residents of the times that works would take place.
- xiv. There would be possibly up to 1 lorry per day through Impington area.
- xv. Reserved matters application would not be coming back to Committee.
- xvi. Concrete would be broken up on site. BDW have a mobile crusher. Materials will then be re-used as foundations/base materials across the site.

The Chair made a statement highlighting the following points:

- The committee wished to promote the highest possible quality of sustainable housing development.
- It was necessary and in the interest of BDW, neighbouring and future residents, neighbouring communities and both local planning authorities that all developments on the site and across Greater Cambridge are built in accordance of the approved plans.
- The Committee encouraged BDW to collaborate with shared planning service officers with a view to submit a S73 application to ensure construction was in accordance with the approved plans.

The Committee:

**Resolved (unanimously)** to grant planning permission of full planning application reference 07/0003/COND51A, 07/0003/COND52E and 07/0003/COND53 in accordance with the Officer recommendations set out paragraphs 14.0 for the reasons set out in the Officer's report, subject to:

- i. The planning conditions set out below in this report.

**24/63/JDCC 23/03273/FUL - Land East Of Park And Ride, Newmarket Road, Teversham, Cambridge**

Councillor Williams re-joined the Committee prior to the start of this item.

The application seeks full planning permission for the construction of a temporary replacement car storage compound and pre-delivery inspection (PDI) building with associated access, boundary treatment, lighting and landscape up to 31 March 2035.

The Principal Planner updated their report by referring to the amendments contained within the Amendment Sheet summarised as follows:

**Amendments To Text:**

Correction to the 'Applicant' on first page of the Report to Marshall Group Properties (MGP). Paragraph 17.3 of the Report should refer to Marshall Motor Group (MMG) employees rather than MGP. Additional paragraph to Section 21 of the Report (Other Matters) to respond to comments of Teversham Parish Council (as detailed in paragraph 6.2): 21.16 The comments of Teversham Parish Council are noted.

However, the application site does not form part of the area designated as playing fields within the Marleigh development, with this area being located further north. The application site lies outside of the area consented for the Marleigh development. Update to Condition 1 (Time Limit) to secure details of how the land will be restored following cessation of the temporary. Updated condition to read as follows: The use of the site as a temporary car storage compound, hereby approved, shall cease on or before 31 March 2035. The development, hereby approved, shall be removed and the land restored to a condition that has been agreed in writing by the Local Planning Authority within 12 months from cessation of the use, in accordance with a scheme of work that has been submitted to and approved in writing by the Local Planning Authority prior to the commencement of restoration works. Reason: In the interests of the character and amenity of the area, and to ensure the development does not impact the delivery of Cambridge East in accordance with Policies S/6 and SS/3 of the South Cambridgeshire Local Plan 2018.

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

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

- i. There was an update to Condition 1 of the Amendment Sheet setting out restoration works and time scales regarding the cessation of the use of the site.
- ii. There was an element of Biodiversity Net Gain (BNG) on site due to the landscaping going in however would not reach 10% due to the majority of the site being hardstanding. There was an added complication of what sort of biodiverse features could be incorporated into the area due to proximity of Cambridge Airport and the safeguarding requirements. Therefore an offsite BNG contribution was decided.
- iii. The landscaping that would go in would be established to start with. By year 10 landscaping would completely encompass the building.
- iv. The proposal would result in limited vehicles movements to and from the existing car sales site.
- v. The advice of Officers was a minimum of 10% BNG which is policy compliant.
- vi. The surface water drainage conditions were a standard condition to ensure no pollution would get into the groundwater.
- vii. Landscape maintenance is secured by Condition 13 during the lifetime of the development. Landscaping could be explored in Condition 1 following the cessation of the use of the site.
- viii. When the site comes forward as part of Cambridge East, the condition of the temporary site would establish a new baseline for BNG.
- ix. The reason that the site did not have 10% BNG onsite was due to the nature of the use of the site (car storage). The Council's ecology officer was satisfied with the offsite solution in this instance.

The Strategic Sites Manager offered the following summary of amendments to the Officer's recommendation for both planning applications reflecting Members' debate during the meeting:

- i. the amendments detailed in the Amendment Sheet;
- ii. delegated authority to Officers in consultation with Chair and Spokes to revise Condition 6, re-draft it following ecology advice regarding the

ability to take into account offsite BNG as part of any future planning applications.

The Committee:

**Resolved (8-2-0)** to grant planning permission of full planning application reference 23/03273/FUL in accordance with the Officer recommendations set out paragraphs 23.1 for the reasons set out in the Officer's report, subject to:

- i. The conditions and informatives set out below in this report;
- ii. The amendments detailed in the Amendment Sheet;
- iii. Delegated authority to Officers in consultation with Chair and Spokes to revise Condition 6, re-draft it following ecology advice regarding the ability to take into account offsite BNG as part of any future planning applications.
- iv. Authority delegated to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.

**24/64/JDCC 23/03182/S73 - Cambridge International Technology Park, Fulbourn Road, Cambridge**

The report relates to a variation of condition application under section 73 (S73) of the Town and Country Planning Act (TCPA) 1990, which seeks to amend conditions 16 (approved drawings), 64 (cycle parking), and 65 (car parking) of application 21/00772/OUT which was allowed on appeal as follows:

- Amend the design of Building 3 to facilitate the provision of lab space.
- Provision of amenities within the Multi-Storey Car Park (MSCP).
- Design amendments to Building 3 and the MSCP to alter their appearance. The height and footprint of the buildings are unchanged.
- Amendments to the landscape design to coordinate with the revised building design
- A reduction in car parking provision
- An increase in cycle parking provision

The Principal Planner updated their report by referring to the amendments contained within the Amendment Sheet summarised as follows:

## Amendments To Text:

Amendment to the title of three of the plans referenced in condition 16 in Section 25 of the report to rectify errors: 16. The development hereby permitted shall be carried out in accordance with the following approved plans:

- 2435A4-LLA-ZZ-00-DR-L-0001 Rev P01
- 2435A4-LLA-ZZ-XX-DR-L-0001 P03 Landscape MMA Proposals Supplementary Doc (May 2023)
- 2435A4-LLA-ZZ-00-DR-L-0003 Rev P01 Landscape MMA GA

Condition 72 listed in section 25 is proposed to be removed as it is not required:

### Linking condition

~~72. Conditions 1-15, 17 - 63 and 66 - 71 of planning permission 21/00772/OUT (as set out above) shall continue to apply to this permission. Where such conditions pertaining to 21/00772/OUT have been discharged, the development of planning permission 23/03182/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also. Reason: To define the terms of the application.~~

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

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

- i. The proposed use of the building would be flexible. The amended proposals show a 60/40 split between laboratory and office use floorspace although this can be amended without the need for planning permission as the original consent is suitably flexible. This would result in a reduction in the number of employees by approximately 500. There would be a reduction of car parking spaces of 107. This results in the ratio of employees to car parking spaces remaining the same, which is 1 space per 5.18 staff members.
- ii. Provisions for car sharing would need to be a part of the travel plan. There would be further travel plans during later phases of development.
- iii. Cyclists would access the building at the front of the building.

- iv. Would need to investigate whether any disabled parking bays had EV charging points. Could suggest an informative to recommend that.

The Delivery Manager offered the following summary of amendments to the Officer's recommendation for both planning applications reflecting Members' debate during the meeting:

- i. the amendments detailed in the Amendment Sheet;
- ii. an additional informative to ask developer to provide proportionate element of EV charging for the disabled parking provision.

**Resolved (Unanimously)** to grant the S73 application in accordance with the Officer recommendation, for the reasons set out in the Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the amendments detailed in the Amendment Sheet;
- ii. the conditions and informatives set in the Officers report;
- iii. the amendments detailed in the Amendment Sheet;
- iv. an additional informative to ask developer to provide proportionate element of EV charging for the disabled parking provision.

The meeting ended at 1.00 pm

**CHAIR**

This page is intentionally left blank



**JOINT DEVELOPMENT CONTROL COMMITTEE**

24 January 2024  
10.00 am - 12.00 pm

**Present:** Councillors Bradnam (Chair), S. Smith (Vice-Chair), Baigent, Porrer, Smart, Thornburrow, Fane, Hawkins, Stobart and Levien

**Officers Present:**

Delivery Manager: Toby Williams  
Principal Planner: Mike Huntingdon  
Legal Adviser: Vanessa Blane  
Committee Manager: Sarah Steed  
Meeting Producer: Claire Tunncliffe

**Other Officers Present:**

Principal Transport Officer: Tam Parry (Cambridgeshire County Council)

**FOR THE INFORMATION OF THE COUNCIL****24/1/JDCC Apologies**

Apologies were received from City Councillor Flaubert and City Councillor Levien attended as alternate. SCDC Councillor Cahn and SCDC Councillor R.Williams also provided apologies.

**24/2/JDCC Declarations of Interest**

Item	Councillor	Interest
24/4/JDCC	Baigent	Personal: Cambridge Cycling Campaign.
24/4/JDCC	Stobart	Personal: Cambridge Cycling Campaign.

**24/3/JDCC Minutes**

The minutes of the meetings held on 18 October 2023 were approved as a correct record and signed by the Chair subject to the following amendments:

- i. The inclusion of the words 'Cambridge Past Present and Future' in the sentence 'The representation from Cambridge Past Present and Future covered the following issues:'.
- ii. The correction of a typographical error within paragraph ii of the resolution to delete 'R-' so that it read 'A review of proposed...'

The minutes of the meetings held on 15 November 2023 were approved as a correct record and signed by the Chair

**24/4/JDCC 23/00835/FUL – Taylor Vinters Merlin Place, 460 Milton Road, Cambridge**

The Committee received an application for full planning permission, which was previously deferred by Committee on 18 October 2023.

The application sought approval for the demolition of 2,730 sqm (GIA) office building (use class E(g)(i)) and erection of 13,096 sqm (GIA) of research and development accommodation (use class E(g)(ii)), including ancillary accommodation broken down as follows:

- i. Office accommodation (4,648 sqm)
- ii. Laboratory space (4,388 sqm)
- iii. Café (161 sqm)
- iv. Ground floor car park incorporating 37 no. car parking spaces.
- v. Plant space (924 sqm)
- vi. 304 cycle parking spaces
- vii. Access and circulation areas, engineering works and footpaths/cycleways
- viii. Drainage and servicing infrastructure, and
- ix. Hard and soft landscaping.

The Principal Planner updated their report by referring to amendments contained within the Amendment Sheet namely:

- i. The correction of references within the officer report to the Joint Development Control Committee the application was previously brought to should refer to the 18 October 2023 meeting and not the 21 October 2023.
- ii. The Urban Design Officer and the Landscape Officer had responded with no objections to the amended proposals.
- iii. Amendments to the wording of conditions 35, 36 and 37
  - a. Condition 35 - Grey water recycling scheme

No development above base course shall take place until a scheme for grey water harvesting and recycling has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

b. Condition 36 - Rainwater recycling scheme

No development above base course shall take place until a scheme for rain water harvesting and recycling has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

c. Condition 37 - Water efficiency

The development hereby approved shall not be used or occupied until evidence in the form of the BREEAM Wat01 water efficiency calculator has been submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits.

The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

Edward Joslin (Applicant) addressed the Committee in support of the application.

The Principal Planner, Delivery Manager and the Principal Transport Officer said the following in response to Members' questions:

- i. The location of the crossing place at Carling Road was indicative and would be agreed at the detailed design stage. A formal crossing was proposed which was appropriate given traffic volumes.
- ii. Construction on the Greater Cambridge Partnership (GCP) Greenway was expected to begin in March 2024. If the Greenway did not come forward for some reason a formal crossing could still be constructed within the existing road layout.

- iii. The south bound bus stop into the city on Milton Road was an existing bus stop.
- iv. Officers did not foresee conflict arising between cars and cyclists in the car park as there was clear visibility and both would move cautiously in the area.
- v. Confirmed that the cycle routes into and through the building were connected to enable good access.
- vi. In response to concerns about the loss of trees, confirmed that the trees which were originally proposed to be removed (which were in front of the building) were now going to be replaced. Also noted hedges which were going to be retained and new hedges which were going to be planted.
- vii. Confirmed that an additional condition could be added to ensure protection of tree roots in relation to foundation design.
- viii. Confirmed that external seating was proposed to the north of the development and that additional seating was now proposed following the removal of the external bike storage.
- ix. In response to concerns raised regarding the 'urban heat island effect' advised that there was no specific planning policy which dealt with this. The external seating area was located to the north of the development, which would have the early morning sun but would not have the sun shining on it during the hottest part of the day. The balconies would be shaded by the southern projecting lantern feature. There would also be a green / brown roof. The Applicant had also undertaken modelling regarding overheating of the building itself. The BREAAAM specifications would ensure energy efficiency around heat escaping from the building would be covered by proposed planning conditions.
- x. The materials and colour scheme was proposed to be secured through condition 33 which was detailed in the officer's report. The Committee could request that the colour of materials be brought back to Committee for their consideration.
- xi. The Quality Panel had reviewed the design of the building.
- xii. Suggested amending condition 33 to include consideration of the urban heat island effect when considering the choice of materials for the building.
- xiii. Planning condition 35 dealt with grey water recycling and was detailed on the Amendment Sheet.
- xiv. Planning condition 37 was appropriately worded in terms of the timing of information.

Following Member debate, the Delivery Manager offered the following summary of the conditions and informatives that would be annexed to the

officer recommendation contained in paragraph i and ii on page 18 of the officer report:

- i. Conditions 1-31 in the original officer report (pages 73-87)
- ii. Conditions 32 and 34 in the officer addendum report (page 23)
- iii. Conditions 35 to 37 as listed on the Amendment Sheet
- iv. Informatives listed in the original officer report (pages 87-89)
- v. An additional condition (38) regarding foundation design for new and existing trees
- vi. An amendment to condition 33 as set out in the officer addendum report (page 23) to include consideration of the urban heat island effect.

The Committee:

**Resolved (by 9 votes to 1)** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. Conditions 1-31 in the original officer report (pages 73-87)
- ii. Conditions 32 and 34 in the officer addendum report (page 23)
- iii. Conditions 35 to 37 as listed on the Amendment Sheet
- iv. Informatives listed in the original officer report (pages 87-89)
- v. An additional condition (38) regarding foundation design for new and existing trees
- vi. An amendment to condition 33 as set out in the officer addendum report (page 23) to include consideration of the urban heat island effect.
- vii. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, secure and complete such an Agreement and any others considered appropriate and necessary to make the development acceptable in planning terms.

The meeting ended at 12.00 pm

**CHAIR**

This page is intentionally left blank

**JOINT DEVELOPMENT CONTROL COMMITTEE**

12 February 2024

10.00 - 11.25 am

**Present:** Councillors Bradnam (Chair), S. Smith (Vice-Chair), Baigent, Porrer, Smart, Thornburrow, Cahn, Fane, Hawkins, Stobart and J.Williams

Councillors Baigent, Hawkins and Stobart were present virtually via MS Teams.

**Officers Present:**

Delivery Manager: Toby Williams

Strategic Sites Team Leader - Emerging Growth Sites: Jonathan Brookes

Principal Planner (Strategic Sites): Janine Richardson

Legal Adviser: Keith Barber

Committee Manager: James Goddard

Meeting Producer: Claire Tunnicliffe

**Developer Representatives:**

In person:

- Jonny Anstead (Developer, TOWN)
- Mike Bodkin (Developer, TOWN)
- Ben Cartwright (Developer, Landsec U+I)
- James Cox
- Angela Woda (Architect, Kjellander Sjoberg)

Online:

- Programme Director – Major Regeneration (Cambridge City Council): Fiona Bryant
- Gabriela Costa (Sustainability, Expedition Engineering)
- Max Goode (Carter Jonas)
- Stefan Sjoberg (Architect, Kjellander Sjoberg)
- Nick Taylor (Planning, Carter Jonas)
- David Watson (Transport, Pell Fischmann)

**FOR THE INFORMATION OF THE COUNCIL**

**24/5/JDCC Apologies**

Apologies were received from City Councillors Flaubert, Levien and SCDC Councillor R. Williams, (Councillor J. Williams attended as his Alternate).

SCDC Councillor Stobart said that he would join the meeting via Teams after 10am (joined for Core site/Hartree, North East Cambridge).

### **24/6/JDCC Declarations of Interest**

<b>Item</b>	<b>Councillor</b>	<b>Interest</b>
Core Site/Hartree, North East Cambridge	Bradnam	Personal: Her ward was the neighbouring Parish of Milton (and Waterbeach) but come to the matter with discretion unfettered.

### **24/7/JDCC Core Site/Hartree, North East Cambridge**

The Committee received a briefing/presentation from developer representatives.

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

1. To what extent were you informed of the principles of the Area Action Plan?
2. Referred to summary in developer presentation. It was indicated that 5,600 new homes were needed, but approximately four times more commercial and research and development (R&D) space was proposed compared to the Area Action Plan. Please clarify why?
3. Queried if the height and densification of properties would be affected by the target figure of 5,600 homes? Would properties be built higher and closer together to fit them onto the site to also accommodate the business workspace?



4. Referred to the importance of roofscapes. Queried how to make the design as attractive as possible? Beauty was subjective in planning terms.
5. What was the evidence for the need for R&D space?
6. Queried how much flexibility was in the design as the need for lab space or other facilities increased or decreased over time.
7. Queried justification for more work space for businesses when more housing was needed?
8. There was an increase in business space provision just outside the development site. Queried how this was factored into facilities/properties offered on site?
9. More people lived and worked from home since lockdown. How would this be facilitated to prevent someone working from their bedroom etc?
10. Suggested the commercial zone could be a dead zone (no-one using it) during evenings and weekends. This was a concern.
11. Sought information regarding environmental future proofing of the development eg for fluctuations in rainfall and temperatures.
12. Were there exclusion zones around the Anglian Water infrastructure and how could they be re-used or incorporated into the design of the development?
13. Would the site provide sufficient open space and play facilities for the development and wider area?
14. Suggested locating play areas on travel routes to schools.
15. Play areas should be visible, safe and well lit (not behind other facilities).
16. Queried how to mitigate the impact of noise from the A14 on nearby green spaces?
17. Expressed concern about noise and air pollution coming onto the site from the A14. Queried how to mitigate this?

18. How to accommodate railway facilities on site in future as part of the transport offer?
19. How would car clubs and delivery vehicles be facilitated on site?
20. Requested as many roads as possible were built to adoptable standards set by the Highways Authority.
21. What consultation was undertaken with the County Council and Network Rail regarding Fen Road crossing? The crossing was not on site but was located nearby and could be a potential site access, but the crossing may be closed in future.
22. Was the City Council paying for your services as a developer?
23. Queried property service charge levels.
24. Preferred properties to be commonhold rather than leasehold.
25. Thought the consultation process could be used as good practice example for other developments.
26. Queried tenures of properties on offer? People wanted to move into their own properties when they moved out of rented flats.
27. Queried the location of mobility hubs? These should be located where they reduced the amount of driving around the site.
28. Queried which company was used for the public consultation?
29. Requested that further iterations of the masterplan came back for another briefing.

The meeting ended at 11.25 am

**CHAIR**



This page is intentionally left blank



## **23/03347/REM – Land North of Cherry Hinton, Coldham's Lane, Cambridge**

Planning Committee Date: 20 March 2024

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 136 residential units and car parking, cycle parking and Landscaping, along with the partial discharge of conditions 10, 11, 12, 13, 14, 17, 18, 19, 20, 24, 26, 29, 36, 37, 38, 40, 44, 45, 55, 59, 61 and 64 pursuant to Outline Planning Permission 18/0481/OUT, as varied by ref: 22/01967/S73.

Applicant: Bellway Latimer LLP

Presenting officer: Yole Medeiros, Planning Consultant for Strategic Sites Team, Greater Cambridge Shared Planning Service

Reason presented to committee: Application is a reserved matters application for 100 or more residential units.

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:

- (i) **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.
- (ii) Part discharge outline planning conditions on the outline consent reference 18/0481/OUT in relation to the following 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)
- 55 (Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 64 (Waste - Waste Storage Details)

## **Report contents**

- 1. Executive Summary
- 2. Site Description and Context
- 3. The Proposal
- 4. Relevant Site History
- 5. Policy
- 6. Consultations
- 7. Publicity
- 8. Third Party Representations
- 9. Member Representations
- 10. Local Groups
- 11. Planning Background
- 12. Assessment
- 13. Principle of Development
- 14. Compliance with Outline Planning Permission
- 15. Context of site, Design and External Spaces
- 16. Housing Delivery

17. Residential Amenity for Future Occupants
18. Community Infrastructure
19. Car and Cycle Parking
20. Sustainability
21. Biodiversity
22. Water and Flood Risk Management
23. Other Matters
24. Third Party Representations
25. Planning Balance
26. Recommendation
27. Planning Conditions

## **1. Executive summary**

- 1.1 The proposal is for parcel 'RMA 4' which is the second 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 includes RMA 1 for the key pieces of infrastructure, RMA 2 for nine show homes and a marketing suite, and RMA 3 for 351 residential units and associated infrastructure. A range of planning conditions have also been discharged.
- 1.2 This application seeks reserved matters approval for the appearance, landscaping, layout, and scale of 136 residential units with associated car parking, cycle parking and landscaping. 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.
- 1.3 The proposals have been discussed with Council Officers prior to being submitted, 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, and the development proposal was presented to the Cambridge Quality Panel. The applicants have also engaged in discussions with the Teversham Parish Council and presented the proposals at the Cambridge East Community Forum. The scheme was also reported to JDCC as part of a pre-application developer briefing in July 2023. These discussions inform the current proposal.
- 1.4 Following submission of the application in September 2023, a full public consultation was carried out and the scheme was amended to address technical issues mainly raised by statutory consultees. A new round of consultation with these and internal consultees was held on amendments which expired in January 2024. Formal consultation with third parties was not considered necessary as the amendments were not substantial and no neighbouring comments had been received at the date of re-consultation.
- 1.5 Final amendments to adjust the height of the rear boundary wall to the custom-build units, to address security concerns, to correct the schedule of

accommodation and to clarify operational aspects of the proposed foul system have recently been submitted in response to comments from the Designing Out Crime officer and the planning officer. Formal consultation was not considered necessary.

- 1.6 This RMA submission triggers the submission of details in respect of the following Section 106 requirements: - Affordable housing scheme and plan for RMA4; and Self-Build / Custom Build Plots scheme and plan for RMA4.
- 1.7 Parallel to this application, details for the Affordable Housing Scheme and Plan, as set out on Schedule 2, paragraphs 1.1.1 – 1.1.3 of the outline S106 have been re-approved, seeking the re-distribution of the affordable homes across the first and the second residential parcels. The Scheme for RMA3 was originally discharged in August 2023, and the revised scheme, provides an additional 4 affordable rented units within the parcel. The re-approved Scheme addresses a shortfall in rented units across the residential parcels approved to date (RMA2 and RMA3) and the current proposal. The matter has been discussed with the Housing team who are supportive of the proposal and which, therefore, led to their support on the provision of affordable homes as set out in this application.
- 1.8 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.
- 1.9 On the basis of the above, 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 Coldham's Lane and Cherry Hinton. The wider development site is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council, however the site subject of this reserved matters application falls within the boundaries of Cambridge City Council only.
- 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 wider 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 wider site is agricultural land which is within the Cambridge Green Belt. Coldham's Lane forms the southern boundary of the Land north of Cherry Hinton development.
- 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. A public right of way crosses the wider site in a south to north direction, connecting Teversham and Cherry Hinton.
- 2.6 The wider 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.
- 2.7 The application site is a 2.49 hectares parcel, and is identified as 'RMA4', a residential parcel located at the western edge of the wider site. The southern boundary of the RMA4 site is adjacent to Coldham's Lane and to the east of the site is the Eastfields Weston Homes development, as well as future phases of the wider Land north of Cherry Hinton site. The parcel is divided by a new primary street that extends from the Coldham's Lane intersection. The Primary Street and northern surrounding landscape have already been approved under the RMA 1 infrastructure application.

### 3. The Proposal

- 3.1 The application is made pursuant to condition 1 of the relevant outline planning permission, which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale for 136 residential units with associated car parking, cycle parking and landscaping.
- 3.2 The development would provide 54 affordable homes and 82 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	6	7	20

2-bed flat	15	2	19
3-bed flat	0	1	2
2-bed house	10	0	8
3-bed house	4	5	13
4-bed house	4	0	11
Custom-build (3-bed house)	0	0	9
<b>Total</b>	<b>39</b>	<b>15</b>	<b>82</b>
	<b>54</b>		

- 3.3 The affordable homes would account for 40% of the development and provide a mix of 39 social rent (72%) and 15 shared ownership (28%). The affordable dwellings will be owned and/or managed by the affordable housing provider Clarion Housing.
- 3.4 The main vehicular access to the site comes from Coldham's Lane and forms the primary street within the development, which continues and links the application site to future parcels of the wider development to the east. A secondary access gives way to the parcel from the primary street and into a network of tertiary streets and mews streets within the layout of the site.
- 3.5 The proposals provide a mix of houses and flats and will include 9 custom build homes. Apartment blocks are placed along the primary road and prominent corners, within the approved 4-storey height allowances. Three-storey townhouses are situated along the primary road to maintain a consistent scale and rhythm along the main infrastructure routes. Coach houses are positioned at the back, providing hidden parking for both themselves and the townhouses, creating the mews street setting. The density of development gradually decreases from the apartments and townhouses along the primary street and towards the Weston Homes development to the east. The majority of homes in this area are two stories high.
- 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 All homes provide indoor and outdoor storage spaces for waste and recycling materials. For houses, refuse stores are typically located at the rear of gardens or within garages. Collection points are integrated into the street scene to minimize intrusion to neighbouring homes. The flats will have dedicated bin storage for waste and recycling materials.

- 3.8 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.
- 3.9 A total area of 0.25 hectare is provided as public open space, which includes a neighbourhood park, a green corridor and part of the Active Discovery Route. The neighbourhood park will provide large trees as part of the landscape and informal doorstep play areas, as well as seating. Other play equipment will be provided along the Active Discovery Route and further seating along the green corridor.
- 3.10 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 north-western boundary of the site adjacent to the Cambridge Airport airfield 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 landscape along the primary street bisecting the site was also subject to the same RMA1 reserved matters applications.

### **Discharge of planning conditions**

- 3.11 The applications include details for approval required by conditions on the outline consent 18/0481/OUT, 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)

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

### **Application Documents**

3.13 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**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
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	Approved December 2020

	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.	
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
22/01966/COND63	Discharge of Condition 67: Site-Wide Remediation Strategy	pending
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	Approved April 2023

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	Approved April 2023
22/05018/REM and 22/05037/REM	Reserved Matters 3 (First Residential phase) - 351 residential units and associated infrastructure	Approved April 2023

## 5 Policy

### 5.1 National Policy

National Planning Policy Framework 2023  
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 **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

### 5.4 **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

## 5.5 **Neighbourhood Plans**

None relevant

## 5.6 **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 **Active Travel England** – Requests further details relating to assessment, evidence, revisions and/or dialogue regarding internal design and permeability and connectivity.

6.2 The internal loop would benefit from more shared space and align with NMDC Multi-functional Streets and Home Zones. Opportunities to integrate the development with existing communities seem to have been missed, particularly along the proposed south-eastern frontage.

6.3 **Anglian Water** – No objection



- 6.4 Foul water comments: The proposed drainage strategy is part of a wider development as shown on documents PLANNING - RMA4 - FFL STRATEGY and PLANNING - DRAINAGE STRATEGY LAYOUTS - SHEET 1 to SHEET 7 and therefore recommend discharge of condition 26.
- 6.5 No comments to make on condition 24 (surface water).
- 6.6 **Archaeological Officer** – No comment or objection
- 6.7 Archaeological investigations have proceeded, secured by the archaeological condition placed on 18/0481/OUT. Fieldwork has been completed and the post-excavation phase of the project has commenced. The remainder of the archaeological work being secured by the same condition.
- 6.8 **Cambridge City Airport** – No objection
- 6.9 Would like to draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome.
- 6.10 **Cambridge Water** – No comments received
- 6.11 **Cambridgeshire Fire and Rescue** – No comments received
- 6.12 **Conservation** – No objection
- 6.13 **Designing Out Crime Officer** – Comments
- 6.14 Comments recommendations and request for clarifications relating to height of the rear wall of the custom build units; trees within gardens; street lighting and lighting plan; audio/visual entry systems to flats and security certification of doorsets; drainpipes; enhanced security doors to cycle and bin stores; external post boxes; public footpaths; cycle sheds. Supportive of changes to blank gable ends flats.
- 6.15 **Community Development Team** – No comments
- 6.16 **Natural Conservation (Ecology) Officer** – No objection
- 6.17 The application is acceptable in principle, subject to clarifications and conditions relating to artificial lighting, bird and bat boxes and BNG plan.
- 6.18 **Environment Agency** – No objection
- 6.19 Offer comments regarding SUDs and the protection of groundwater, and request the LPA consult the Agency on the details submitted for approval to

discharge any outstanding conditions relating to controlled waters on the outline planning permission.

- 6.20 **Environmental Health Officer** – No objection
- 6.21 Conditions 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues) and 61 (Artificial Lighting Design Scheme) can be fully discharged.
- 6.22 Requires further information for Condition 55 (Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery).
- 6.23 Recommend conditions relating with noise insulation/ mitigation scheme details; air source heat pump scheme and a noise assessment and mitigation scheme; compliance with the noise assessment and mitigation measures for the electricity substation; and details of external artificial lighting. Informative relating to balcony/ terrace noise insulation/mitigation and air source heat pumps are also suggested.
- 6.24 **Landscape Officer** – No objection
- 6.25 The submitted amendments address previous concerns and address the green roof issue adequately. No further conditions are required though we support and second the recommendations of Urban Design with respect to the Boundary treatments at the Mews Street to the north of the parcel as well as the recommendation for a Cycle Parking condition.
- 6.26 Outline conditions relevant to landscape: Condition 36 (open space details) – suitable for discharge in relation to this REM (partial); and Condition 37 (hard and soft landscape) – suitable for discharge in relation to this REM (partial).
- 6.27 **Lead Local Flood Authority** – No objection
- 6.28 The details submitted demonstrate that surface water from the proposed development can be managed through the use of permeable paving on the private shared access and parking areas. Rain gardens are also proposed throughout the development to take some runoff from external hard paved access areas. Water will discharge into the wider approved drainage infrastructure for further water treatment and control before the final outfall into the award drain. Condition 24 (Drainage: Surface Water Strategy).
- 6.29 Recommend informative relating to Ordinary Watercourse consent and Pollution Control.
- 6.30 **Local Highways Authority** – Minor objection to the discharge of Condition 24, pending LLFA approval of the threshold given to the design [of the permeable paving]. The proposed layout of the roads and paths are acceptable to the Highway Authority.

- 6.31 Request that plan number E4195/1149 does not form part of the approved documents.
- 6.32 Note the cycle path shown on plan E4195/1148 falls outside the red line for the development and is included with the proposed works being brought forward under a Section 278 Agreement of the Highways Act 1980, as part of the works for the junction on Coldham Lane.
- 6.33 Recommend conditions relating to pedestrian visibility splays; private water onto proposed public highway; and management and maintenance of streets.
- 6.34 **Public Art Officer, Cambridge City Council** – No comments received
- 6.35 **Sport England** – No objection
- 6.36 **Strategic Housing Team** – No objection
- 6.37 The application is providing 136 residential units of those 54 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. There are 9 self & custom build plots on the plans. 51 units meet M4(2) requirements, and 3 units meet M4(3), meeting the target of 5%. The whole scheme (1200 units) will be delivered with 40% affordable housing and a tenure mix of 73% affordable rent and 27% shared ownership. The parcel does not meet the agreed tenure split, however considering the re-submission of RMA3 mix POB/24/0001 increasing the number of units, the tenure split for both parcels now stands at 72.31% rent and 27.69% shared ownership. This indicates that there is a shortfall of one affordable rent unit, which can easily be incorporated in later parcels.
- 6.38 **Streets and Open Spaces** – Comments
- 6.39 Requests clarification on adoption plan, particularly in relation to SuDS, to enable comments on planting and SuDS maintenance. Requires details of tree pits for the trees planted in the raingardens. Supportive of the play proposals.
- 6.40 The Detailed Open Space Landscape Management and Maintenance Plan (DOSLMMP) might need a review having had the discussions about adoptions / future management and perhaps set the context and principles around costs, adoption, and review process.
- 6.41 Requires details for street furniture and hard landscape specifications, also required by the Landscape officer. No further comments in relation to landscape.
- 6.42 **Sustainable Drainage Engineer, Cambridge City Council** – No objection

- 6.43 The rain garden planting details supplied by Liz Lake when overlaid with the drainage information from Wormald Burrows is supported and no further condition is required on this element. There are no other SuDS features adoptable by the City Council, and the other aspects of the proposals are acceptable. Rain garden planting details against operative requirements will be assessed by other officers.
- 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), Condition 19 (Energy Statement) and Condition 20 (Overheating).
- 6.46 **Teversham Parish Council** – Remains neutral.
- 6.47 The Parish Council request a breakdown/summary sheet of the main points on applications of this nature to facilitate comprehension of the proposals by the Parish Council, members of the public and local residents. The applicants have indicated in response that a summary of the proposals has been provided with the Planning Statement. A summary of the responses and amendments have also been provided with the Planning Statement.
- 6.48 **Urban Design Officer** – No objection
- 6.49 Pleased to see the proposals incorporated suggested amendments by the team and comments from the Cambridgeshire Quality Panel. Satisfied with submitted information for the custom build homes which better explains the planning mechanism by which they will be secured and delivered.
- 6.50 Remaining concern relates to the rear boundary wall for the custom build house types (Block 2-C) and the proposed height of 1.8m presenting a relatively high solid and blank edge onto the mew street.
- 6.51 Subject to the final refinement of the proposed rear garden walls for the above block as part this RMA submission, and conditions relating to cycle parking, external materials, and sample panels (including streetscape materials) the proposal would be supported in urban design terms.
- 6.52 **Waste Team, Greater Cambridge Shared Waste** – No comments received
- 6.53 **Design Review Panel Meeting (11 July 2023)**
- 6.54 The scheme was reviewed by the Cambridge Quality Panel at pre-application stage in July 2023. 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 None received.

## **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 application represents the fourth reserved matters submission ('RMA4') following the reserved matters for Infrastructure ('RMA1'), the Sales Village ('RMA2'), and for the first residential phase for 351 homes ('RMA3').
- 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 for the wider 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 Coldham's 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 This reserved matters application is to agree details reserved by condition 1 of the outline consent 18/0481/OUT for appearance, landscaping, layout, and scale. In this instance the application seeks reserved matters permission for the residential development of 136 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 details have been approved in 26 April 2023 and officers are satisfied that this reserved matters application align with the details approved.
- 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 this reserved matters application:
- 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 this reserved matters application is supported by the relevant technical reports/information to satisfy the requirements of the outline consent 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 application therefore complies with the requirements of the outline consent 18/0481/OUTs.



## **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 the 'Parkside Quarter' character area. 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 December 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 structuring 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 serve as the western gateway from Coldham's Lane, for the wider development as well as to the RMA4 parcel via the Primary Street, which has been approved as part of the RMA1 (Infrastructure) reserved matters application. From Coldham's Lane the Primary Street divides RMA4 into two sections, leading to future parts of the wider development.
- 15.6 The masterplan restricts the number of motor-vehicular access points from the Primary Street, to prioritise pedestrian and cyclist accessibility within the infrastructure network. It promotes legibility through the placement of landmark buildings on prominent corners and gateways and by integrating building frontages, road surface changes and junctions. 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.

- 15.7 The design of streets within RMA4 prioritise active travel, quiet and low speed residential streets which connect to dedicated cycling and walking routes along the Primary Street. Design speeds are kept to 20mph or less, this requirement was a key tool in developing the traffic calming and tree planting measures. All paths will be paved or bound, unified surfaces that use contrasting colours. Footpaths will be a minimum 2m widths which expand for multi-use spaces.
- 15.8 Officers note comments raised by Active Travel England in relation to the design of the internal loop. Collaborative discussions involving the Council's Planning, Urban Design and Landscape officers, the Local Highways Authority and the applicants took place, aiming to achieve the highest quality of design, functionality and way finding. Specific objectives of this collaborative work were to clearly differentiate shared spaces for active travel and spaces for motor-vehicular movement, whilst using finishing materials that could meet the requirements of the Design Code and be accepted by the Local Highways Authority, where the spaces were offered for adoption.
- 15.9 The internal loop within the southern part of RMA4 is offered for adoption by the Highways Authority and will incorporate infrastructure and have been designed to accommodate its use by cars as well as service vehicles, including firefighting and waste collection, with segregated footways for pedestrians. The shared spaces connecting parking courtyards to the internal loop will remain private. 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 are satisfied that the proposals create a safe low speed neighbourhood, which meets the requirements of the Local Highways Authority and Design Code approved for the area.
- 15.10 Active Travel England also suggests that the south-eastern frontage of the site could have been more integrated, particularly with the adjacent Eastfield development. According to the submission, a direct link with the neighbouring development was not proposed as the existing hedgerow along that boundary is not within the applicant's ownership. Officers also note this connection would require the removal of part of the hedgerow. It is also noted that a public path along that boundary is proposed, which will create a visual link with the neighbouring residential development.
- 15.11 The outline permission has secured active travel links with the wider area where the site is located, including a crossing at the junction of the Primary Street and Coldham's Lane, and improvements to the foot and cycleway along Coldham's Lane towards Coldham's Common and the Cambridge town centre beyond. The parcel is therefore considered to be well integrated

with the existing and future community and is permeable to all users of the movement network.

- 15.12 Overall officers consider that the proposed layout successfully translates the fundamental principle fixed within the Design Code, and the movement and access network is supported. The proposals are in this sense in accordance with Cambridge City Local Plan (2018) policies 55, 56, 57 and 59.

### **Layout, Scale and Density**

- 15.13 The proposal lies within the Parkside Quarter character area, established by the Design Code for residential densities ranging from 50 to 65 dwelling per hectare. This character area follows the northern boundary of the wider site, lining the southern edges of the airfield. It responds to the current aviation use to the north of RMA4, while also anticipating how it might address future redevelopment of the airfield.
- 15.14 The building heights follow the principles of the Design Code, where key corners are expected to be designed as part of the building frontage facing external boundaries of RMA4, including along Coldham's Lane and the Primary Street. Where the parcel meets future development of the wider Springstead Village, a pinch point location will be part of a wayfinding building group along the Primary Street.
- 15.15 The proposals reflect the Design Code description, by locating apartment buildings along the Primary Street frontage, with taller/ more prominent 4-storey elements in all corners, grouping the buildings which start to form the pinch point location along the Primary Street. Town houses and maisonettes will help compose this main building frontage and key focal points within RMA4. Behind these main frontages will be the 2-storey 'coach-houses' along mews streets in a less formal grain. All buildings heights are within the Building Heights Parameter Plan approved with the outline permission, and the proposed density of 54.6 dwellings per hectare is within the range established by the approved Design Code.
- 15.16 As part of the proposal to address the Parkside Quarter character area, the proposed layout aims to reflect the leafy inner suburbs of Cambridge, with the resulting 'villa-houses' and apartment buildings overlooking parkland edges to the north and north-west, where the roofs give a more formal/ regular spacing and gaps between the buildings. Exposed residential boundaries that front onto public open space are enclosed with walls, with hedges or planting to the front.
- 15.17 The proposed layout also aims to address the Living Infrastructure approach set out in the approved Design Code. It is designed to create an integrated network of natural habitats, sustainable drainage, and tree planting, linking the proposed Neighbourhood Park, the section of the Active Discovery Route and the landscape approved for the Primary Street. Street trees and planting, and each of the green spaces combine play, social spaces, and habitat.

- 15.18 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 the Cambridge City Local Plan (2018) policies 55, 56, 57 and 59.

### **Form, Appearance, Detail and Materials**

- 15.19 The buildings within this Parkside Quarter character area will be predominantly of masonry palette with accent materials of stone and patterned brickwork. Large and simple openings emphasise views onto the park edges. Hierarchy of openings, using scale and details highlight the ground floor entrances and defining windows. Alongside the apartment blocks, a diverse range of homes are provided, which will include terraced houses, coach houses, and semi and detached houses, with variations of roof style and form.
- 15.20 To align with the Design Code, RMA 4 combines building frontages and boundary treatments to maintain perimeter block principles. To maintain the envisaged softened, rural and agricultural feel, threshold boundaries include traditional estate rail fences, hedges and informal natural planting. Exposed rear garden boundaries consist of walls and fence lines with hedges or planting to front. Decoration and accent materials used to help emphasise important frontages such as when enclosing neighbourhood squares, focal points and at street corners.
- 15.21 The proposed finishing materials follow the palette and details in the Design Code and reflect the relevant character area requirements. Most of the proposed elevations are finished in brick, with some weatherboarding proposed in selected elevations where RMA4 would be nearest to the Village character area. Roofs are generally cladded in tiles, with a few proposed mono-pitched roofs handled in traditional standing seam roof. Utilities, services and drainage are designed as part of the elevation.
- 15.22 9 custom build dwellings are proposed in the northern portion of the parcel, fronting the Primary Street. The proposal aligns with the approved Design Code, and will offer options for façade and landscape finishes, in a fixed external shell of terraced three-storey houses, with dual-pitched roof. The landscape options as well as the façade options and form of the custom-build houses will integrate with the finishing materials and landscape proposed for other parts of the RMA4 parcel.
- 15.23 In terms of the proposed detailed landscaping, street trees will comprise of varieties of indigenous and non-native trees, aiming to achieve resilience to climate change and wildlife value. Different species will be planted within different parts of the site to both help with legibility and to help to define the different character of the streets and spaces that are being created. Larger scale trees of significant stature are to be planted in strategic locations throughout the site to terminate vistas and to create focal interest.

- 15.24 The materials proposed as part of the hard landscape finished from a co-ordinated palette for adopted roads and footpaths, parking courts and other parking areas, shared surfaces, private driveways, and residential front and rear paths. The materials include macadam, block paving, paving slabs and conservation kerbs. The materials are considered safe and accessible, at the same time that helps to achieve a consistent design across other public areas within the wider development, and clearly defines carriageway and pedestrian routes. Conditions are recommended for details of materials and sample panels onsite.
- 15.25 The form, appearance, detail and materials are considered to be acceptable in accordance with the outline approved Design Code 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**

- 15.26 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**

- 15.27 The landscape masterplan design for this phase has been developed aiming to deliver a variety of open spaces and green corridors across the site area, following the Urban Greening Framework and Living Landscapes principles set out in the Design Code. The green infrastructure strategy proposes the incorporation of nature through the residential parcel, providing a variety of habitats and opportunities to connect with nature, and encouraging sustainable lifestyles.
- 15.28 All movement corridors are acting as green corridors with substantial planting. This high-quality soft landscaping includes the key greening features of proposed trees, naturalistic public open space planting, plot frontage planting, street planting including rain gardens and strategic positioning of climbers on buildings, all of which aiming to contribute to creating verdant and vibrant streets.
- 15.29 The movement corridor along the Active Discovery Route connects to the Neighbourhood Park and Green Corridor, creating a natural transitional landscaped edge to the development which responds to the context and complying with Living Landscapes principles. The Neighbourhood Park aims to reflect the Parkside South character area and is designed to invoke inspiration from the leafy inner suburbs of Cambridge and northeast Cambridge Fenland landscapes.

- 15.30 The general landscape layout, size and distribution of the spaces are supported by officers and are considered to accord with and Policies 58 and 59 of the Cambridge Local Plan (2018).
- 15.31 The wording of outline Condition 37 requires full landscape details to be submitted with any reserved matters. Following initial review by the Councils' Landscape Officer, the Landscape Masterplan was amended to include specifications of soft and landscape element across the site, as well as specification of play equipment and boundary treatments. The submission also included amended planting plans, and a Landscape Specification document.
- 15.32 A Detailed Open Space, Landscape Management & Maintenance Plan (DOSLMMP) was submitted and revised during the application assessment, considering officers comments to the proposals. The management proposals are part of the requirements of the outline Condition 37 and aim to follow the 'Living Infrastructure' approach set out in the approved Design Code.
- 15.33 The primary aim of the DOSLMMP for RMA4 is to ensure the new landscape and habitat proposals are managed sustainably and to a high standard, for a period of 25 years. The approach seeks to balance the needs of residents and biodiversity, whilst respecting the safeguarding needs of the Cambridge Airport, while operational. Following the transfer of responsibility, management of the public realm will be undertaken by the nominated Management Company in combination with the Council and the Highways Authority, who will adopt the Public Open Space.
- 15.34 The hard and soft landscape details including the DOSLMMP for this phase and the amendments to the proposals have been further revised by the Landscape officer, who is satisfied with the proposals. Notwithstanding this acceptance, the Streets and Open Spaces team needs the document to be revised, considering the recent discussions regarding management of spaces to be offered for the City Council's adoption. Therefore, whilst Condition 37 is recommended to be discharged with this application, a revised DOSLMMP is expected to be submitted for approval of the Council in due course, to discharge the relevant S106 planning obligations.

### **Open Space**

- 15.35 The RMA4 application area includes a neighbourhood park and a section of the Active Discovery Route. The total area of public open space within RMA4 is 0.25 hectare. The public open space section of the Design and Access Statement sets out the details of the open space to be delivered as part of RMA4.
- 15.36 The Neighbourhood Park is intended as a key pedestrian node, adjacent to the residential development parcels and the Primary Street. The play space will provide a natural landscape with playable features such as boulders, large tree trunks and undulations in the earthworks that create fun play experiences that do not prescribe how they should be played with. These are

accompanied by more conventional play items including a slide and timber stepping logs. Large principal trees and other tree planting with understory shrub planting will be part of the soft landscaping, alongside flowering lawn and calcareous wildflower grassland, with mown paths across wildflower areas. Benches and cycle parking are also proposed.

- 15.37 Following the Living Infrastructure approach, a naturalistic Green Corridor has been created that connects the Neighbourhood Park to the ecological corridor on the western side of the site that flanks the boundary of Cambridge Airport. This Green Corridor is one of the areas that forms part of the site wide integrated network of natural habitats. Located adjacent to the verges and swales within the Primary Street, these spaces combine to help deliver biodiversity and support nature to move through the site. A bench is proposed under the shade of trees and amongst wildlife.
- 15.38 The Active Discovery Route will provide opportunities for intergenerational active play, which are intended to also be multifunctional and address the inclusive aspirations of the play. Running around the perimeter of the site and located adjacent to ecological features this provides for play and recreation within natural systems. This section of the Active Discovery Route running through RMA 4 and as per the aspirations of the Design Code, forms a walking route for families/ children/ others with places to stop and play adjacent to the green buffer edges.
- 15.39 Rain gardens are part of the SuDS network of RMA4 and create landscaped verges that are designed to biologically slow and filter storm water that falls on adjacent hard landscape surfaces. Several rain gardens are included in the site design which create a network of blue infrastructure features strategically located through the development parcel.

### **Play Strategy**

- 15.40 The approved Site Wide Play Strategy indicates for this phase the provision of 'Neighbourhood Play' areas. RMA4 does not include provision of Neighbourhood Equipped Area of Play or Locally Equipped Area of Play, as defined in the S106 Legal Agreement linked to the outline permission. A Play Strategy for the RMA4 parcel has been submitted, including details on plans and sections, alongside specification of the play elements in the Neighbourhood Park, and the Active Discovery Route. Precedent images also incorporate the document.
- 15.41 The play provision for the Neighbourhood Park draws on this landscape character, using this playful node into a space designed for connection with nature, play and social interaction. Play in this Neighbourhood Park aims to provide incidental play experiences including playing, meeting, resting and biophilic play elements, with the target audience being more the younger age categories. An element of play will be proposed along the Active Route, primarily aimed at children, located in the shade of proposed trees, and enveloped with wildflower grassland.

- 15.42 The proposed play spaces are therefore considered to be acceptable in accordance with Policy 68 of the Cambridge Local Plan (2018), along with the approved design code and play strategy.

### **Inclusive Access**

- 15.43 The Councils' Access Officer was consulted as part of the assessment 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.
- 15.44 The development is therefore considered to accord with Policy 57 of the Cambridge Local Plan (2018).

### **Designing Out Crime**

- 15.45 Cambridge Constabulary has reviewed the scheme and notes the site is in an area of low to medium risk to the vulnerability to crime.
- 15.46 Security and prevention measures have been considered, providing reasonable surveillance overlooking streets and open spaces from active rooms, external lighting design, and locating cycle stores for apartments within the footprint of the buildings directly adjacent to the entrance(s).
- 15.47 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**

- 15.48 The scheme was reviewed by the Cambridge Quality Panel at pre-application stage in July 2023. 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.
- 15.49 The scheme has evolved positively in response to the panels feedback. In summary the following actions have/haven't been taken:
- Substantial additional work has now been provided to deliver a clear landscape strategy for the site. Play along the way has been incorporated into the scheme in line with the wider strategy for the site.



- Hard and soft landscaping within car parking courts has been reviewed and updated. This has included the introduction of block paving, hedges, and trees within the parking courts.
- Courtyard planting was reviewed and co-ordinated with blue infrastructure strategy.
- Parking court access was developed in close collaboration with Urban Design Officer, managing permeability to strengthen the frontages and create more clearly defined routes.
- Residential parcels are highly permeable to walking and cycling, but access to cars and other powered vehicles is restricted, in response to the QP query regarding the practical aspects of access via a primary route, as opposed to a secondary route, like in other parcels.
- The custom build proposals have been further developed and provide a high level of choice for the end user, complying with the requirements of the Section106 agreement. Owners of the custom build houses will be offered a number of additional optional energy measures, including provision for battery storage, PV upgrades (if permitted), integrated shading/blinds.
- The level change from Coldham's Lane have been considered in detail. The proposed design delivers a well-considered strategy in relation to run- off from the development, but also provides a green corridor to the south of the development along Coldham's Lane.
- The scheme has been fully designed to drain to greenfield run off rates, plus at 40% allowance for climate change as required. The scheme has utilised SuDs.
- The street layout has been adjusted to allow additional planting. Extensive planting including trees, suds, and play has been added to the primary street landscape.
- A Utility Plan has now been provided to show the proposed locations of services, helping to minimise pollution to green and blue infrastructure.
- A number of the gable roofs have been replaced with duopitched and monopitched roofs to add variety to the scheme.
- Green roofs have not been able to be incorporated having regard to the proximity to the airport and to ensure the risk of wildlife hazard and bird strike is minimised.
- Bike storage locations have been carefully considered to ensure that bike parking is situated in very convenient locations and given priority over the motor car. The scheme has also been designed to ensure that cycle parking is integrated into the street scene.

## **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 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 be 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 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 72% affordable rented and 28% shared ownership.

- 16.8 The development would provide 136 homes, of which 54 would be affordable units (39.71%), which is acceptable considering the changes to the approved increased provision within RMA3 and the overall provision secured at outline stage. The affordable units would be provided as follows:

<b>Unit</b>	<b>Affordable: Social Rent</b>	<b>Affordable: Shared Ownership</b>
1-bed flat	6	7
2-bed flat	8	0
2-bed maisonette	7	2
2-bed house	10	0
3-bed maisonette	0	1
3-bed house	4	5
4-bed house	4	0
<b>Total</b>	<b>39</b> (72.22%)	<b>15</b> (27.78%)

- 16.9 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. The Council's Housing Strategy Team raise no objection to the tenure mix proposed. The scheme has been maximised and there is no loss of bed spaces, meaning the development will provide affordable homes for as many people on the housing register as possible.
- 16.10 In consultation with the Council's Housing Strategy Team the unit size mix proposed is considered acceptable and would address local needs in terms of its provision of 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:

<b>Unit</b>	<b>Affordable Allocation</b>	<b>% of Allocation</b>	<b>Agreed Mix (May 2021)</b>
1-bed flat	13	24%	30%
2-bed flat	17	31%	20%
3-bed flat	1	2%	0%
2-bed house	10	19%	24%
3-bed house	9	17%	20%
4-bed house	4	7%	6%
<b>Total</b>	<b>54</b>	<b>100%</b>	<b>100%</b>

- 16.11 All affordable units would meet or exceed residential space standards and meet the accessible and adaptable dwellings M4(2) standard, as required by

conditions 12 and 13 of the outline consents. Three of the affordable units would meet the requirements for wheelchair user dwellings M4(3), which corresponds to 5.56% of the affordable provision. This is in line with condition 14 of the outline consent, for the RMA4 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 11 dwellings to 24 dwellings, meeting policy requirements. The scheme has been designed to be tenure blind in the housing design, an approach which is supported by officers.
- 16.13 A total of 12 affordable rent units (all of which are houses) will be located on adoptable roads, with the remaining affordable rent houses, 14 flats and 7 maisonettes accessed or with parking spaces provided on un-adopted/private roads. All 15 shared ownership houses and flats will remain on un-adopted/private road.
- 16.14 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

- 16.15 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
<b>Total</b>	<b>720</b>	<b>100</b>

- 16.16 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.
- 16.17 The development would provide 82 market homes across a mix of the following types of home:

Unit	Private	%
1-bed flat	20	24
2-bed flat	19	23

3-bed flat	2	2
2-bed house	8	10
3-bed house (inc. custom build)	22	27
4-bed house	11	13
<b>Total</b>	<b>82</b>	<b>100</b>

- 16.18 The Planning Statement indicates that the desired character of this area of the site has informed the layout and dwelling mix. It acknowledges that there is a high proportion of 1-2 bed flats and 2 bed terraced homes, however considering this an appropriate dwelling mix for this area, and that 3-bed homes will be more prominent in other areas of the site, for example along its southern boundary and near the school.
- 16.19 The proposed mix is acceptable however 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 partially discharged in relation to RMA4.

### **Self and Custom Build**

- 16.20 RMA4 would provide 9 custom-build market properties, which is equivalent to 6.6% of the parcel's housing provision. This is more than the Section 106 Agreement requirement for not less than 5% of the total number of market units to be comprised in the development are self-build / custom build. The proposal is therefore in line with the outline S106 Legal Agreement in terms of the provision of custom-build homes.
- 16.21 The custom-build houses will be located to the northern portion of RMA4, fronting the Primary Street, corresponding to one of the indicative locations at the outline stage. According to the Design and Access Statement, the typology is inspired in traditional Cambridge streets, which resulted in the proposed terraced units which would form a homogenous group with varied tones and styles among similar building types.
- 16.22 The proposed Custom Build Homes have been developed to adhere to the Design Code requirements, whilst giving sufficient level of input from future residents into the final design, as required by the Self and Custom Build Act 2015. The approach to the customisation and choice over the final design have been subject to pre-application discussions with officers, who are supportive of the proposals.
- 16.23 The foundations, core (including services and staircase) and the external shell of the houses would be fixed, with choices of different external façade finish and landscape as previously described. Customisation would also include choice of internal layout and options for ensuite and bathrooms, and a level internal flexibility in the disposition of rooms. There will be choice for selected fittings and for sustainability upgrades, such as the provision of batteries.

- 16.24 The submission includes a Custom House Delivery Document, a draft of which considered by the officers and the Cambridgeshire Quality Panel as part of pre-application discussions. The Delivery Documents set out parameters of the customs build homes on RMA4, including design criteria; layout options; façade options; internal specifications; comfort and energy choices; and landscape options. The document also includes a 'configurator' which will allow owners to identify their preferred options. Owners will only be able to design their homes within the criteria approved within this document, with the homes themselves being built by Bellway-Latimer Homes.
- 16.25 The above would enable development without the need for further planning permission for the custom build homes. Notwithstanding this, officers required that a record of what was being built was kept by the local planning authority. This is proposed to be addressed by a condition securing the approval of each custom-build details in accordance with the Delivery Document (**Condition 5 - Custom Build**).
- 16.26 There is no requirement for each reserved matters area to make such provision, and self-build / custom build homes have not been provided as part of the RMA2 and RMA3 phases. Overall, the parcels alongside RMA4 would provide 496 homes, therefore the 9 custom build units would represent just under 2% of the total units these parcels would provide. The submitted Design and Access Statement indicates that most of the custom-build homes in Springstead Village would be located centrally in the development, therefore the 16 units 'shortfall' to date is expected to be delivered in the future phases.

### **Conclusion**

- 16.27 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, custom-build and 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, except for one private unit within block 2M. This is a 3-storey terraced house which would accommodate 3 bedrooms and 5 persons, proposed with a total gross internal area (GIA) of 93 square metres.

- 17.2 The standard minimum GIA for this type and size of dwelling would be 99 square metres, a difference of 6 square metres and 6% of the minimum NDSS requirement. Other units within this same block will significantly exceed the spatial standards. On balance, officers are of the view that the development would provide an acceptable level of amenity for future occupants in accordance with Policy 50 of the Cambridge Local Plan (2018).

### **External Amenity Space**

- 17.3 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 16 – Curtilage**).
- 17.4 Apartments and coach 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**

- 17.5 The Design Code requires that on two storey dwellings there should be a minimum of 18 metres 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.
- 17.6 A total of 22 units (16% of the total dwellings) within blocks 2E, 2G, 2H and 2M would have approximately 15 metres back-to-back distance and would therefore be below the recommended distance. Notwithstanding the proximity of the units, the layout of the parcels and blocks have been carefully designed so that rear habitable rooms do not face habitable rooms directly on neighbouring units. All proposed three storey properties exceed the minimum distances.
- 17.7 Given the density proposed to this character area, overall, the disposition of rear windows serving habitable rooms would not impose risk to the amenity of the future residents of RMA4 and the proposal in this sense is therefore acceptable. 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 13 – Windows**) (**Condition 14 – Extensions**) (**Condition 15 – Opaque**).

### **Impact on amenity from existing neighbours**

- 17.8 The nearest existing dwellings to this phase are those located along Kings Meadow to the south-east of the site. Balconies/ openings featuring on these nearest buildings are at approximately 16 metres from the RMA4 application

boundary. The houses within RMA4 would be at least 10 metres distant from the south-eastern boundary. The buildings are separated from the site by roads and hedgerows in the neighbouring development, and paths and open space within RMA4, most of which to be adopted. As such the relationship is acceptable and would not give rise to any significant amenity issues.

### **Noise, Odour, Lighting and EV charging**

- 17.9 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 59 (Noise Impact Assessment), Condition 55 (EV) and Condition 61 (Lighting Scheme).
- 17.10 The application includes a Noise Impact Assessment and Mitigation Scheme presenting results of a modelling exercise, in respect of the proposed development. The noise modelling indicates that the noise levels at the dwellings within RMA4 would principally be influenced by existing road traffic associated Coldham's Lane and along Primary Street. In terms of plant noise officers note proposals for development opposite Coldham's Lane, which may have an impact on the noise to dwellings along the road within RMA4. Some adjustment to the background noise levels of Coldham's Lane have been considered and, in this context, an alternative scheme of ventilation on the Coldham's Lane facades is proposed. This is supported by the Environmental Health team, subject to conditions. Outline Condition 59 has therefore been recommended for discharge alongside relevant conditions **(Condition 6 – Noise Insulation/ Mitigation Scheme Details)**.
- 17.11 A Noise Impact Assessment has also been carried out for the electricity substations, Air Source Heat Pumps (ASHP) and specific play equipment. There are no in principle objections, but conditions were recommended to control operational noise levels for AHSPs **(Condition 9 – ASHP/s)** and a compliance condition relating to the electricity substation **(Condition 7 – Electricity Substation)**, to ensure they do not have an impact on residential amenity.
- 17.12 In response to outline Condition 61, as a Lighting Strategy has been submitted, comprising of an outdoor lighting report with details on lighting limits and design based on an existing environmental zone E2 zone (low district brightness). Environmental Health officers have stated that the strategy as submitted is acceptable in terms of the outline approach to be followed at the detailed design stage. The lighting design standards / and the Obtrusive Light Limitations that will be specified are acceptable to enable this Reserved Matters application to be approved and for outline Condition 61 to be discharged. Further information and assessment however will be required for the detailed lighting design for all the lighting columns and any other lighting (such as security lighting to properties) when the scheme is finalised, and a condition is recommended to secure this **(Condition 8 - Lighting)**.



- 17.13 In relation to the outline Condition 55 (Site Wide EVCP Provision and Infrastructure Strategy – Delivery), Environmental Health officers note that not all details required in the condition have been provided. These are specific to the number, location, unit design, charge time (slow, fast and rapid), installation, compliance with relevant BS7671 and BS61851 or other relevant standards at that time, management and maintenance of the electric vehicle charge points (active and passive) and how the uptake of electric vehicle charge points will be monitored in order to determine the activation of passive spaces in the future. Condition 55 of the outline permission is therefore not recommended for discharge with this application.

## **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 15.35 to 15.42 of this report have already noted the open space proposals of the reserved matters area, with the development providing 0.25 hectare of public open space.
- 18.3 Details for the delivery of the open space have been provided and the Council's Landscape officer is satisfied that Condition 36 can be discharged in relation to the RMA4 parcel.

### **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 15.35 to 15.42 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.

### **Waste and Recycling**

- 18.6 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.
- 18.7 The application is supported by the Design and Access Statement which includes details of the refuse strategy showing the arrangement for bin storage and collection. Apartment blocks would have communal bin stores within the ground floor of the building and houses/ maisonettes would have

space for three bins either in the garage, rear gardens, or integrated to their front garden. Two units within block 2-J will have dragging distances of more than 25 metres (approximately 33 and 45 metres). The scheme has been subject to pre-application discussions, including in relation to waste and recycling. Whilst not desirable, officers have considered that most of the dwellings would have dragging distances within the recommended threshold, and the scheme in this sense is acceptable.

- 18.8 Whilst we have not had any formally comments from the Councils Waste team, officers consider the proposals to be acceptable and therefore Condition 64 can be partially discharged in relation to RMA4.

### **Public Art**

- 18.9 Following the approval of the Site Wide Public Art Strategy in June 2023 and as required by the Section 106 Agreement, a Public Art Delivery Plan is expected to be submitted for each reserved matters area which is identified to include public art. 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.
- 18.10 RMA4 is not one of the areas envisaged in the approved Site Wide Public Art Strategy to include public art, therefore a Public Art Delivery Plan is not part of the application submission. Officers note from the submitted Planning Statement that a Project Artist has been appointed to produce the delivery plans, which will be signed off and monitored through the S106 process or relevant reserved matters applications coming forward.

### **Fire Hydrants**

- 18.11 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 19 – Fire Hydrants**)

### **Conclusion**

- 18.12 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 159 car parking spaces in total, proposed across the reserved matters area. The Planning Statement explains that the amount of car parking proposed is in line with Cambridge Local Plan 2018 requirements (1/2-bedroom units- No more than a mean of 1.5 spaces per dwelling, 3 bedrooms or more- no less than a mean of 0.5 spaces per dwelling with a maximum of 2 spaces per dwelling).
- 19.3 Parking is predominantly provided on plot except for the custom-build units, where the spaces will be located to the rear of the plot, with integrated landscaping 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 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 18 - Removal of Permitted Development Rights – Garages and Car Ports).**

### **Cycle Parking**

- 19.6 323 cycling spaces are proposed in total across the reserved matters area, distributed in accordance with Policy 82 of the Cambridge Local Plan (2018), or 1 space per bedroom for units with up to 3 bedrooms and 3 spaces for 4-bedroom units. Visitor spaces will be provided within parks, apartment blocks and for houses (stands).
- 19.7 The Design and Access statement explains that every house has a lockable cycle store or stand directly adjacent to the entrance. Where garages or carports are provided, they are enlarged to include secure cycle parking. Secure cycle parking for apartments is located within the footprint of the buildings directly adjacent to the entrance(s), with additional visitor stands by the door. Cycle parking provision includes more widely spaced stands to allow for the use of cargo bikes.
- 19.8 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. A condition is recommended for specific details **(Condition 4 – Cycle Parking).**

## 19.9 Highway Safety

- 19.10 The main Primary Street running along the northern edge and dividing the parcel was agreed under the infrastructure reserved matters consent (RMA1). Within the parcel, the Primary Street feeds into a network of Tertiary streets, following the general principles within the approved Design Code. Speed features have been placed around the streets to reduce speeds this includes raised tables and build outs.
- 19.11 The applicant has submitted vehicle tracking diagrams and visibility splays. The Highways Authority have been involved in reviewing the proposals at all stages and are satisfied with the proposed layout of the roads and paths across the site.
- 19.12 A highway adoption plan has been included in the Design and Access Statement, showing that the parcel's internal road forming a loop from the Primary Street and the Active Route are intended to be adopted by the Highways Authority, subject to a separate process. The City Council will be offered the landscaping along the areas for adoption, and the remaining private shared drives will remain privately managed. This is acceptable in principle on balance due to the place-making objectives in these small streets.
- 19.13 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. Conditions recommended by the Highways Authority are expected to be imposed (**Condition 10 – Pedestrian Visibility Splays**) (**Condition 11 – Driveway Levels**) (**Condition 12 – Management and Maintenance of Streets**).

## 20 Sustainability

- 20.1 The Council's Sustainability officer summarizes the aims of the submitted Energy and Sustainability Statement in setting 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). Further information on the overall approach to sustainable design, as encompassed by the Living Infrastructure and Living Communities frameworks are also contained in the submitted Design and Access Statement.
- 20.2 The overall approach is supported by officers and measures to meet the above sustainability requirements within RMA4 include modelling all house types against Part L 2021, with between a 64% and 67% reduction in emissions compared to the Part L compliant baseline depending on house type. The design of the housing typologies has been tested and refined using dynamic thermal modelling in order to achieve compliance with Part O of the Building Regulations. All of the housing units on the site benefit from

being dual aspect including all apartments. The Part O assessment, which is included as an appendix of the Energy and Sustainability Report shows that all units tested pass the requirements of Part O.

- 20.3 There is reference to the need for some mechanical cooling to be utilised for homes nearest Cherry Hinton Road due to noise constraints which prevent these units from benefitting from natural ventilation. Further detail is required relating to the specification of this system, to ensure the most energy efficient option is chosen. A condition is recommended in this sense **(Condition 6 – Noise Insulation/Mitigation Scheme)**.
- 20.4 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. The custom build homes will also benefit from sustainable energy upgrades, including the option for Tesla battery systems and photovoltaic systems. 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 the homes.
- 20.5 In the external areas 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.
- 20.6 Alongside the reserved matters development, the applicant is seeking partial discharge of several relevant conditions from the outline stage. 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 100.6 litres/person/day. This approach, which represents an improvement on the 110 litres/person/day 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, and to an extent has been updated by the approach to the energy strategy agreed as part of 22/01966/S73. As referenced above, the house types included within RMA4 have been modelled against the requirements of Part L 2021. By following the energy hierarchy and through the use of air source heat pumps for all units, a reduction of between 64% and 67% compared to a Part L 2021

compliant baseline is achieved for all house types. This approach is supported, and condition 19 can be discharged for this phase.

- 20.9 In terms of overheating and Condition 20, the design of the houses are informed by overheating analysis using the Part O Dynamic Thermal Modelling route, as part of the sustainability measures. All house types pass this assessment with the overheating assessments included as appendices to the Energy and Sustainability Statement. Condition 20 can be discharged for this phase.
- 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).

## **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. Prior to the outline consent, the land within RMA4 was species poor semi-improved grassland, due to the land being within Cambridge Airport and managed to reduce its attractiveness to wildlife that might present a hazard to airport operations. The site was the subject of pre-application ecological surveys in 2016, 2017 and 2019 and these identified no significant ecological features within the application boundary for RMA4.
- 21.2 The ditches within the application boundary for RMA4 were surveyed for water vole on 16 and 17 May 2022 as part of a site wide survey and no indication of water vole presence was found in or adjacent to the ditches within the application boundary for RMA4. An ecological walkover survey was carried out on 04 July 2023 targeted at the remaining areas of natural features within the boundary of RMA4 and this identified that no protected species were present.
- 21.3 Condition 30 of the outline planning permissions secured the need for a Wildlife Hazard Management Plan due to the proximity of the site to an operational airport. 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.
- 21.4 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.
- 21.5 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 Biodiversity Survey and Assessment submitted with the

application proposes actions to achieve the ecological objectives, including enhancement through landscaping such as Pipistrelle bat foraging corridors; habitat for song thrush; and vegetation to provide bird nesting, bat roosting, and hedgehog connectivity features. Other measures include the planting of grass and wildflower grassland and wildflower and shrub, alongside specific tree planting.

- 21.6 The Councils Ecology Officer has stated that the application is acceptable in principle and required details of artificial lighting and bird/bat boxes which are recommended be secured by condition **(Condition 8 – Artificial Lighting) (Condition 20 – Nest Boxes)**. Subject to the imposition of these conditions, outline Condition 29 can be discharged for the reserved matters area.
- 21.7 In terms of Biodiversity Net Gain (BNG), the applicant has submitted a BNG tracker and open space plan. This phase seeks to deliver areas of flower lawn mix, wildflower grassland, amenity grass, ground cover shrub planting and raingardens. The outline applications identified that the target for BNG is 116.04 units, and using the methodology set out in the outline, RMA4 would score 120.22 units, which in isolation would therefore exceed the requirements for the wider site.
- 21.8 Notwithstanding this, the Councils' Ecology Officer has required the submission of a BNG Plan, which officers have considered unjustified at this stage. A full BNG Assessment was undertaken and approved as part of the outline permission, with a BNG Tracker report submitted with this application as required. These documents alongside the Biodiversity and Ecology Report submitted with the application accords with the requirements of the outline Condition 29. It is also noted that the detailed landscape plans including biodiversity enhancements have been worked up in full detail and are recommended for approval with this application, with officers' support.
- 21.9 Considering the above and other proposed conditions, the proposals are acceptable in respect of biodiversity and in accordance with the requirements of Policy 70 of the Cambridge Local Plan 2018 and objectives of the NPPF.

## **22 Water and Floor 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 amended technical note regarding drainage, amended headwalls details along with layouts and calculations based on the site wide strategy. The applications have been submitted to formal consultation with the Lead Local Flood Authority, who removed their objection to the details submitted.
- 22.5 The Authority notes that the documents demonstrate that surface water from the proposed development can be managed using permeable paving on the private shared access and parking areas. It is also noted that rain gardens are also proposed throughout the development and to take some runoff from external hard paved areas. Water will discharge into the wider approved drainage infrastructure for further water treatment and control before the final outfall into the award drain.
- 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 objectives of the NPPF. Condition 24 is recommended for discharge in relation to RMA4.
- 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.

### **Foul Water**

- 22.8 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.
- 22.9 The proposed foul water drainage strategy for the RMA4 application directs flow by gravity to the Pump Station 4, which is located northeast of the application site, and which forms part of the strategic foul water drainage system (agreed under the RMA1 Infrastructure application). From here, flows are pumped via a rising main towards Coldham's Lane where the main turns



westwards and outfalls to Anglian Water's manhole 5003 in the roundabout at the junction of Coldham's Lane and the A1134 (see Appendix D).

- 22.10 Anglian Water have raised no objections to the proposals. Condition 26 can therefore be discharged in relation to this phase.
- 22.11 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 objectives of the NPPF.

## **23 Third Party Representations**

- 23.1 None received.

## **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 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. The scheme is a result of extensive pre-application with officers, review by the Cambridge Quality Panel, and amendments submitted during this application. This has been a collaborative process with the applicant and is supported.
- 24.3 Whilst one dwelling would fall short of the minimum GIA and for blocks would not meet the minimum back-to-back distances required by the Design Code, officers are of the view that the proposed scheme would provide a high-quality living environment for future occupants. The masterplan includes 136 new homes, alongside new public open spaces, including a green finger along a section of the Primary Street, a Neighbourhood Park and a green lane as part of the Active Route, which spans across the boundary with existing residential areas to the south-east of the site. The design of streets and spaces prioritises active travel, quiet and low speed residential streets which connect into dedicated cycling and walking routes to form the network of active travel. Considering the delivery of transport improvements falling outside the application boundary secured at the outline, the development provides safe connections to the surrounding routes network beyond the boundaries of the site.
- 24.4 Nine custom build homes have been included in the development, offering personalized housing options. In addition to providing a housing mix that responds to current housing demand, the scheme delivers other benefits

secured in the outline consent, 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, on balance 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 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 application reference 23/03347/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 reference 18/0481/OUT as varied by reference 22/01967/S73 in relation to the RMA4 reserved matters application according to the recommendations for each condition set out in the table below:

<b>Condition Submitted</b>	<b>Recommendation</b>
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).

### **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).

### **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).

### **5. Custom Build**

No development shall take place above ground level on a custom build plot, as highlighted on approved drawing Custom Build Site Plan (CHE-PTE-R4-XX-DR-A-10025-C1), until confirmation has been submitted to the local planning authority of the configuration of the custom build plot, that accords with the Custom House Delivery Document (Pollard Thomas Edwards, November 2023). The details submitted of the configuration shall include the plot number, typology, external fabric, energy uplift, landscape, internal arrangement and standard finishes choice for each plot in accordance with the configurator on page 17 of the Custom House Delivery Document. The custom build dwelling shall be implemented in accordance with the scheme as submitted to the local planning authority, unless otherwise agreed in writing.

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).

### **6. Noise Insulation/Mitigation Scheme**

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: Springstead Village – RMA4 – Residential Development, Bellway Latimer Cherry Hinton LLP, August 2023 (revision 1.0 - 24/8/23, LF Acoustics Ltd), hereafter referred to as ‘LF Acoustics Report, August 2023’, in order to protect 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, August 2023’, 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. Confirmation / details of the specification of glazing required for windows serving habitable rooms impacted by external noise.
- v. 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, August 2023’, 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 135 f), 180 e) and 191 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.

## **7. Electricity Substation**

The electricity substation shall be constructed and operated in accordance with the acoustic design statement principles and noise insulation / mitigation scheme measures as outlined in the submitted Noise Assessment and Mitigation Scheme: Springstead Village – RMA4 – Residential Development, Bellway Latimer Cherry Hinton LLP, August 2023 (revision 1.0 - 24/8/23, LF Acoustics Ltd).

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 135 f), 180 e) and 191 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.

## **8. Artificial 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 shall demonstrate compliance with the standards and light limitations referenced within the Joseph Lighting document RMA4 Lighting Strategy – Land North of Cherry Hinton, Coldham’s Lane (12/09/2023 revision V3 by Joseph Lighting). The development shall be carried out in accordance with the approved details.

Reason: To ensure that the quality of the external lighting meets the requirements of Policy 34 of the Cambridge Local Plan 2018.

## **9. 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 135 f), 180 e) and 191 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.

## **10. Pedestrian visibility splays**

Two pedestrian visibility splays of 2m x 2m shall be provided each side of each motor vehicular access within the development. The splays shall be measured from and along the proposed adopted public highway boundary. The splays shall be within land under the control of the applicant and not within the proposed adopted public highway. The splays shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the proposed adopted public highway for the lifetime of the development.

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

### **11. Driveway levels**

All driveways, car parking spaces, private paths, private roads 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).

### **12. Management and Maintenance of Streets**

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

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, for the safe and effective operation of the highway and on the interests of amenity (Cambridge Local Plan 2018 policies 55, 56, 57, 59, 80, 81).

### **13. 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 without the granting of specific planning permission.

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

#### **14. 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).

#### **15. 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).

#### **16. 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).

#### **17. 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).

#### **18. Removal of Permitted Development – Garage 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).

### **19. 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 sufficient infrastructure capacity and water supply is available for emergency use (Cambridge Local Plan 2018 Policy 85).

### **20. Nest boxes**

No development above ground level shall commence until a scheme for the provision of nest boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification, and their location. No dwelling shall be occupied until nest boxes have been provided for that property in accordance with the approved scheme.

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

## **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 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)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 64 (Waste - Waste Storage Details)

Additional information is required to be submitted for approval for conditions 55 (Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery) and 61 (Artificial Lighting Design Scheme).

## 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

### Balcony / Terrace Noise Insulation / Mitigation Scheme Details

With regard to Traffic Noise Insulation / Mitigation Scheme requirements for 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 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

L<sub>Aeq,5-mins</sub> (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 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.

#### **Water Environment**

##### OW Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance: <https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/> . Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

## 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.

- Cambridge City Local Plan 2018 – [Local Plan 2018 - Cambridge City Council](#)



## **21/02957/COND29A West Anglia Main Line Land Adjacent to Cambridge Biomedical Campus**

### **Application details**

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Trumpington

Proposal: Submission of details required by condition 29 (Hard and Soft Landscape) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)

Applicant: Network Rail

Presenting officer: Mairead O'Sullivan, Principal Planner, Strategic Sites

Reason presented to committee: Called in by Councillor Baigent as the application is in the public interest

Member site visit date: N/A

Key issues:

1. Compliance with approved parameter plans and Design Principles
2. Compliance with the requirements of condition 29
3. Responding to local context and the impact on Hobson's Park and the Green Belt

Recommendation: Approve and discharge condition 21/02957/COND29A (Hard and Soft Landscape) in part

# 21/03035/COND29 - West Anglia Main Line Land Adjacent to Cambridge Biomedical Campus

## Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Great Shelford / Shelford

Proposal: Submission of details required by condition 29 (Hard and Soft Landscape) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/03035/TWA)

Applicant: Network Rail

Presenting officer: Mairead O'Sullivan, Principal Planner, Strategic Sites

Reason presented to committee: Called in by Councillor Baigent as the application is in the public interest

Member site visit date: N/A

Key issues:

1. Compliance with approved parameter plans and Design Principles
2. Compliance with the requirements of condition 29
3. Responding to local context and the impact on Hobson's Park and the Green Belt

Recommendation: Approve and discharge condition 21/03035/COND29 (Hard and Soft Landscape) in part

## Report contents

Document section	Document heading
1	<a href="#">Executive summary</a>
2	<a href="#">Site description and context</a>
3	<a href="#">The proposal</a>
4	<a href="#">Relevant site history</a>
5	<a href="#">Policy</a>

6	<a href="#">Consultations</a>
7	<a href="#">Local groups</a>
8	<a href="#">Planning background</a>
9	<a href="#">Summary of design changes undertaken through the pre-application process</a>
10	<a href="#">Assessment</a>
11	<a href="#">Principle of development</a>
12	<a href="#">Compliance with parameter plans and Design Principles</a>
13	<a href="#">Landscape design elements of condition 29</a>
14	<a href="#">Biodiversity Net Gain</a>
15	<a href="#">Landscape management and implementation</a>
16	<a href="#">Wayfinding</a>
17	<a href="#">Transport and access</a>
18	<a href="#">Third party representation</a>
19	<a href="#">Other matters</a>
20	<a href="#">Planning balance</a>
21	<a href="#">Recommendation</a>
22	<a href="#">Background papers</a>

Table 1 Contents of report

## 1. Executive summary

- 1.1 The application seeks to discharge Condition 29 of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order. The Transport and Works Act Order (TWAO) was granted in December 2022 with a deemed planning consent which included 39 conditions. Condition 29 controls the detailed hard and soft landscape design for Cambridge South Station. There is one permission but it crosses the administrative boundary of Cambridge City Council and South Cambridgeshire District Council therefore two applications are required as neither authority has been delegated the power to deal with matters within the other authority. This report relates to both applications.
- 1.2 The application has been subject to extensive pre-application advice. The applicant has presented the scheme to Cambridgeshire Quality Panel and briefed members of Joint Development Control Committee (JDCC). The applicant has also engaged with local groups and organisations who were involved in the TWAO process such as Trumpington Residents Association (TRA) and Cambridge Past Present and Future (CPPF). TRA has submitted a neutral comment and there have been no third party representations objecting to the discharge of the condition. The application has been called in to JDCC by Councillor Baigent as it is in the wider public interest.

- 1.3 The details submitted comply with the approved parameter plans approved as part of the TWAO. A Design Compliance Statement has been submitted with the applications, in accordance with the wording of the condition, which demonstrates how the design complies with the Cambridge South Design Principles.
- 1.4 The hard and soft landscaping scheme would be high quality design. The submitted biodiversity report details how the development achieves 10% BNG and this complies with the requirement of part g) of the hard and soft landscape condition. Further details will be submitted to address condition 13 (biodiversity). The wayfinding strategy, Landscape and Ecology Management Plan (LEMP) and Landscape implementation programme are considered to be acceptable and sufficient to discharge condition 29.
- 1.5 Officers recommend that the Joint Development Control Committee approve and partially discharge conditions 21/02957/COND29A and 21/03035/COND29

## **2. Site description and context**

- 2.1 The site lies between Trumpington and Cambridge Biomedical Campus (CBC). The site is generally flat and contains the existing railway line. It is centred around Hobson's Park on the west and a plot between the University of Cambridge Anne McClaren Building and the AstraZeneca site to the east. The Cambridge Guided Busway (GBW) bridge runs adjacent to the northern boundary of the site.
- 2.2 Land use is mostly residential north and west of the site. Hobson's Park is a recreation area that serves the residential area in Trumpington. It includes Hobson's Park Nature Reserve and is wholly within the Green Belt. Hobson's Brook runs close to the western boundary of the site. Further south of Hobson's Park, to the south of Addenbrookes Road there is a Scheduled Monument. Directly to the north of the site, beyond the guided busway bridge is the active recreation area which serves the nearby residential uses.
- 2.3 CBC lies to the east of the site. It is the largest centre of medical research and health science in Europe. It accommodates four hospitals, with two further hospitals planned as well as a number of R & D buildings.
- 2.4 Part of the site is an operational railway. The station will be on a route which is served by services to London Kings Cross and the East Coast



Main Line. Thameslink services connect Cambridge to Brighton via Central London.

- 2.5 As part of the TWAO, an area of about 20,840 sqm was agreed to be provided to the south of Addenbrookes Road to mitigate the public space lost within the park. This land was previously in agricultural use. This is known as the exchange land. It serves dual purposes. During construction it acts as replacement habitat for ground nesting birds. Once construction is complete, the exchange land will become a public park.

### **3. The proposal**

- 3.1 The Network Rail (Cambridge South Infrastructure Enhancements) Order which was issued on 21 December 2022 permits Network Rail to construct and operate a new four track station and related track works. The Order also requires exchange land to be provided to compensate for the loss of habitat and public open space within Hobson's Park. The order includes deemed planning permission for the works and this includes 39 planning conditions. The application seeks approval of the hard and soft landscape condition which is condition 29 of the deemed planning permission associated with the TWAO.

- 3.2 Condition 29 is worded as follows:

#### **Hard and Soft Landscape**

No development other than a Specified Phase shall commence until details of a hard and soft landscape scheme have been submitted to and approved in writing by the local planning authority. This scheme must be in accordance with the approved Parameter Plans and shall be submitted with a Design Compliance Statement demonstrating compliance with the relevant Cambridge South Design Principles (NR-15-1 dated March 2022). Details of the scheme must include:

- a) proposed finished levels or contours including proposed grading and mounding of land areas including sections through the areas to show the proposed make-up of the mounding, the levels and contours to be formed and showing the relationship of proposed mounding to existing vegetation and surrounding landform;
- b) details of post formation soil decompaction;
- c) car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; tree pits, including those in planters, wayfinding structures, hard paving and soft landscaped areas, minor artefacts and structures (e.g. Street furniture, location of artwork, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (underground elements

need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);

- d) planting plans with 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;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected;
- f) a landscape and ecology management plan for proposed landscaped areas and green biodiverse roof, including long term design objectives, management responsibilities and maintenance schedules/programme for all landscape areas;
- g) a Biodiversity Net Gain (BNG) report (including DEFRA metric V2 calculations) demonstrating BNG best practice and how the scheme contributes to the minimum 10% BNG for the development as a whole,
- h) a wayfinding strategy; and
- i) an implementation programme.

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

If within a period of five years from the date of the planting, or replacement planting, any tree or plant (except through an Act of God or vandalism) is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the local planning authority gives its written consent to any variation.

**Reason:** in accordance with Cambridge Local Plan policies 55, 57 and 59, to help the Cambridge South Infrastructure Enhancements Project to integrate with the surrounding area, mitigate areas of existing planting to be removed and to safeguard the visual amenity of Hobson's Park and the Green Belt.

- 3.3 The application has been through extensive pre-application discussions. It has been presented to JDCC as a developer briefing on 15 February 2023. The scheme was also presented to Cambridgeshire Quality Panel on 28 February 2023. The City Council's Access Officer reviewed the scheme on 4 October 2022 as part of the pre-application programme.

- 3.4 The application to discharge the condition is supported by the following information:
- Plans and sections
  - Planting plans
  - Design Compliance Statement
  - Supporting Statement
  - Landscape and Ecology Management Plan (LEMP)
  - Wayfinding and Signage Strategy
  - Landscape Implementation Programme
  - Biodiversity Net Gain Assessment and metric
  - Landscape Works Specification
  - Covering letter
- 3.5 The application has been amended to address comments from the Landscape and Biodiversity Officers and from the Trumpington Residents Association (TRA), and further consultations have been carried out as appropriate.
- 3.6 The amendments included:
- A written statement responding to comments from the Landscape and Biodiversity Officers and TRA.
  - Submission of soil management plan (already provided as part of condition 28 Soil Management Plan)
  - Amended wayfinding strategy including updated highways plan and no cycling signs plan
- 3.7 The applications to discharge the station design (condition 17) and cycle parking (Condition 22) conditions of the deemed planning consent associated with the TWAO were approved by Joint Development Control Committee on 16 August 2023.
- 3.8 The landscape scheme consists of five main areas. These are the eastern forecourt, the western forecourt and access through Hobson's Park, the Green Roof of the station building, the exchange land and the trackside landscaping works. These areas are covered by parameter plans which were approved as part of the TWAO. Any development needs to accord with the parameter plans. The landscape design must also accord with the Cambridge South Design Principles which were approved as part of the TWAO. A Design Compliance Statement has been submitted to demonstrate compliance with these principles.
- 3.9 Condition 29 also requires details of biodiversity net gain, wayfinding, a landscape implementation programme, a landscape and ecology

management plan and details of soil decompaction. The condition requires that if any planting fails or is removed within 5 years of planting it must be replaced.

- 3.10 The station has a forecourt at each side of the tracks. The eastern forecourt includes vehicular access, the western carpark only provides pedestrian and cycle access. There is only cycle and pedestrian access to the western forecourt and a new segregated path, which was agreed as part of the TWAO, is proposed to provide access. There will be level access to all of the platforms which has resulted in the need to build up the levels at either side of the tracks. This is most noticeable in Hobson Park and details of level changes in the park are shown in the proposed plans.
- 3.11 The exchange land is currently serving as replacement habitat for ground nesting birds while construction is ongoing. It will become a publicly accessible park once construction is complete. The exchange land will include a circular path with 2 bridges over Hobson Brook and 2 seasonal ponds. One of the bridges serves also as an access to the farmland to the south and details of this are being considered under a separate discharge of condition application. Details of landscaping in the trackside areas to the south, between the Shepreth branch junction (rail junction to the North of Great Shelford) and the station, and to the north, between the station and Long Road are shown in the planting plans but mainly consist of replacement grass planting. Information relating to impact on existing trees has already been discharged as part of condition 34 (Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) implementation).
- 3.12 The development is within the boundaries of both Cambridge City Council and South Cambridgeshire District Council. Therefore two applications are required to deal with each administrative area.

#### 4. Relevant site history

Reference	Description	Outcome
21/02957/TWA & 21/03035/TWA	Construction and operation of a new two storey, four platform station on the West Anglia Main adjacent to the Cambridge Biomedical Campus, and associated works to the rail infrastructure	Granted on 21/12/2022

Reference	Description	Outcome
21/02957/COND5 & 21/03035/COND5	Submission of details required by condition 5 (Phasing Plan) of Transport and Works Act Order 21/02957/TWA	Granted 03/03/2023
21/02957/COND6 & 21/03035/COND6	Submission of details required by condition 6 (Preliminary contamination assessment) of Transport and Works Act Order 21/02957/TWA	Granted 08/03/2023
21/02957/COND7 & 21/03035/COND7	Submission of details required by condition 7 (Site investigation report and remediation strategy) of Transport and Works Act Order 21/02957/TWA	Granted 08/03/2023
21/02957/COND10 & 21/03035/COND10	Submission of details required by condition 10 (Code of Construction Practice) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Granted 19/04/2023
21/02957/COND11 & 21/03035/COND11	Submission of details required by condition 11 (Archaeology) of Transport and Works Act Order 21/02957/TWA	Withdrawn
21/02957/COND12 & 21/03035/COND12	Submission of details required by condition 12 (Construction Ecological Method Statement) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND12A & 21/03035/COND12A	Submission of details required for discharge of condition 12 (Construction Ecological Method Statement) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 01/06/2023
21/02957/COND14 & 21/03035/COND14	Submission of details required by condition 14 (Construction Surface Water Drainage Strategy) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND15 & 21/03035/COND15	Submission of details required by condition 15 (Operational Surface Water Drainage Strategy) of Transport and Works Act Order 21/02957/TWA	Granted 06/10/2023
21/02957/COND16 & 21/03035/COND16	Submission of details required by condition 16 (Operational Surface Water Drainage Scheme) of Transport and Works Act Order 21/02957/TWA	Granted 06/10/2023
21/02957/COND17	Submission of details required by condition 17 (Detailed design approval: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 08/09/2023
21/02957/COND18 & 21/03035/COND18	Submission of details required by condition 18 (External materials) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/03035/COND18A	Submission of details required by condition 18 (External Materials) of Transport and Works Order 21/03035/TWA	Granted 26/04/2023

Reference	Description	Outcome
21/02957/COND18A	Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Granted 31/08/2023
21/02957/COND18B	Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND18C	Submission of details required by partial discharge of condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND20	Submission of details required by partial discharge of condition 20 (Public Art: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Transport and Works Order 21/02957/TWA	Granted 31/08/2023
21/02957/COND21	Submission of details required by condition 21 (Waste: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 21/10/2023
21/02957/COND22	Submission of details required by partial discharge of condition 22 (Cycle Parking: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 14/09/2023
21/02957/COND23	Submission of details required by condition 23 (BREEAM pre-assessment) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 15/06/2023
21/02957/COND26E	Submission of details required by condition 26 part C (Detailed design: Railway Systems Compound) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/03035/COND26E A	Submission of details required by condition 26e (Detailed design approval: Any other buildings) of Transport and Works Order 21/03035/TWA	Granted 26/04/2023
21/02957/COND26B & 21/03035/COND26B	Submission of details required by condition 26 part B (Detailed design: accommodation bridge) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND26C & 21/03035/COND26C	Submission of details required by condition 26 part E (Detailed design: Any other building/structure) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/02957/COND27	Submission of details required by condition 27 (lighting scheme) of Transport and Works Act Order 21/02957/TWA	Pending determination

Reference	Description	Outcome
21/02957/COND28 & 21/03035/COND28	Submission of details required by condition 28 (Soil Management Plan) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Granted 19/04/2023
21/02957/COND28A & 21/03035/COND28A	Submission of details required by condition 28 (Soil Management Plan) of planning permission 21/02957/TWA	Granted 31/08/2023
21/02957/COND29	Submission of details required for partial discharge of condition 29 (Hard and Soft Landscape - Guided busway crossing) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 24/05/2023
21/02957/COND34 & 21/03035/COND34	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND34A & 21/03035/COND34A	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) for phase 2 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 02/06/2023
21/02957/COND34B & 21/03035/COND34B	Submission of details required by condition 34 (arboricultural method statement and tree protection) for phases 3- 6 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 05/10/2023

Table 2 Relevant site history

- 4.1 The Transport and Works Act decision and inspectors report are linked as background papers in section 26 of the report.

## 5. Policy

### 5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

## **5.2 South Cambridgeshire Local Plan (2018)**

S/4 – Cambridge Green Belt

NH/4 – Biodiversity

HQ/1 Design Principles

TI/2 – Planning for Sustainable Travel

TI/3 – Parking Provision

TI/8 – Infrastructure and New Developments

## **5.3 Cambridge Local Plan (2018)**

Policy 4: The Cambridge Green Belt

Policy 5: Strategic transport infrastructure

Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change

Policy 18: Southern Fringe Areas of Major Change

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 59: Designing landscape and the public realm

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 82: Parking management

## **5.4 Supplementary Planning Documents (SPD)**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016



## **5.5 Other guidance**

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

Cambridge and Milton Surface Water Management Plan (2011)

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

Greater Cambridge Sustainable Design and Construction SPD (2020)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

## **6. Consultations**

### **Parish Council**

6.1 No comments received.

### **Landscape Officer**

#### First comment

6.2 Parts a, d, h and l are acceptable but further information is needed to address parts b, c, e and f of condition 29.

#### Second comment

6.3 Previous comments have been addressed and the condition can be discharged from a landscape perspective.

### **Biodiversity Officer**

6.4 The information provided is generally acceptable. The overall net gain is within the mandatory requirement. Request a standard template DEFRA biodiversity gain plan. Suggest some amendments to the LEMP and implementation programme. Request the path in the exchange land is one way rather than a loop.

### **Cambridgeshire Quality Panel Meeting of 28 February 2023**

6.5 The scheme has evolved since these comments were made and the below summary highlights only the comments relevant to the landscape

condition as some of the comments related to the station building and matters covered by other conditions.

- The panel were impressed by the community consultation process undertaken and encouraged by the progress of the design. Financial constraints on the project were recognised.
- The eastern forecourt is challenging to resolve but efforts needed to avoid clutter to ensure the area functions properly. The need for food and beverage uses and associated seating needs consideration. The eastern forecourt must prioritise non-vehicular users
- Need to anticipate 'peak chaos' and incorporate measures to managed potential bad behaviour
- The way in which cycles move around the station (including access the platforms) needs further consideration. Also need to consider cycle access from the busway as this has a tight radius.
- Sedum, brown roofs and trees are all positive features but more needs to be done to integrate landscape at ground level with green roof. A strategy is needed for managing the landscape and green roof.

## **7. Local Group**

- 7.1 Trumpington Residents Association has made a neutral representation on the following grounds:
- The no cycling signs plan in the wayfinding strategy needs updating to align with what has been agreed between Network Rail and TRA.
  - TRA advise against the use of Carex pendula as although native it is invasive
  - Request that the provisions of the LEMP are implemented to ensure that planting will be successful.
  - Ask the Network Rail engage with local schools to help with future tree planting
  - Interested in details of wayfinding strategy and strongly support use of local place names.
- 7.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## **8. Planning background**

- 8.1 The Transport and Works Act Order was granted by the secretary of state on 21 December 2022. Enabling works began on site in February 2023.
- 8.2 The station design and hard and soft landscape scheme has been subject to extensive pre-application discussions. This included a series of

workshops covering a range of different elements relating to the station design. The scheme has been presented to Cambridgeshire Quality Panel and the applicant provided a briefing to members of JDCC. Details of the amendments secured through the pre-application process are provided in section 9 below.

8.3 The station design condition (condition 17) and cycle parking condition (condition 22) were approved by JDCC in August 2023.

8.4 The applicant has engaged with the Trumpington Residents Association and Cambridge Past Present and Future prior to the submission of the application to discharge the Hard and Soft Landscape Condition. This engagement has resulted in there being no objection from either party.

## **9. Summary of design changes undertaken through the pre-application process**

9.1 The design of the station building has evolved throughout the pre-application process following on from workshops with the LPA and as a result of feedback from Cambridgeshire Quality Panel and from a member briefing to JDCC in February 2022. The main areas of change are summarised below:

9.2 The eastern forecourt pedestrian environment has been improved through the pre-application process to reduce clutter and allow more space for movement. These amendments respond to comments from the briefing the members of JDCC and Cambridgeshire Quality Panel. Cube seating has been relocated and bollards have been removed to allow more space for informal drop offs. Space has also been allocated for a mobile coffee van or similar should this be required in future.

9.3 As part of the pre-app process work was done to reduce car dominance in the eastern forecourt. The carriageway has been kept as narrow as possible; it needs to be wide enough to allow for the refuse vehicle and an emergency vehicle to access the site. This allows for further space to be given to pedestrian areas and encourages cars to travel more slowly. Road markings have also been removed.

9.4 The layout of the rain garden in the eastern forecourt has been amended. There were concerns that the location of the drop off near to the front of the building would exclude a large part of the use from being used for informal drop-offs or else it would end up being trod in by users. The amended location of the raingarden, set back from where the footway meets the carriageway, is considered to address these issues. Tall dense

planting has been added to the raingardens to deter people from walking through them.

- 9.5 The planting plan has been amended as a result of pre-app feedback. The changes include the removal of birch from the suggested species and the incorporation of further tree species within Hobson Park. The amount of Buddlieia has also been reduced as there were concerns that it could become dominant. The wild flower mix for the park and the biodiverse roofs were agreed with the Biodiversity Officer.
- 9.6 There was a significant amount of consideration given to the optimal location for the ticket machines at either side of the station. The station will not have a ticket office so tickets will either be purchased online or from the ticket machines. The machines need to be in a legible location and covered whilst also not blocking the entrance to the station. Other information for wayfinding purposes will be provided on the reverse of the ticket machines.
- 9.7 Cycle access from the guided busway bridge to the eastern forecourt was given much consideration and amendments have been made as part of the pre-app process. Although the majority of users approaching the station from the west will access the station via Hobson Park, there will be a small number of cyclists who chose to travel across the busway bridge to access the station. The access corner will be widened with planting and paving provided to create a gradual turn into the eastern forecourt. The proposed arrangement is compliant with LTN120 and Building Regulations.

## **10. Assessment**

- 10.1 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 parameter plans and design principles
  - Landscape design element of condition 29
  - Biodiversity Net Gain
  - Landscape management and implementation
  - Wayfinding
  - Transport and Access
  - Other matters
  - Planning balance
  - Recommendation

## **11. Principle of Development**

- 11.1 The detailed design of the hard and soft landscape scheme for the station needs to comply with the parameter plans as well as the agreed design principles. The principle of the hard and soft landscaping scheme layout has been agreed in the parameter plans which were approved as part of the deemed planning permission. The key considerations for condition 29 is to ensure that the station integrates with the surrounding area, to mitigate areas of existing planting to be removed and to safeguard the visual amenity of Hobson's Park and the Green Belt.

## **12. Compliance with Parameter Plans and Design Principles**

- 12.1 Condition 29 requires that the hard and soft landscape scheme complies with the parameter plans which were approved as part of the TWAO. The parameter plans show the footprint of both forecourts and show and general outline of the forecourt layout. The eastern forecourt is shown to have vehicular access with a drop off area and 8 car parking spaces (3 staff spaces and 5 blue badge spaces). The staff car parking has been relocated to the other side of the road compared with what is shown in the parameter plans however this is not considered a significant deviation and the layout is generally as the approved plans. The area in front of the building has been modified to improve usability and reduce clutter. This includes the removal of bollards and the relocation of the rain garden to allow more space for drop offs at peak times.
- 12.2 The western forecourt is also broadly as shown in the parameter plans. The forecourt area includes a series of trees with benches. A new shared access path is provided in the agreed location. This will include a segregated route for pedestrians and cyclists access the station.
- 12.3 The roof plan of the parameter plans shows areas for potential green biodiverse roof. The flat roof elements on the canopies at both sides of the station will have a biodiverse roof. The curved roof of the building/overbridge will have a sedum roof as this needs to be a lower maintenance material due to proximity to the railways. The roof light shown on the cycle parking roof on the western elevation is no longer being provided but this is not considered to be a significant deviation.
- 12.4 The exchange land layout remains broadly unchanged. The railway systems compound has been reduced significantly in size which is considered a positive change and is not a significant deviation from the parameter plans. There is one less balancing pond required which is also not considered to be a significant deviation. The additional pond is not

required from a drainage perspective and drainage details have already been approved under application reference 21/02957/COND16 & 21/03035/COND16 (Operation Surface Water Drainage Strategy) Otherwise, the layout is as per the parameter plans.

- 12.5 In line with the wording of the condition, the applicant has provided a design compliance statement to show how the landscape design complies with the Cambridge South Design Principles (NR-15-1 dated March 2022).
- 12.6 The proposed hard and soft landscaping scheme is considered compliant with the approved parameter plans and the Cambridge South Design Principles (NR-15-1 dated March 2022).

### **13. Landscape design elements of condition 29**

- 13.1 Paragraphs 126, 130 and 131 of the NPPF advise that developments should aim to achieve well-designed, sustainable places that function well, are visually attractive, create a strong sense of place and optimise the potential of the site.
- 13.2 Policies 8 (Setting of the City), 55 (Responding to context), 56 (Creating successful places), and 59 (Designing landscape and the public realm) of the Cambridges Local Plan (2018) seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 13.3 Policy HQ/1 'Design Principles' of the South Cambridgeshire Local Plan (2018) provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context
- 13.4 Policies NH/2, NH/6 and SC/9 of the South Cambridgeshire Local Plan (2018) are relevant to the landscape and visual impacts of a proposal. Together they seek to permit development only where it respects and retains or enhances the local character and distinctiveness of the local landscape and its National Character Area.
- 13.5 Part a), c), d) and e) of condition 29 relate to elements of landscape design.
- 13.6 Part A of condition 29 deals with finished levels and requires:

a) proposed finished levels or contours including proposed grading and mounding of land areas including sections through the areas to show the proposed make-up of the mounding, the levels and contours to be formed and showing the relationship of proposed mounding to existing vegetation and surrounding landform;

13.7 The station building will have a finished floor level of 15.985 AOD which is higher than Hobsons Park and higher than the existing ground levels to the east of the new station. This is so that the station can provide level access to the platforms. The plan and section drawings show how the ground levels will be modelled and modified in the park and in the eastern forecourt area to tie in with existing levels to the east and west of the station. The Landscape Officer is satisfied that the way in which the ground is built up will be satisfactory.

13.8 Part c of the condition requires details and layouts of hard landscape areas:

c) car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; tree pits, including those in planters, wayfinding structures, hard paving and soft landscaped areas, minor artefacts and structures (e.g. Street furniture, location of artwork, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (underground elements need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);

13.9 The car parking layouts are as per the parameter plans. There is consideration of access arrangements under section 18.

13.10 A hard landscape schedule has been provided showing details of materials. The pedestrian walkways will be finished in (resin bound gravel (winter bronze colour) The cycle path across Hobson Park will be resin bound gravel (butterscotch colour). The main forecourt area to the front of each side of the station will be concrete flag pavers with granite setts on the edges and around any seating areas. The road into the eastern forecourt will be tarmacked.

13.11 The materials palette for the station building have already been agreed through the discharge of condition 18. The materials palette for the hard and soft landscaping scheme are considered to compliment the station building and would be in keeping with the context of the station.

- 13.12 Block seating is proposed in the areas between the Acer Campestre trees at both sides of the station. An area has been allocated at each forecourt for a mobile coffee kiosk should this be required in future. Ticket machines are located near each entrance under the canopy of the station building.
- 13.13 A Wayfinding Strategy has been provided which is considered in section 17 below. The strategy provides details of signage within and around the station including the wayfinding totems located to the front of each side of the building which will provide onward travel information.
- 13.14 The Biodiversity Officer has suggested that the route through the exchange land should be a single path linking the two bridges rather than a circular route so that there would be less disturbance of ground nesting birds. The parameter plans show a circular route through the exchange land. The exchange land also serves as an area of recreation and therefore needs to be a usable park space. The circular path is more conducive as a walking route and therefore no change is required.
- 13.15 Part d of condition 29 requires details of planting specifications:  
d)planting plans with 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;
- 13.16 A set of eleven planting plans and two planting schedules describe the planting across the whole site including trees, hedgerows, grass, and wildflower mixes. A written specification has also been provided. The planting plans have evolved through feedback from the pre-app process.
- 13.17 On the western forecourt there are 5 new trees (Acer Campestre) proposed to be planted to the front of the station. Some existing woodland planting has been retained and additional wildflower meadow planting and native trees and shrubs with woodland grass mix beneath is proposed.
- 13.18 On the eastern forecourt a linear belt of trees (Acer Campestre) is proposed to help demarcate the pedestrian and cycle routes to the building. Some additional small tree planting is proposed in the bed adjacent to the guided busway bridge.
- 13.19 The planting plan for the biodiverse element of the green roof (the flat roof elements over the canopies) has been agreed with the Biodiversity Officer and Landscape Officer through the pre-app process. The planting mix will work well with the wildflower planting within Hobson Park. The



maintenance and management arrangements for the biodiverse roof are provided within the LEMP.

- 13.20 The exchange land will be planted as a grassland meadow. Where possible, trees removed from Hobson Park to make way for the station will be relocated to the exchange land. There will be some additional tree planting. Habitat piles are also proposed to be created.
- 13.21 The existing planting around the tracks is predominantly retained with some new grass planting required. A maintenance vehicle path is required adjacent to the tracks to the north of the station.
- 13.22 The Landscape Officer and TRA highlighted that *Carex pendula* and *Crocsmia Lucifer*, which are proposed within the raingardens, can become dominant. Network Rail have explained that the maintenance schedule which is set out in the LEMP will prevent any one species from dominating as it covers pruning, trimming and weeding in order to maintain planting. The Landscape Officer is satisfied with this solution.
- 13.23 Part e of condition 29 considers details of boundary treatment are requires the following:  
e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected;
- 13.24 The boundary treatments are shown on the landscape GA plans, fencing and platform detail drawings and in the station building materials pack. The materials and layouts follow the principles agreed during the pre-application discussions.
- 13.25 Boundary fences near the station building, behind the platforms and alongside the bike storage areas, in the two entrance forecourts are Corten steel, coordinated to match the building façade materials. To the north and south of the station the railway boundary is defined by a weldmesh fence 2.1m high in galvanised steel. A pre-grown greenscreen will be used along the eastern boundary with the Astra Zeneca site and along the southern edge of the Eastern forecourt
- 13.26 The Landscape Officer suggested that a galvanised mesh could be used behind the Corten railing to proven litter accumulating. However the applicant has explained that the maintenance and litter picking standards of the train operator are such that this will not be required.
- 13.27 The hard and soft landscape design elements are considered to be compliant with the parameter plans and design principles and the details

are sufficient to address part a), c), d) and e) of condition 29. The hard and soft landscape proposals are considered to be in keeping with the surrounding contexts of Hobson Park, the Green Belt and the CBC. The landscaping scheme would be high quality and compliant with Policies 8, 55, 56 and 59 of the Cambridges Local Plan (2018) and policies HQ/1, NH/2, NH/6 and SC/9 of the South Cambridgeshire Local Plan (2018).

## 14. Biodiversity Net Gain

- 14.1 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with policy NH/14 of the South Cambridgeshire Local Plan (2018) and Policy 69 of the Cambridge Local Plan (2018) which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 14.2 Part G of condition 29 requires a Biodiversity net Gain report to demonstrate how the development achieves a minimum of 10% BNG.
- 14.3 The applicant has provided a Biodiversity Net Gain Report. While the CSIE Project would increase both the hedgerow and river biodiversity units on site, the overall loss of biodiversity will be compensated for through both on-site and off-site means, with the latter being proposed to be achieved through the purchase of additional units from CCoC in respect of a site at Lower Valley Farm. The habitats created will make up for the loss of habitat on site and will include an overall 10% biodiversity net gain.

14.4

Location	Unit type	Unit number/percent
On-site baseline	Habitat units	186.89
	Hedgerow units	9.77
	River units	6.07
On -site post intervention	Habitat units	140.99

	Hedgerow units	20.10
	River units	6.69
Off-site baseline	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change	Habitat units	65.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change	Habitat units	19.10
	Hedgerow units	10.32
	River units	0.61
Total net % change	Habitat units	10.22%
	Hedgerow units	105.58%
	River units	10.11%

Table 3 Biodiversity units on and off site

- 14.5 The application has been subject to formal consultation with the City Council's Biodiversity Officer. He is satisfied with the contents of the Biodiversity Net Gain Report. He raises one point requesting the use of the standard template DEFRA biodiversity gain plan. This will be requested as part of the discharge of condition 13 (Biodiversity Net Gain).
- 14.6 The biodiversity report is considered compliant policies with policies NH/4 and 60 of the Local Plans, the Biodiversity SPD and is sufficient to address part g) of condition 29.

## **15. Landscape management and implementation**

- 15.1 Parts f) of condition 29 requires the applicant to submit a landscape and ecology management plan (LEMP) for proposed landscaped areas and green biodiverse roof, including long term design objectives, management responsibilities and maintenance schedules/programme for all landscape areas.
- 15.2 Part I of the condition requires an implementation programme for landscape works.
- 15.3 Condition 29 requires that if within a period of five years from the date of the planting, or replacement planting, any tree or plant (except through an Act of God or vandalism) 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.
- 15.4 The LEMP covers a 30-year period with a requirement to be reviewed every 10 years. It sets out the management and maintenance arrangements for the different areas of the scheme. It also includes a requirement for monitoring and auditing.
- 15.5 The Landscape Officer suggested that additional litter picking arrangements may be required. They also suggest the use of tree gators for establishment and buried irrigation tubes for other soft landscape.
- 15.6 The applicant has outlined the cleaning regime which will be undertaken by the station operator (Greater Anglia). The station operators will need to conform to Service Quality Regimes Standards (SQRs). The operator also intends to introduce a Station Adopter Scheme at Cambridge South. This scheme has had a positive impact on the appearance of station environments when implemented elsewhere.
- 15.7 The applicant has responded to confirm that bowsers will be used for trees and that the remaining landscape will be watered regularly during the establishing period. Drought tolerant plant species have been selected and the LEMP outlines a plan to only water plants fortnightly during periods of drought (periods of 2 weeks or more without rain). The Landscape Officer is satisfied with the applicants responses in relation to litter management and irrigation.

- 15.8 The Biodiversity Officer highlights the need to ensure that for an ecology walk over survey prior to the implementation of habitat restoration works to ensure that no desirable species have colonised in the interim. The applicant has agreed to the walkover.
- 15.9 The implementation programme sets out a timetable for the implementation of the different landscaping works. Both the Landscape and Biodiversity Officers highlight the need for care around weather patterns and ground conditions to ensure landscaping works are successful. The applicant has responded to this point highlighting that that the condition requires any planting which fails to be replaced so should any spring planting not take this will need to be addressed by the applicant to ensure compliance with the condition.
- 15.10 Both the LEMP and Landscape implementation programme are considered to be adequate to address parts f) and i) of condition 29.

## **16. Wayfinding**

- 16.1 Part h) of condition 29 requires the submission of a Wayfinding Strategy.
- 16.2 The Applicant has provided a Wayfinding Strategy which has been amended since submission. In response to comments from Urban Design, the double yellow lines have been removed from one of the eastern forecourt plans, where they had been shown in error, and the give way sign has been moved back so it is off of the raised table of the Copenhagen Style Crossing. In response to comments from TRA the agreed 'no cycling' sign plan has been appended to the strategy.
- 16.3 The Wayfinding Strategy is split into two sections; the wider strategy and station strategy. The wider strategy looks at a 1.5km radius from the site and considers how to direct key users to the station.
- 16.4 For the wider strategy, baseline studies have been carried out to understand what existing signage exists. To limit street furniture clutter, opportunities will be taken to integrate with existing wayfinding points. The wider wayfinding elements are outside of the site boundary. The applicant will engage with other stakeholders such as Cambridge City Council and Cambridgeshire County Council to ensure that wayfinding for the station is picked up at key decision making points within a 1.5km radius of the station.
- 16.5 The station strategy considers the key decision making points in and directly around the station. This includes information to direct passengers

arriving at the station to where they need to go and to direct those departing the station to the exits and/or the next stage of the journey.

- 16.6 Station wayfinding totems are proposed at either side of the platform and near the intersection of the new path through Hobson Park with the Guided busway. These will use signage consistent with signage used elsewhere in Cambridge (Placemarque). These totems will provide map information for wayfinding.
- 16.7 The location of “No cycling” signs to be placed within Hobson Park have been agreed with TRA. These signs will help direct cyclists away from the rough gravel paths through the park and towards the resin bound dedicated cycle path. The Wayfinding Strategy has been amended since submission to include the plan agreed with TRA as an appendix to the document.
- 16.8 The wayfinding strategy has also been amended to include a revised highways signage plan. The original plan had included road markings on the plan which was incorrect and these have now been removed. The yield sign shown on the plan has also been amended so that it is now behind the raised table rather than on the raise table. This will give pedestrians and cyclists priority on this crossing.
- 16.9 The submitted wayfinding strategy is considered appropriate to address part h) of condition 29.

## **17. Transport and Access**

- 17.1 Policy HQ/1 states that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with impairment such as sight or hearing.
  - 17.2 A Transport Assessment was provided as part of the TWAO process. These details have been agreed and cannot be reconsidered as part of the discharge of the Hard and Soft Landscape condition.
- Pedestrian access
- 17.3 Pedestrians will be able to access the station from several existing routes through Hobson’s Park as well as via the new segregated cycle and pedestrian path.
  - 17.4 Pedestrians can access the eastern station building along the footpath at either the northern or southern side of the eastern forecourt. A raised

table is provided across the mouth of the entrance to the site which will prioritise pedestrian and cycle movements.

- 17.5 Pedestrian access to the station is prioritised and is considered to be acceptable.

Cycle access

- 17.6 Cycle parking details have been approved through the partial discharge of condition 22 (cycle parking) at JDCC in August 2023. There is cycle access at both sides of the station. From Hobson's Park there will be a new segregated path with pedestrian and cycle access leading from the guided busway path across the northern end of the park to the station. The path will be finished in resin bound gravel with a kerb providing separation between the cycle and pedestrian elements. The path is proposed to be marked with solar studs to help with wayfinding when dark. Details of lighting are being dealt with separately through the discharge of condition 27(Lighting).

- 17.7 Members of JDCC and Cambridgeshire Quality Panel have raised concerns around the cycle access for cycles accessing the site from the guided busway bridge. The majority of cyclists accessing the station from the west are expected to access the station from Hobson's Park rather than climb the steep slope of the guided busway bridge over the railway track. Due to the downslope of the bridge, cycles can travel at speed however there is an existing bollard which narrows the path for cycles towards the bottom of the bridge and this would be retained.

- 17.8 A Highway Engineer from Cambridgeshire County Council was informally consulted on the access arrangement from the guided busway bridge to the eastern forecourt. They were generally happy with the arrangement but suggested that the applicant explore amending the planting adjacent to the access to widen the curve. The applicant has considered this suggestion and concluded that removal of some of the planting would result in a steeper gradient for cyclists. It would also create a larger space which would encourage higher speeds. The gradient coming down off the busway conforms with Building Regulations and also with the Government's cycling design guidance LTN 120. The gradient is no more than 5%.

- 17.9 Cycle access to the station is considered to be acceptable.

Public transport access

- 17.10 11% of passengers are expected to access the station via bus. The nearest bus stop to the station is directly across from the access to the

station on Francis Crick Avenue. the guided busway stop is approx. 250m from the entrance to the station.

- 17.11 Members have expressed an interest in the provision of a shuttlebus between the station and the hospital. Officers understand that there is currently no plan to provide such a service. Tracking has demonstrated that the site can accommodate a mini bus using the internal access road but a full-size bus would not be able to turn around within the site.

Vehicular access

- 17.12 Vehicular access to the proposed station would be from the east via a new junction with Francis Crick Avenue. There would be five bays for Blue Badge Holders, as well as three bays for staff and a drop off area for taxis and private cars.
- 17.13 The carriageway within the eastern forecourt has been kept as narrow as possible to make cars feel like guests in the space. As part of the pre-app discussions, the road markings have been removed from the eastern forecourt to help add to this feeling. There will be a speed limit of 10mph. ANPR cameras will be used to control any unauthorised parking within the forecourt.
- 17.14 Members have expressed concerns around drop off arrangements. This has been considered in detail as part of the Inspectors report. The inspector highlights that the station serves primarily as a destination and a gateway to the CBC. It is expected that 95% of the patrons of the station would use modes other than car (public transport, walking and cycling) to access their onward destination. Over two thirds of passengers' true destination would be the CBC which is a short distance away.
- 17.15 The Transport Assessment agreed as part of the TWAO states that there will be an additional 317 vehicular trips (634 vehicular movements) on a typical weekday because of passengers being dropped off, picked up and taking a taxi to/from the proposed Station. It is predicted that, in 2031, the availability of Cambridge South Station would result in the gross reduction of 1,492 vehicle trips per day on the local road network. Taking into account the additional 634 vehicular movements on the road network as a result of passengers being dropped off, picked up and taking taxis to/from the Station, the station is predicted to result in a net daily reduction of 858 vehicular movements on the local road network.
- 17.16 The Transport Assessment finds that there would be 16 trips by private car and 19 by taxi during the peak hours, and that the proposed number of drop off bays would be adequate for this purpose. But the drop off



facility has been subject to sensitivity testing and found to have the capacity to accommodate 36 trips per hour. The Inspector considered this arrangement to be acceptable.

- 17.17 The proposed vehicular access and layout are in line with the parameter plans and are considered to be acceptable in landscape design terms.

## 18. Third party representations

- 18.1 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
The no cycling signs plan in the wayfinding strategy needs updating to align with what has been agreed between Network Rails and TRA.	The agreed plan has been appended to the Wayfinding Strategy.
TRA advise against the use of Carex pendula as although native it is invasive	See paragraph 13.22
Request that the provisions of the LEMP are implemented to ensure that planting will be successful.	To comply with the condition, the measures outlined in the LEMP will need to be fully implemented
Ask the Network Rail engage with local schools to help with future tree planting	Noted.
Interested in details of wayfinding strategy and strongly support use of local place names.	Noted.

Table 4 Officer response to third party representations

## 19. Other matters

- 19.1 Accommodation bridge
- 19.2 Details of the accommodation bridge/farm access bridge in the exchange land have been submitted to address condition 26(b) (21/02957/COND26B & 21/03035/COND26B Detailed design approval – Accommodation Bridge ). Further information was requested and this information is currently being prepared by the applicant. Further information to address this condition is expected to be submitted imminently.
- 19.3 E-scooters
- 19.4 The station design does not accommodate e-scooters, and there are no plans to do so. Network Rail has advised that this is partly due to limited available space and partly due to concerns regarding the safety risk posed by their batteries.

- 19.5 Rail replacement bus parking
- 19.6 Members expressed an interest in where rail replacement buses would park. Network Rail has confirmed that rail replacement buses will not run from Cambridge South station.
- 19.7 Lighting
- 19.8 Lighting within and around the station is considered as part of condition 27 (21/02957/COND27). The condition was submitted to the LPA in October 2023 and is currently awaiting further information from the applicant in response to third party concerns raised.

## 20. Planning balance

- 20.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 20.2 The hard and soft landscape design is considered to be a high quality which is appropriate to the surrounding contexts. The landscape design is compliant with the parameter plans and design principles agreed as part of the TWAO. The Biodiversity Report LEMP, landscape implementation programme and wayfinding strategy are considered to adequately address parts f), g), h) and i) of the condition. There are not considered to be any elements of the proposal that are unacceptable.
- 20.3 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 details submitted in support of the discharge of this planning condition are considered acceptable.

## 21. Recommendation

- 21.1 **Approve** and partially discharge condition 21/02957/COND29A with delegated authority to officers to carry through minor amendments
- 21.2 **Approve** and partially discharge condition 21/03035/COND29 with delegated authority to officers to carry through minor amendments

### **21.3 Background Papers**

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

- [South Cambridgeshire Local Plan \(2018\)](#)
- [Cambridge Local Plan \(2018\)](#)
- [Network Rail \(Cambridge South Infrastructure Enhancements\) Order](#)

This page is intentionally left blank

## Committee Dates – 2023/24

2023/24	Committee Meeting
April	17

## Committee Dates – 2024/25

2024/25	Committee Meeting
June	19
July	17
August	21
September	18
October	16
November	20
December	12 (Thursday)
January	22
February	26
March	19
April	23

Members are requested to note the meeting dates for JDCC for the remainder of the municipal year 2023 to 2024 and the revised meeting dates for municipal year 2024 to 2025.

This page is intentionally left blank