

JOINT DEVELOPMENT CONTROL COMMITTEE

Report by: Head of Planning Services, Cambridge City Council

Date: 19th November 2014

Application Number	14/1201/REM	Agenda Item	
Date Received	22 nd July 2014	Officer	Kirsty Carmichael
Target Date	21 st October 2014		
Parishes/Wards	Trumpington		
Site	Land between Long Road and Shelford Road (Clay Farm/Showground Site), Cambridge		
Proposal	The approval of access, appearance, landscaping, layout and scale of the site (the reserved matters) pursuant to the outline permission 07/0620/OUT for Parcel 21 of the Clay Farm site for the development of 208 residential dwellings (including affordable housing) and 540 sqm of A1 (retail shops), A2 (financial and professional services) and A5 (hot food takeaway) uses plus associated open space, infrastructure and car parking		
Applicant	Cambridge City Council (Housing Strategy) in partnership with Hill Residential Limited		
Recommendation	Approval		
Application Type	Reserved Matters	Departure:	No

The above application(s) have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes

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0.0 INTRODUCTION

- 0.1 This is a reserved matters application for the Clay Farm comprising 208 residential units and a total of 540 sqm of commercial space comprising 2 x A1 units of 100 and 200 sqm, 1 x A2 unit of 120 sqm and 1 x A5 unit of 120sqm on land located to the north of the CGB and to the west of the neighbourhood square. The application is submitted jointly by Hill Residential and Cambridge City Council who own the freehold title of the land.
- 0.2 In August 2010 outline approval (07/0620/OUT) was granted for the Clay Farm development of up to 2,300 homes, a local centre, schools and open space. This is the largest of a number of developments proposed in Cambridge Southern Fringe, creating an extension to Trumpington Village. This approval followed an appeal decision on a duplicate application that upheld the Council's position that 40% affordable housing should be provided on this site. The decision notice was issued on completion of the Section 106 agreement, the majority of which had been agreed through the appeal process.
- 0.3 The outline permission approved 6 parameter plans with which all reserved matter applications must comply. These covered land use, access, density, building heights, landscaping and urban design principles. A full application for the construction of the spine road through the Clay Farm site from Long Road to the Addenbrooke's Road (AR) roundabout was approved at the same time.
- 0.4 City Council Members were keen to ensure that a development coming forward on the site should deliver a scheme of high quality in design terms with exemplar sustainability standards and 50% affordable housing. The City Council's Executive Councillor for Customer Services and Resources approved the principle of the project at the Strategy and Resources Committee on the 4th July 2011. Hill Residential Limited were then selected through a competition process in 2012 as the development partner to create a masterplan for the application site and to submit the application.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is approximately 2.7 hectares/6.67 acres, is generally flat and there are no buildings or trees with the site. The spine road (Lime Tree Avenue) is located to the far east of the site beyond Hobson's Square and the Cambridge Guided Bus (CGB) route in place to the south of the development site.
- 1.2 The application site includes an existing Right of Way which runs along the length of the western boundary. Beyond this are the rear gardens of existing properties on Foster Road. To the east of the site is Hobson's Square and access road to the north, given planning permission by the JDCC in November 2013 and presently under construction. To the south of the site are the existing Foster Road Allotments and Community

Orchard. To the north east of the site will be the Clay Farm Community Centre which was given planning permission in April 2014. Works are due to commence on site in winter 2014. To the north of the application site are parcels 8a and 8b which will be developed by Countryside Properties as a mixed residential and commercial scheme.

- 1.3 The City Council and Hill Residential Limited as the project team for the application has worked in close partnership with the Clay Farm community centre project team and Countryside Properties, to ensure the scheme complements approved proposals, in terms of design, materials and linkages and is also well integrated with parcels 8a and 8b still at early pre application stage.

2.0 THE PROPOSAL

- 2.1 The application seeks approval for 208 residential units which will include 50% affordable units, and 540 sqm of A1, A2 and A5 uses plus associated open space, infrastructure and car parking. It will be a highly sustainable development with all residential units meeting code level 5 and all commercial elements reaching BREEAM Excellent standards.
- 2.2 The scheme has been designed to be tenure blind with the ambition to deliver an exemplar scheme of high architectural quality and its arrangement is very different in design to proposals previously approved on the Clay Farm site being 8 blocks of accommodation arranged in a quad formation around a central communal landscape. The blocks are named Adams, Hill, Godwin, Hawkes, Maynard Keynes, Minton, Royce and Searle after historical noteworthy Cambridge residents.
- 2.3 The scheme will deliver a higher level of affordable units, with 50% of the residential units being affordable housing. This is above the 40% threshold approved under the outline Clay Farm permission (07/0620/OUT). The scheme will be an exemplar scheme in terms of sustainability with all the residential accommodation achieving Code Level 5 for sustainable homes. A rainwater harvesting scheme will also form part of the drainage proposals.
- 2.3 A key element of the application is the commercial space of which 540sqm will be provided. This will comprise of 2 x A1 retail units, which could be a convenience store or hairdressers, 1 x A2 unit for professional or financial services such as an estate agents and 1 x A5 unit, which would be a hot food takeaway. The delivery of these commercial elements will be crucial to the success and vitality of the Clay Farm and the local centre.
- 2.4 The scheme will be delivered in a single phase with Hill being the first quad to be constructed and then moving around in a clockwise sequential motion. The Green Quad will be completed prior to the first occupation. The build period for the scheme is 2.5 years.

2.5 The proposal was presented to the JDCC as a pre application briefing on the 16th October 2013. It was reviewed by the Cambridgeshire Quality Panel on the 26th September 2013 and again on the 6th May 2014.

2.6 The application is accompanied by the following documents and plans:

- Design and Access Statement
- Planning statement
- Estate Management Strategy
- Energy and Sustainability Statement
- Geo Enviro Report
- Ventilation and Extraction Statement
- Noise Assessment
- Code for Sustainable Homes Ecology Report
- Ecological Management Plan
- Preliminary Appraisal incorporating Biodiversity
- Landscape Management Plan
- Landscape Design Report
- Surface and Foul Water Strategy
- Lifetime homes standards statement
- Location & site plans
- Survey/Topographical plans
- Global lighting Strategy
- Floor layout plans
- Elevations (court and street)
- Site sections & views
- Landscape plans
- Highway Geometry
- Adoptable carriageways visibility splays
- Refuse Strategy
- Cycle Parking Strategy
- Car Parking Strategy
- Plans including Elevations, Tenure, Sections and Layouts

3.0 RELEVANT SITE HISTORY

Reference	Description	Decision
07/0620/OUT	Residential development of up to 2,300 new mixed-tenure dwellings and accompanying provision of community facilities; sports and recreation facilities and landscaped open spaces including 49ha. of public open space in the green corridor, retail (A1), food and drink uses (A3, A4, A5), financial and professional services (A2), non-residential institutions (D1), a nursery (D1), alternative health treatments (D1); provision for education facilities; and all related infrastructure including; all roads and associated infrastructure, alternative locations for Cambridgeshire Guided Bus stops, alternative location for CGB Landscape Ecological Mitigation Area, attenuation ponds including alternative location for Addenbrooke's Access Road pond, cycleways, footways and crossings of Hobson's Brook.	A/C
07/0621/OUT	Duplicate of above	Appeal Refused
09/0272/FUL	Spine Road through Clay Farm site, linking Long Road with the Addenbrooke's Access Road (including bus gate). New junction to Long Road; drainage works including formation of 4 balancing ponds (including wetland area for birds) and raising of levels; tree felling and tree planting including semi-mature trees along the road and all associated works.	A/C
10/1065/REM	Construction of foul pumping station with access road, compound and landscaping; thinning of trees in plantation together with replanting.	A/C
11/0161/REM	Landscaping of open space strip west of Hobson's Brook together with filling in of pond to the south of the Addenbrooke's Access Road and replacement with below ground attenuation tanks under southern section of landscaping strip pursuant to outline approval 07/0620/OUT	A/C
11/0319/REM	Landscaping of southern part of the Green Corridor east of Hobson's Brook, including details of allotments pursuant to outline approval 07/0620/OUT.	A/C
10/1296/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 306 dwellings pursuant to outline application 07/0620/OUT	A/C
11/0698/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 128 dwellings pursuant to outline application 07/0620/OUT (Skanska Residential)	A/C
12/0754/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 102 dwellings pursuant to outline application 07/0620/OUT	A/C
12/0794/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 231 dwellings pursuant to outline application 07/0620/OUT (Countryside Properties)	A/C
12/0867/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 274 dwellings pursuant to outline application 07/0620/OUT (Skanska)	A/C
13/0105/REM	Reserved matters for 750 pupil secondary school, community sports facilities and landscaping pursuant to outline application 07/0620/OUT	A/C

13/0751/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 295 dwellings and associated landscaping pursuant to outline application 07/0620/OUT	A/C
13/0912/REM	Construction of a public square with landscaped gardens, hard surfaced areas, parking spaces and sculpture south of the proposed community centre site, together with an access road to the north of the proposed community centre site and hard and soft landscaping east of the spine road, pursuant to outline approval 07/0620/OUT	A/C
14/0093/FUL	Erection of a five storey building to accommodate community facilities, library, café, youth facilities, touchdown space for police and social services, medical centre 20 affordable housing units, and associated parking, amenity areas, refuse storage and landscaping	A/C & S106
14/0520/REM	Reserved matters application (access, appearance, landscaping, layout and scale) pursuant to outline planning permission 07/0620/OUT for the development of 136 residential dwellings, plus associated open space, infrastructure and car parking.	A/C

4.0 PUBLICITY

- | | | |
|-----|-------------------------|-----|
| 4.1 | Advertisement: | Yes |
| | Adjoining Owners: | Yes |
| | Site Notices Displayed: | Yes |
- 4.2 This application has been subject to consultation and publicity through consultation letters, statutory press notices and the display of site notices.

5.0 POLICY

5.1 Government and Regional Guidance and Advice

See Appendix A

5.2 Cambridge Local Plan 2006

- 3/1 Sustainable Development
- 3/2 Setting of the City
- 3/3 Safeguarding Environmental Character
- 3/4 Responding to Context
- 3/7 Creating Successful Places
- 3/11 The Design of External Spaces
- 3/12 The Design of New Buildings
- 4/4 Trees
- 4/13 Pollution and Amenity
- 4/15 Lighting
- 5/9 Housing for People with Disabilities
- 5/10 Dwelling Mix
- 8/2 Transport impact
- 8/4 Walking and Cycling Accessibility
- 8/5 Pedestrian and Cycle Network

8/6	Cycle Parking
8/7	Public Transport Accessibility
8/9	Commercial Vehicles and Servicing
8/10	Off-street car parking
8/11	New Roads
8/16	Renewable Energy in Major New Developments
8/17	Renewable Energy
8/18	Water, Sewerage and Drainage Infrastructure
9/3	Development in the Urban Extensions
9/5	Southern Fringe

5.3 **Status of Proposed Submission - Cambridge Local Plan**

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However, it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

5.4 For the application considered in this report, there are 2 policies in the emerging Local Plan that are of relevance.

5.5 **Cambridge Local Plan 2014 Draft Submission for Examination**

Policy 50 - Residential Space Standards
Policy 57 – Designing New Buildings

5.6 **Supplementary Planning Documents and Material Considerations**
See Appendix B.

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

Extensive pre application advice and consultation has taken place throughout the development and assessment of this application. This included a number of officer meetings and workshops, the last of which was on the 5th December 2013. Comprehensive feedback to this meeting was provided by officers and the proposal was amended further prior to submission on 22nd July 2014. The project team have attended the Southern Fringe Community Forum on a regular basis and presented the scheme to a range of stakeholders including neighbouring residents. Comments at the community forums were generally supportive of the scheme with a lot of interest in the high sustainable aspirations of the scheme. A meeting was also held with members of the Foster Road Allotment user group on the 5th November 2013.

- 6.1 Three sets of amendments and additional information were received on the 11th and 22nd September 2014 and also the 21st October 2014 in response to issues raised during the consultation process, comments of which are set out in Appendices C, D and E. These amendments relate to drainage, landscape, urban design, sustainability, pedestrian and cycling, waste, ecology, secured by design and access.
- 6.2 The amendments addressed officers concerns and the application is now supported by the City Council's landscape, sustainability, ecology drainage, waste, urban design, pedestrian and cycling officers. Conditions are attached to address the remaining outstanding issues.

7.0 **NEIGHBOUR REPRESENTATIONS**

Summary

- 7.1 The development site abuts the rear gardens of existing properties on Foster Road. These neighbours were notified of the application and two site notices were also put up on Foster Road. A representation has been made from a resident at 124 Foster Road who objects to the planning application, on ecological, access, design, amenity issues. These issues are outlined in greater detail in sections of the report relating to landscape, right of way, lighting and ecology.
- 7.2 A representation has also been made on behalf of the Foster Road Allotment Society C/O Chicken Plot Manager at 124 Foster Road Trumpington who neither supports nor object to the application. The representation details the agreement made with the developer to improve the allotment fencing adjacent to the development, consider local sourcing of plants, provide information about the allotment site, provide additional dog litter bins, increasing the width of planting to the boundary with Foster Road and the impact of the proposed lighting. These issues are outlined in greater detail in the landscape, ecology and lighting sections of the report.

8.0 **ASSESSMENT**

- 8.1 The assessment has been structured under the following headings:

1. Principle of Development
2. Compliance with Parameter Plans, Clay Farm Design Code & Cambridgeshire Quality Panel Review
3. Building Design and Layout (Residential and Commercial)
4. Materials
5. Movement and Connectivity
6. Access
7. Secured by Design
8. Car Parking
9. Cycle parking
10. Affordable Housing and Housing Mix
11. Landscape, Arboriculture & Play

- 12. Ecology
- 13. Lighting
- 14. Sustainable Construction & Design
- 15. Surface & Foul Water Drainage
- 16. Waste & Recycling
- 17. Residential and Environmental Health Issues
- 18. Public Art
- 19. Construction Management

8.2 **Principle of Development**

- 8.3 The principle of a mixed use local centre on the site as part of the Clay Farm development is established through the outline permission (07/0620/OUT).

8.4 **Compliance with Parameter Plans and Design Code**

The proposal falls within the wider red line boundary of the Clay Farm outline consent and therefore must be consistent with the parameter plans and associated statements, approved under the outline and which fix the key principles for the wider outline development. The proposals substantially comply with all parameter plans and with the site wide illustrative masterplan and the justification for this is set out below.

- 8.5 **Parameter plan 1 - Land use** The site is located within the area identified as Mixed Use Local Centre (including residential). The plan does not differentiate between commercial and residential uses within the local centre. The proposed scheme is for a residential and commercial mixed use scheme and it therefore accords with the parameter plan.

- 8.6 **Parameter Plan 2 - Access** The application site is well connected being located in the centre of Clay Farm. It is close to the primary bus route (spine road) and includes pedestrian and cycle access to the guided bus stop. The strategic footway and cycleway through Clay Farm is located to the north and this provides direct access to Addenbrookes, the City Centre and links to other public transport hubs such as the train station. Local pedestrian links to the north east are provided to the Secondary School via the Spine Road and south via the neighbourhood square.

- 8.7 **Parameter Plan 3 - Landscaping** A high quality hard and soft landscaping scheme is proposed. Each quad will have its own private landscaped amenity area and a central public green quad will provide the main amenity area for the development. The boundary treatments with existing properties and allotments are well considered in landscaping terms and integrate well with the existing properties on Foster Road, Foster Road allotments, proposed community centre and Hobson's Square.

- 8.8 **Parameter Plan 4 - Density** Quad 21 is located in the Central Character Area of Clay Farm (local centre). In this part of the site the housing density is 70-110 dph reflecting the most accessible part of Clay Farm.

The housing density for the affordable units is high 77 dph which reflects its accessible location and this is in accordance with the parameter plan density threshold.

- 8.9 **Parameter Plan 5 - Building heights and widths** The location of the development is within the 3-5 storey zone (9m – 18m) with building heights reflecting the status of buildings located in the local centre. The new buildings reduce in height westwards through the site in order to reflect the lower heights of existing properties and more sensitive boundaries, so that the central area through to the western boundary is primarily 2 and 3 storeys. The building heights graduate eastwards from 5 storeys along the Hobsons Square frontage to 4 storeys along the boundary fronting the CGB. The majority of buildings on the site are between 2 and 3 storeys and all buildings heights comply with the parameter plan heights and widths.
- 8.10 **Parameter Plan 6 - Urban Design** – The scheme design is well considered in urban design terms, the unique quad design enables key objectives in housing, sustainability, and drainage to be met. The main quads are low rise and domestic in scale whilst the eastern elevation of the application site will provide a primary elevation to Hobsons Square and through its design must provide a sense of place and enclosure to the square. The design is considered to meet these aspirations. The elevation is 5 storeys in height with commercial accommodation at ground floor level and 4 storeys of residential accommodation above. The height provides enclosure to the square and its design including textured brickwork and balconies provides the legibility required to establish a sense of place. Its design is considered restrained and it does not dominate. All other boundary frontages are equally considered in urban design terms with landscaped green lanes buffering the sensitive western and southern boundaries providing integration with the existing landscape structure and securing the settlement edge. The proposals are therefore considered to accord with the parameter plan.
- 8.11 The site wide Design Code sets out mandatory design solutions for certain features within the development, such as streets, public realm, landscaping building and building typologies. The proposal is compliant with these mandatory features set out within the code and individual aspects are highlighted in the relevant sections of the report.

Cambridgeshire Quality Panel Review

- 8.12 The Cambridgeshire Quality Panel reviewed the proposal twice, once on the 26th September 2013 and again on the 6th May 2014. Both sets of Panel minutes are attached in full in Appendices G and H. The conclusion from the first panel in September 2013 was that the scheme was excellent, and an exemplar design but the following issues should be addressed, parking design, numbers and siting, further consideration of the range of materials should be given, incentives should be given to residents to encourage use of public/shared transport, consideration should be given to the car parking interface located close to the community centre site and the layout of the initial competition scheme should be revisited.

8.13 These issues were considered by the applicant and further testing and design development resulted in a number of amendments to the proposal which were presented to the panel on the 6th May 2014. The Panel were pleased to note that the issues and recommendations previously provided had been addressed and the team were commended. The panel then made the following specific recommendations, the points of which are addressed below;

(i) Issue

Leasing car parking spaces should be explored and included as part of a clear management strategy for overall parking provision within the site.

Response

2 car club spaces are provided across the site that will allow car leasing for the site residents.

(ii) Issue

The project team should work more closely with developers within the Clay Farm developments sharing experiences of the developments once they are completed.

Response

The developers attend the Southern Fringe Community Forum on a regular basis to liaise with locals and adjacent developers on the overall site and have liaised with the adjacent landowners and their architects throughout the planning process. This will continue throughout the process. Soft landings are also being implemented where liaison with residents is continued after they have moved in, in order to obtain feedback on the scheme.

8.14 Design and Layout

8.15 The design and layout of the Quad scheme reflects the challenging objectives established by the Clay Farm Design Code, parameter plans, and City Council tender process. The quad scheme is a high density development with 208 homes set as a maximum, 50% of which are affordable, all developed at Sustainable Homes Code Level 5. The scheme follows a plan typology whereby the units are arranged in a grid of 8 blocks or quads. It is a modular format which is robust and adaptable and is able to provide a range of typologies at a high density all with central amenity space. All quads will be centred around a central Green Quad which will function as the main amenity area for the site. A site layout is provided in Appendix I.

8.16 There are on average 23 homes within each quad and three housing typologies are proposed, these being individual houses, duplex apartments, arranged on two floors and flats. The flatted accommodation is located over the commercial units, fronting Hobson's Square – each block is a maximum of 12 apartments sharing a core. This has reduced the number of lift cores and therefore service charge to each property.

8.17 All quads follow the same plan form characteristics set out below;

- The modules are stacked and linked and arranged in a square around a shared courtyard garden, a Quad which will all follow the same landscape principles but incorporate a slightly different design to support individuality.
- The proposed building depths are essentially 8m deep, allowing for good daylighting and cross ventilation.
- All homes have either a private or shared gallery entranceway at street level.
- Every home has at least a dual aspect living room/kitchen and each home optimises its aspect.
- The apartments all have access to either a balcony, terrace or patio garden, and have a clear relationship with the central green quad.

8.18 The boundaries of Adams, Maynard Keynes, Godwin and Hawkes abut the rear gardens of Foster Road and Foster Road Allotments the most sensitive boundaries of the development. As such, these have been designed to be low rise 2/3 storey residential only quads with individual houses or duplex apartments. The northern boundary of Hill Quad will eventually front onto the residential scheme for parcel 8a currently at pre application stage. The individual houses will have their own under croft parking but parking for the residential will mainly be on street parking. This is discussed further in section 8.61 of this report. The tenure provision for all these units is private apart from Hawkes of which all units are affordable.

8.19 The southern elevation of Minton block will abut the CGB, where the height of this block along the Hobson's Square, CGB frontage will reduce to 4 storeys. This quad will be residential only with a central amenity space at ground floor level, car parking for the block will be located in an external car parking court to the south west, with further parking located on street around the block and on plot.

8.20 **Design**

8.21 The Quad design follows the complexity of the scheme which must be of an exemplar design, incorporate 208 homes, 50% of which are affordable, and must meet high levels of Sustainability reaching Code level 5. This result of this complex brief is a scheme where all space has been maximised and has a clearly defined function be it for bin storage, cycle and car parking. The car parking arrangement has been subject to much discussion and a number of iterations prior to submission of the application submission. The design proposed includes a large proportion of car parking to be on street. The areas with car parking which abuts the front

thresholds of the quads and along the more sensitive boundaries of the development are enhanced with planting and trees to support the integration of the car parking and the thresholds are defined to protect privacy.

8.22 At street level, legibility and activity will be supported by ground floor frontages which will be punctuated by the front doors and windows of the houses and gated entrance vestibules will provide a glimpse into the private courtyard areas. A light brick base will provide a domestic feel to the ground floors of the quads which will be complemented above by a darker grey wood cladding. Window openings have been sized and located to maximise both orientation and views and this, in tandem with the varying unit combinations has in itself allowed each of the variations to be subtly unique.

8.23 Internally a lighter cladding will be used at upper levels to give the quad a more domestic and lighter feel. All dwellings will have use of and views into each central amenity space, which will be individually designed with areas of hard and soft landscaping and a central rill. Ground floor units will also have an area of paved threshold space which will be defined with trellis.

8.24 Movement through the site is clear and well defined with a gridded network of streets and links to the adjacent parcels have been well thought through. The main vehicular access to the site is coherent and includes an area of hard landscaping with a mature tree to allow access, views and integration with the community centre.

8.25 **Daylight and Sunlight Analysis**

8.26 Further information on daylight and sunlight to the residential and amenity areas was requested by the urban design officer because of concerns about shadowing of some private amenity spaces and light levels into habitable rooms due to the scale and massing of the blocks.

8.27 Whilst the majority of the QUAD private and communal amenity spaces pass BRE assessment levels, it reveals the communal space for Minton receives between 0 and 1 hour of sunlight on the 21st March (BRE recommends a minimum of 2 hours). The private amenity spaces for 4 ground floor units receive between 0 and 2 hours on the 21st March. In addition the assessment shows that the courtyard will be heavily shaded for 6 months of the year although in the summer acceptable levels of light will be afforded. Given that the BRE guidelines are not 'standards' and the considerable pressures being placed on the scheme due to the density (77dph), Code Level and percentage of affordable housing, along with the availability of the nearby 'green QUAD' and other open spaces, which can be utilised for amenity use in winter months, the failure to meet the assessment for Minton is considered to be acceptable.

8.28 A direct sunlight analysis and internal daylighting section has also been submitted. This shows that all units meet the internal daylighting

assessment and the quality of the interior space/accommodation will be satisfactory across the scheme and this is acceptable in design terms.

8.30 **Mixed Residential and Commercial Layout and Design**

8.31 The Clay Farm outline permission and Design Code establishes the principle that the scheme will include commercial elements located at ground level with residential above and these will provide an active frontage and contribute to the vitality of Hobsons Square and Clay Farm Local Centre. The use and size of the commercial units is established in the outline permission and is set out below;

Table 1: Commercial Units, Use and Size

Searle	A1 (eg. Retail such as a pharmacy, hairdressers, coffee bar)	100sqm
	A1 (As above)	200sqm
Royce	A2 (financial or professional services such as an estate agent or solicitors)	120sqm
	A5 (hot food takeaway)	120sqm
Total		540sqm

8.32 The commercial units will be included at ground floor level with residential above in Searle, Royce quads. These quads will have a predominately more urban character being five storeys high and comprising with some individual units at ground floor level but mainly flats fronting Hobson's Square and these will have a more urban character. The amenity areas for these two quads will be provided on a central podium deck in each quad. Parking will be provided at ground floor level under the podiums. Access to the two podiums by residents has been fully considered and will be via a door at first floor level from the internal corridor and access from the individual ground floor units will be via a ramp access from the podium car park.

8.33 The ground floor commercial space will help provide a strong active edge to the adjacent public space. The commercial units will be set behind a swale with bridges across providing a distinctive edge which will complement the landscaping on Hobsons Square. The apartments over the commercial accommodation adjacent to the community square will wrap and terminate the Quad elevations like book ends and will make a strong and positive contribution to the setting of Hobsons square, complementing rather than dominating the design of the adjacent community centre. Each flat will have access to a balcony. These elements will help provide a sense of vibrancy to these elements particularly as they are used and enhanced with planting by residents. Further elevational details have been provided on the advice of the urban

design officer and the elevational drawings now indicate which areas of the brickwork will be textured.

- 8.34 The shop fronts to the commercial units do not show any detail at this stage to enable those letting the units at future dates to come forward with suitable high quality shop front schemes. Condition 12 is attached to ensure that these details are provided.
- 8.35 The detail required for such a complex scheme has led to a number of comments from the urban design officer and three sets of amendments being received from the applicant in response. To summarise, these related to the provision of a design code compliance statement, and design information on the podiums and ground floor units, additional planting to aid screening of ground floor habitable rooms and elevational details for the Royce, Searle and Minton and details with regard to the landscaping and levels along the western boundary. This information has now been received and assessed by the urban design officer who is now satisfied with all details provided for the development.
- 8.36 The masterplan for the site follows the principles set out in the Clay Farm Design Code and specifically the Hobson's Square Character Area which seeks establishes that it should be a lively area containing community facilities, shops and homes. The design of the development follows these principles as set out in the design code and, is compliant with Cambridge Local Plan 2006 policies 3/7, 3/11, 3/12 and 5/13 it is therefore considered acceptable.

8.37 Materials

- 8.38 A simple but high quality palette of materials is proposed, the components and features of which will be varied for each quad and across the site. This will support legibility through the site for residents and visitors and provide a high quality landscape fitting an exemplar scheme which complements the adjacent community centre and Hobson's Square schemes. Condition 8 of the outline permission seeks approval of all materials prior to commencement of development.
- 8.39 The materials to be used for the residential quads will be slightly different to those containing the commercial units. At ground floor level the residential quads will include a light chalky white/cream brick base for with dark grey timber vertical boarding above. The boarding will be laid to reflect the orientation of each façade, south facing elevations will have a more textured finish with projecting timbers creating shadows and movement across the façade. North elevations will have a smoother more regular pattern. In contrast internal courtyard materials will comprise lighter coloured timber boarding to reflect their more private domestic nature. Bright flashes of strong colour to vestibule soffits, window frames, door surrounds and metal work will animate the elevations. Colour and detail will also be used to accentuate individual dwellings so that individual homes can be easily identified.

8.40 Searle and Royce quads will have a chalky white brick facade, with grey metal balconies projecting. The brickwork will be textured to provide additional contrast. The materials chosen are deliberately restrained to enable the buildings to make a positive contribution rather than dominate the streetscene, particularly the frontage to Hobson's Square. All materials throughout the scheme will be sustainably sourced and their long term maintenance and management has been taken into account to ensure its robustness and appearance.

8.41 Movement and Connectivity

8.42 The main vehicular entrance to the application site is to the north from the northern access road which links to the Clay Farm main spine road. This road is the only adopted vehicle access road in the development and provides access to the mews streets and green lanes which run along the western and southern boundaries. The roads are set out in a grid arrangement around the quads, and each street and mews is short in length and always terminates in a recognisable place and edge, such as the central green quad, Hobson's Square or the perimeter green lane. Legibility within and around the site is therefore clear and understandable.

8.43 The main vehicular access and adopted road will route around the central quad providing easy access and will have a number of crossing points, delineated by paving in different textures and shades. The street hierarchy off this route is established in a grid format with clear views through the site to aid legibility.

8.44 The development site is well served with clear pedestrian routes running through the site and around each quad providing convenient access to the CGB, Hobson's Square the community centre and parcel 8 once constructed. The gridded street pattern encourages low vehicle speeds. A central route to Hobson's Square is provided between Searle and Royce quads. It provides direct access and a well defined route for both pedestrians and cyclists.

8.45 The street hierarchy encourages slow vehicle speeds throughout and cyclists will be able to pick up the major cycle route south along the CGB maintenance route from a pick up point in the south eastern corner. Additional access points in the north will provide easy access through parcel 8 to connect with the strategic cycleway to Trumpington and Addenbrookes or via the main access to the site to pick up the Clay Farm spine road and Secondary School.

8.46 The development provides a clear visual hierarchy of streets and spaces for all user groups. It is therefore considered that the proposal is considered acceptable and in accordance with Cambridge Local Plan 2006 Policies 8/4, 8/5 & 8/7.

8.47 Access

- 8.48 The scheme has been designed to be accessible to all user groups and all homes will be built to lifetime standards. Two wheelchair units are to be provided within Royce at ground floor level – both of these are two bedroom flats in line with the City Council's brief and compliant with Lifetime Homes standards. Two disabled parking bays are to be provided which is compliant with Cambridge Local Plan 2006 policy 5/9.
- 8.49 Communal entrances will be designed in line with Part M (2004) of the building regulations and lifetime homes standards and will meet Secured by Design standards. There will be an entrance canopy or recessed entrance providing shelter at each entrance. Gradients of all footpaths will be designed to ensure inclusive access throughout the site. Level access will be provided to all communal entrances, to entrances of individual dwellings and to rear gardens. Careful consideration has been given to issues such as access and entry locations to ensure they are accessible.
- 8.50 All new signage will be designed to achieve good colour contrast and be visible from the new access routes and meet the required standards. External paving will be laid in contrasting patterns and banding to differentiate between roads, pavements parking areas and shared surfaces.
- 8.51 The City Council's Access Officer raised a number of concerns regarding lifetime home compliance, wheelchair access and means of escape. Clarification was provided by the developers in response confirming that all homes meet lifetime homes standard. Fire fighting lifts and disabled refuges are not required under current building standards. However, there is a fire strategy which ensures that each flat has a protected entrance hall giving half an hour fire protection. In addition all flats are separated from each other by minimum one hour fire protection (party walls) and entrance / exit to each flat is via a protected lobby. If a fire were to break out in a flat, neighbouring residents would remain in their own flats and residents of the affected flat would be able to take refuge within the protected lobby. This is in line with current practice and building regulations part b vol 2 requirements and is based on the 'stay put' strategy for residents, other than those directly affected by the fire, as described in BS 9991:2001: Fire Safety in the Design, Management and Use of Residential Buildings.

8.52 Disability Panel

- 8.53 The proposals were presented to the Disability Panel on the 23rd September 2014 who raised concerns about the level of visitor parking and, location of disabled parking bays and additional provision of textural surfaces for the visually impaired but generally welcomed the scheme. The developers confirmed that the visitor parking bays were distributed around the site to improve access, a range of texture surfaces were included within the scheme, the disabled parking bays are located to within the standard distance required with regard to the entrance but the panel have asked if the disabled parking bays could be located closer to the entrance doors. The panel requested the opportunity to provide comments with regard to the internal layout specifications of the two

wheelchair access flats at fit out stage and the developers accepted this request.

- 8.54 The access officers concerns have been taken into consideration where possible and clarification has been provided on points of issue but the objection remains on the basis that fire fighting lifts are not provided. The access arrangements meet the required standards are therefore considered acceptable and compliant with Cambridge Local Plan Policy 3/7.

8.55 Fire and Emergency Vehicle Access

- 8.56 The carriageway geometry of the site has been provided. Emergency vehicles will have access to all the streets and mews radiating from the central park and dry risers to all the larger commercial blocks will also be provided. The design of the routes is considered acceptable and condition 3 requests that a fire hydrant strategy for the development is provided.

8.57 Secured by Design

- 8.58 A secured by design statement has been provided as part of the proposals which details how the development and its environs will meet secured by design standards. The scheme is considered to be well designed and in accordance with Secured by Design principles which ensure a well considered environment with clearly defined ownerships and the natural surveillance of all areas.

- 8.59 All streets and open spaces are overlooked by flats and houses with active frontages on each façade of every Quad. Covered parking areas and access to courtyard parking will be securely gated with fob operational controls for use by residents only. Landscape is designed to avoid screening and to allow views to all areas. Internal courtyards are secure with access for residents only. Access for maintenance will be via the common cycle store for the Quads and via the main vehicular access for Royce and Searle and will be secure fob operation only. Access for visitors to common access cores will be controlled by audio visual entry systems. Refuse stores will be secured and accessible to residents, estate management and Cambridge City Council waste collection operatives only. Confirmation has been provided in response to the PALO concerns regarding the security of the cycle parking which is now controlled by fob access and this is considered acceptable.

- 8.60 The proposal meets the criteria for secured by design established in Secured by Design (2010) and is therefore considered acceptable and compliant with Cambridge Local Plan policy 3/7.

8.61 Car Parking

- 8.62 The car parking strategy proposed for the development has to an extent been established by the design of the development which reflects the need to deliver 208 homes at high density on this part of the Clay farm site and

also provide amenity space for all residents. Condition 52 of the Clay Farm outline permission sets as a maximum number of residential and visitor car parking spaces for the Clay Farm site with a maximum number of two spaces per dwelling. The car parking levels on the Quad site fall well within these maximum levels.

8.63 The car parking arrangements are discussed in more detail below and the proposed parking numbers for each quad are set out in Table 2.

8.64 Adams, Hill, Godwin, Hawkes, Maynard Keynes Quad – Car Parking

8.65 In order to maximise parking numbers for quads Adams, Hill, Godwin, Hawkes and Maynard Keynes the majority of parking spaces will be provided off plot and will be located close to the threshold of the allocated units. In order to comply with highway arrangements, the location of these spaces will be on unadopted streets and be managed by the estate management company. The on street parking arrangements comply with highway safety regulations and are considered to be well integrated with hard and soft landscaping used to ensure that it does not dominate the streetscene and it is therefore considered acceptable. On plot parking has been provided wherever possible to individual houses and parking has been provided where possible as close as it can be to each individual unit in order to ensure it is accessible. A planting screen will be provided to further delineate the front threshold of properties adjacent to car parking.

8.66 Careful consideration has been given to the two linear bands of parking on the western and southern edges which abut the existing properties on Foster Road and the community orchard and existing allotments. In order to reduce the impact of car parking on the western edge, an enhance band of landscaping will be provided as part of the western boundary treatment which will also be set back to preserve the existing right of way. The visual impact of the car parking on the southern boundary will be reduced by a landscaped buffer which will include trees and a fox proof fence.

8.67 Minton Quad - Car Parking

8.68 Parking for the Minton quad will be predominantly located in the adjacent parking court, but will include some undercroft on plot parking and threshold parking on unadopted streets. This car parking arrangement, together with additional landscaping will ensure it is well integrated and does not dominate the street scene and is therefore considered acceptable.

8.69 Searle and Royce Quad – Car Parking

8.70 The under podium car parking for Searle and Royce is a parking arrangement, considered but not previously taken forward on any Clay Farm scheme. Parking for quads Searle, Royce will be at ground floor level below the podium garden deck with some on plot undercroft parking provided for individual houses. The car parking will be accessed at ground floor level and the frontage to this element has been considered in urban

design terms with views through to ensure this is not a blank inhospitable frontage. In order to improve the under podium parking 8 car parking spaces have been removed with 4 x affordable 1 bed units (Searle quad) and 4 x 1 bed private units (Royce quad) now being car free without an allocated parking space. The principle of car free is acceptable on this site because of its close location to the CGB, bus routes, strategic cycleways and close proximity to facilities and services on the site.

8.71 The podium arrangement is the only system which will provide the numbers of parking spaces required and allow for the deliver amenity space for the two blocks. Urban design and landscaping officers have been robust in their requirements to assess the details for these elements, particularly with regard to management of the landscaping to ensure the success of both and these are now considered acceptable. The impact and dominance of car parking throughout the scheme will be reduced by appropriately located landscaping.

8.72 The car parking allocation strategy for the site allocates 1 car parking space for each dwelling, apart from the 8 1 x units as described above which will be car free. The one car parking space allocation strategy extends to the 10 x 4 bed private individual house and 6 x 4 bed affordable houses. Given the density required on the site and the accessibility of the location this is considered acceptable.

8.73 Visitor and Car Club parking

8.74 30 Visitor parking spaces will be provided 11 spaces of which will be located on adoptable highway on the northern access road and will be subject to the site wide Traffic Regulation Order.

8.75 There are also two allocated car club spaces, one located on the linear strip of car parking along the western boundary and one located close to the CGB stop on the southern boundary of the development.

Table 2: Car Parking Numbers

Affordable	No's of spaces (1 per unit)
Searle (27 units)	23 spaces (4 car free units)
Royce (30 units)	30 spaces
Minton (26 units)	26 spaces
Hawkes (21 units)	21 spaces
Total affordable allocated	100 spaces
Private	
Royce (15 units)	11 spaces (4 car free units)
Hill (23 units)	23 spaces
Godwin (21 units)	21 spaces
Adams (22 units)	22 spaces
Maynard Keynes (23 units)	23 spaces
Total private allocated	100
Additional	
Visitor	30

Car club	2
Disabled	2 spaces (above 5% policy requirement)
Total spaces	234

8.76 Car Parking Management

8.77 All parking will be managed by the Estate Management Company, apart from the 11 visitor spaces which are located on the adopted road on the northern boundary and will all under the remit of the site wide Traffic Regulation Order. Tight control of the parking arrangements will be key to the success of the scheme and functionality of the development. A car parking layout plan is attached in Appendix I.

8.78 The Clay Farm Design Code provides some scope for a limited amount of off plot allocated parking and requirements such as the siting, size and allocation of bays have been incorporated into the layout of the parking as far as possible with regard to the siting, size and location of allocated parking which is located in parallel parking bays. It also seeks for cars to be conveniently and safely located without being visually intrusive. The proposal puts forward a parking scheme, which is considered to be well balanced and meets the objectives set out in the code. The car parking strategy is considered acceptable and compliant with Cambridge Local Plan 2006 Policies 8/1, 8/7, 9/3, 9/5.

8.79 Servicing Strategy for the Commercial Units

8.80 The applicant has not provided a servicing strategy for the commercial units with the application. However, it is their intention for the servicing of the commercial units to be from the front of the commercial units via Hobson's Square.

8.81 Hobson's Square is the main public square for the Clay Farm development and will provide a focal point for community activity, as well as car and cycle parking. The road around the square has been designed as a shared surface, with low kerb edges and using the same high quality, hard landscaping materials as those on the square itself. Hobson's Square is currently being constructed by Countryside Properties but the City Council will manage and maintain the square once constructed and owns the freehold title of the land.

8.82 The area of square adjacent to the proposed commercial units will include 6 car parking bays and a number of cycle racks. The implications for using Hobson's Square for servicing of the commercial units cannot yet be determined without a servicing strategy but an area adjacent to the commercial units to enable drop off and collection which meets highway safety requirements will be required and any potential maintenance and residential amenity issues to the square from the servicing vehicles trafficking the square will need to be assessed. What this would comprise of is still to be determined but, it is anticipated that a minor reconfiguration to the car parking/cycle parking layout could be required. However, if any

significant issues did arise these would need to be dealt with through the appropriate process.

8.83 Condition 13 therefore requires the submission of a detailed servicing strategy will which include the provision of details indicating the location of the drop off/collection points for vehicles, the capacity of the vehicles which is restricted to non-HGV's and a tracking diagram to indicate the route which the vehicle will take. It also includes hours of servicing which will be restricted. This information will enable the impact of the servicing to be fully assessed. The issue of residential amenity is assessed further in the environmental health and residential amenity section.

8.84 The servicing strategy will need to be submitted prior to the commencement of development to enable the servicing information together with any implications to be assessed at an early stage of the development and this is therefore considered acceptable.

8.85 **Cycle Parking**

8.86 The provision of safe and accessible cycle parking for residents is provided within the footprint of the building, in a secure and accessible location. Within Quads Maynard Keynes, Hawkes, Hill, Minton, and Adams, cycle parking is accommodated within the individual and shared entrance galleries or in dedicated locked undercroft areas. 50 visitor cycle parking spaces are distributed throughout the site. The cycling and pedestrian officer is satisfied with these arrangements and the applicant has confirmed that whilst Sheffield stands will be used where possible but where high/low racks are used the support forks will be plastic coated to protect cycles from being scratched and the support posts are there.

8.87 In Royce and Searle quads the cycle parking for the residential apartment blocks is located within the podium parking area, close to individual apartment entrances. Staff cycle parking for those employed in the commercial units is located at ground floor level to the rear of the commercial units. All cycle parking is covered, secure and accessible.

Table 3: Cycle Parking Spaces

Block	Type	Area/No. of Dwellings	Bedrooms	Cambridge Standard per bedroom	Req spaces
Hill	Private	23	56	1	56
Godwin	Private	21	54	1	54
Adams	Private	22	54	1	54
Maynard Keynes	Private	23	56	1	56
Minton	Affordable	26	58	1	58
Hawkes	Affordable	21	60	1	60
Royce	Affordable	30	59	1	59
Royce	Private	15	35	1	35

Searle	Affordable	27	55	1	55
Commercial Royce	Commercial/Retail	240 sqm	N/A	1 per 25 sqm	10
Commercial Searle	Commercial/Retail	300 sqm	N/A	1 per 25 sqm	12
Visitor			N/A	1 space for 4 units	50
Total Residential					487
Total Commercial					22
				Total	509

8.88 This is in line with the guidance set out in Cambridge City Council's 'Cycle Parking for New Residential Developments'. The scheme is therefore acceptable and meets the requirements of the Design Code and Cambridge Local Plan (2006) Policy 8/6 and Cycle Parking Standards.

8.89 Affordable Housing and Housing Mix

8.90 The scheme will provide 50% of the units as affordable. This is 10% above the level required by the City Council's Affordable Housing SPD (2010) and the level being delivered by each approved residential parcel on rest of the Clay Farm site. The need to achieve 50% has also been a key driver in the overall mix of units provided and has helped shape the design of the development and layout.

8.91 Quad will provide 104 dwellings for private sale and 104 affordable dwellings. Of the affordable dwellings 75% will be for affordable rent and 25% for intermediate tenure. The indicative mix set out in the Clay Farm S106 does not apply to the central density area of the site where this site is located and the housing mix has been established on the basis of an identification of housing need in Cambridge by the City Council where there is high demand for affordable rented property in the City in a range of typologies and sizes. This scheme is an opportunity to help meet this demand.

8.92 Distribution of Affordable Housing

8.93 The affordable dwellings are distributed and well integrated across the site. See the Tenure Plan in Appendix I Hawkes, Searle and Minton comprise only affordable units whilst, Royce quad comprises of a mix of both affordable and private units. Distribution of the affordable homes meets those set by the City Council's housing officers and reflects the need for smaller units located close to the facilities and services provided in the local centre.

8.94 Cambridge City Council's Affordable Housing SPD (2010) limits the number of affordable dwellings per lift core to 12 and the number of affordable dwellings per cluster to between 6 and 25. Each quad core has

been designed to be served by a lift accommodating a maximum of 12 homes and therefore meeting policy standards. However, in order to meet the higher provision of affordable dwellings the cluster numbers are higher than established by policy.

8.95 The numbers of affordable units for Royce, Searle and Minton are slightly above the cluster threshold at 30, 27 and 26 units respectively with Hawkes slightly below at 21 units. However, given the higher percentage of affordable housing to be delivered on site and that Royce will also include 15 private homes and commercial space, on balance these cluster numbers are considered acceptable. Cambridge City Council will maintain the freehold of both the commercial units and the affordable dwellings, and locating the affordable housing above the commercial units in the Searle and Royce blocks is also considered to be a suitable management solution.

8.96 The affordable homes have all been designed in accordance with the Council's Affordable Housing Specification provided and the Housing Corporation Design and Quality Standards and standards set out in the Draft Local Plan Examination Draft. All affordable units will be constructed to the same high quality design standards as the private units and will be tenure blind.

Table 4: Proposed Mix and Location of Affordable Units;

Affordable Blocks	1B2P Flat	2B4P Flat	2B WCH	2B4P Duplex	3B4P Flat	3B5P Flat	3B5P Duplex	3B House	4B6P House	Total
Royce	4	22	2			2				30
Searle	5	18					2		2	27
Minton		18			1	3	4			26
Hawkes		3		4		4	6		4	21
Total Affordable	9	61	2	4	1	9	12	0	6	104

Table 5: Proposed Mix and Location of Private Units

Private Blocks	1B2P Flat	2B4P Flat	2B WCH	2B4P Duplex	3B4P Flat	3B5P Flat	3B5P Duplex	3B House	4B6P House	Total
Adams	2	2		8		2	5	1	2	22
Royce	2			6			4	1	2	15
Hill	2	3		8		2	5	1	2	23
Godwin		3		8		2	5	1	2	21
Maynard Keynes	2	3		8		2	5	1	2	23
Total Private	8	11	0	38		8	24	5	10	104

Total Dwellings	17	72	2	42	1	17	36	5	16	208
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8.97 In conclusion, the location, size, layout and clustering of the affordable units is in accordance with Cambridge Local Plan (2006) Policies 3/7 and 5/5 and the Cambridge Local Plan Submission Draft 2014, Policies 50, & 57 together with the Affordable Housing SPD (January 2008) guidance.

8.98 Letterboxes

8.99 Letterbox access has been considered with post boxes for flats located in secure entrance lobbies with secure door for residents only beyond. Post boxes for individual units and for duplex flats will be located in the front entrance doors or vestibule gates.

8.1.1 The letterboxes for each of the commercial uses and residential flats will be located in internal lobby areas. Postmen/trade will be able to access via a tradesman's button/fob. This reflects the view of the project team that all letterboxes should be located inside the building. The view was that they would be an unattractive feature on the outside of the building and subject to vandalism.

8.1.2 Policy 57 Designing New Buildings (Cambridge Local Plan Draft Submission 2014) seeks letterboxes to be located conveniently and accessible from the street. This issue of Letterbox provision for all tenures has been well considered to ensure they are conveniently located for all residents and commercial uses whilst those for the blocks are not located directly on the street, all individual homes and duplex apartments will have letterboxes accessed from the street. As such, this element is considered acceptable in policy terms. The design of the building meets all other elements of the policy.

8.1.3 Landscape, Arboriculture and Play

8.1.4 The landscape proposals have been developed in line with the Clay Farm Design Code (2011) to ensure that the landscape design respects and responds well to the site itself and wider landscape strategy for Clay Farm. The overall landscape strategy will create a high quality setting for the development with a variety of public and private open spaces across the site. These spaces will include private shared courtyards, and roof terraces as well as a larger public green open space known as Green Quad and tree lined streets. The planting species chosen accord with the design code requirement and will provide suitable impact and individuality whilst being robust in order to support maintenance requirements. All spaces are designed to relate to the surrounding architecture, routes, micro climate and pedestrian activity and are designed to be robust yet flexible. A landscape plan is attached in Appendix I.

8.1.5 Green Quad

8.1.6 The main public area of open space is located in the centre of the site, forming a social hub and recreational space for the development. The space is laid out around a large central lawn, sunken approximately 1m with steps and ramps leading down into the space. This will create a sense of enclosure from the street with informal seating steps which will also provide storm water storage during extreme rainfall events. The central space will be surrounded on two sides by formal lines of medium/large trees, with a second row of trees on the south side. On the

eastern and western sides of the Green Quad are formal rectangular pools. These will be planted as reed beds to help filter the water and will have stepped edge profiles for safety but to also allow for variations in water depth.

8.1.7 Shared Quad Gardens

8.1.8 Each quad is designed around a shared courtyard garden space. Each garden has been designed with a different layout and identity but each will share commonalities in plant types and materials. The courtyards have been designed to create routes across and around the gardens, as well as more private spaces for quiet recreation. Pergolas will create shade and privacy and small to medium ornamental trees will subdivide the spaces visually. The gardens will be paved using a palette of block pavers helping to identify the intended use of the spaces. The carefully controlled use of water will form a key element within the quad gardens. Private paved terraces immediately outside the buildings will be divided from the communal gardens with a 'moat' running around the whole courtyard creating defensible space in front of the buildings. Beneath each quad garden and carefully arranged to allow space for tree planting, attenuation tanks will harvest water from the roofs of the building.

8.1.9 Private Patios, Balconies and Terraces

8.1.10 Within each Quad each home has a private patio garden area immediately adjacent to it. The private patio thresholds in each of the quads will be divided using planting and steel mesh screens with climbing plants with space for planters. Beyond this is a moat which lines the perimeter of all the private patio gardens. This serves not only as a definer of the private and shared space but also has a rainwater storage and attenuation function.

8.1.11 The balustrades to the balconies and the pergolas to the roof terraces will be designed to encourage planting which will assist with shading and privacy.

8.1.12 Podium Gardens

8.1.13 Royce and Searle will have access to decked garden terraces at first floor level above ground floor parking. The podium has a low edge with sedum planting to allow sun light into the adjacent gardens below. Set back from the edge of the podium are planters which will work as green balustrades. Central to the podiums raised planters which will include light wells to the car park beneath. These will be arranged to form spaces for seating and help visually sub divide the space.

8.1.14 Boundary Treatments

8.1.15 Foster Road allotments and an existing community orchard are located beyond the southern boundary. The southern boundary with the existing allotments will be enclosed with a new fox proof wire fence, with generous

planting of predominantly native trees and shrubs in front creating a well planted buffer. The boundary towards the guided busway will be kept relatively open with views out to the east. The change of level will be catered for with a low retaining wall.

8.1.16 The western boundary is a sensitive boundary being a public right of way and adjacent to the rear gardens of existing properties on Foster Way. As such the landscaping proposals include a new close board wooden fence and additional planting in the form of low and medium shrubs to enhance this planted edge. Several of the existing properties along this boundary have gates to indicate rear access by vehicles into their back gardens and a number have pedestrian access. The vehicle access gates have not been formalised. However access to these has been maintained as far as possible and access will remain to the pedestrian gates. This is therefore considered acceptable. A neighbour representation has been received, requesting that access is maintained. This resident has rear access to their garden but the property falls outside the application site boundary. No other representations on this matter have been received.

8.1.16 The western boundary will also be enhanced with planting and medium sized and smaller trees which will help terminate the vistas along the street and support the integration of the car parking along this edge. Boundary landscaping along the north eastern boundary adjacent to the square, will include a planted swale, part of the SUDS strategy for the site with bridges across into the retain units. This is acceptable in principle and condition 5 requires further technical drawings to be provided. A neighbour has raised concerns that an area of planting close to the CGB may be reduced. The area that the neighbour refers to is at the southern end of the site and is a landscape buffer adjacent to the CGB which does not form part of the application site.

8.1.17 Play

8.1.18 A Local Area of Play will be created beneath the second row of trees on the south side of the square. The play space will be naturalistic in character with scattered boulders, encouraging imaginative play. By virtue of its location it will be well overlooked and accessible. This is compliant with Clay Farm Youth and Play Strategy 2010.

8.1.19 Management and Maintenance

8.1.20 A five year Landscaping Management and Maintenance Plan has been submitted which clearly sets out all requirements for the management of the landscaping and in particular the timings for all required maintenance works. The management and maintenance strategy has been updated at the request of landscape officers to include a further section setting out an additional monitoring and watering scheme for the areas of landscaping which will be located in planters. The responsibility for public realm management and maintenance will be with the City Council and a private management company.

8.1.21 The landscape scheme is well integrated with the adjacent neighbourhood square and, it is easily accessible and will provide a high quality setting for the development. The landscape and furniture proposals are considered acceptable and compliant with Cambridge Local Plan Policies 3/2 and 3/11), subject to the imposition of landscape conditions, which require an element of further detail.

8.1.22 Public Footpath (Right of Way)

8.1.23 The western edge of the application site includes an existing right of way (Cambridge Public Footpath 171). In order to meet the requirements of the development and to incorporate a green lane and a line of car parking the footpath has been reduced to a width of 1.2 metres. The application does not seek to relocate the footpath or reduce its length along the site. The County Council Right of Way officer has raised an objection because the planned development would constitute a legal obstruction to the Right of Way. The legal width of this footpath was set at a width of 3 metres when the legal order to record the path was made in 1994. The County Council and the applicant are working to resolve this issue which may require the City Council to apply for a modification order to the footpath. This is an issue that has also been raised in a neighbour representation and any modification to the order would require public consultation.

8.1.24 Ecology

8.1.25 The ecological strategy for the site, responds well to the Ecological Conservation Management Plan (ECMP) carried out on the site and the strategic Clay Farm Site Wide Nature Conservation Management Plan (August 2010). Natural England raises no objection to the proposal and supports the landscape proposals and recommendations of the ECMP in terms of mitigation and enhancement. The outdoor spaces provide opportunities for improving biodiversity in this part of the site through tree, hedge and ground cover planting and through the selection of species in the green roof. Additional information with regard to the management of the reed bed in the centre quad was requested by the ecology officer together with the location of the bat and bird boxes and this has now been provided.

8.1.26 A local resident has raised concerns regarding the impact of the development on bats and biodiversity. The impact on biodiversity throughout the Clay Farm site was assessed and is considered in the Clay Farm Ecological Management Strategy and this is supported by the application site biodiversity management strategy who has surveyed the site and provision for bat boxes has been made.

8.1.27 Site wide monitoring will ensure species enhancement and biodiversity continues to be protected and maintained. This complies with Cambridge Local Plan 2006 Policy 4/3.

8.1.28 Lighting

8.1.29 An external lighting strategy has been submitted, further information including an islux contours plan is required in order to make a complete assessment of the lighting scheme. A neighbour representation also raised issues with regard to light pollution and condition 14 requires the submission of further lighting information to enable the impact of any light pollution to be assessed and if necessary minimised.

8.1.30 Sustainable Construction and Design

8.1.31 The City Council set a challenging requirement for the development of the scheme to Level 5 of the Code for Sustainable Homes, and the achievement of this standard has been a clear driver for the scheme. In accordance with the requirements of condition 33 of the outline planning application, the affordable units at Clay Farm should be brought forward at a minimum of level 4 of the code and level 3 for the market homes. The way in which the applicant has embraced the achievement of this standard is welcomed. The proposal includes a range of design and construction measures including;

- The use of design best practice to achieve Code Level 5, utilising shall plan depth and dual aspect to ensure good daylight, assist ventilation and achieve reduced energy bills;
- The connection of all dwellings to a site wide rainwater harvesting system to enable the water consumption requirements associated with Code Level 5 to be achieved.
- Extensive use of green and brown roofs to assist with achieving code levels and photovoltaic panels
- The use of design features such as solar shading, deep window reveals, higher performance glazing and blinds to help prevent overheating;
- Consideration is also given to the role that landscaping and SuDs features have to play in helping to reduce the urban heat island effect;

8.1.32 The sustainability officer did raise concerns regarding the installation of the rainwater harvesting system and provision of green and brown roofs but technicalities regarding their provision have now been overcome and amendments have been received. Green roofs will be provided on Searle, Royce and Minton blocks with brown roofs provided on the remaining quads. The sustainability officer is satisfied with the amendments which have overcome her concerns.

8.1.33 The development will include 540 sqm of commercial provision which will meet BREEAM excellent rating in accordance with provisions in the conditions 36 and 37 of the outline permission 07/0620/OUT.

8.1.34 Renewable Energy Provision

8.1.35 The Energy and Sustainability statement sets out the hierarchical approach to reducing regulated emissions, regulated energy use (heating, hot water and lighting), passivhaus levels of fabric efficiency and the use of photovoltaic panels will provide this.

8.1.36 The approach being taken to integrate the principles of sustainable design and construction into the proposal and the approach being taken to meet the Council's requirement for 10% renewable energy is fully supported. The proposal meets Local Plan Policy 8/16 Renewable Energy in major new developments and Condition 31 attached to the outline permission, as a 10% carbon reduction will be achieved through on-site renewables.

8.1.37 Surface and Foul Water Drainage

8.1.38 A drainage strategy has been submitted which outlines the approach for both foul and surface water drainage for the site. The overall strategy has been developed to manage surface water run off as close to its sources as possible utilising both conventional and SUDs systems.

8.1.39 A Key feature of the drainage system will be the rainwater harvesting system whereby rainwater is collected, stored and then pumped to its point of use in this development, to be used as non potable water rather than mains water in the residential and commercial uses.

8.1.40 The rain water harvesting system will use water from the brown roofs which drain towards the individual internal quad courtyards to a rill feature. These will hold a permanent level of water of approximately 250mm and will be covered by a metal grate for maintenance and safety. The rills will drain direct to the grate underneath the central green quad.

8.1.41 All adoptable and private highway drainage will be captured via permeable block paving or directly into the central SUDS feature (green quad) from the adopted highway. The use of the permeable paving with granular sub base and reed beds to the central storage area will provide a two stage SUDS natural cleansing process of the surface water run off before off site discharge via the site wide attenuation ponds.

8.1.42 A swale running alongside the commercial units adjacent to Hobsons Square will provide additional attenuation to cater for this part of the site which is fairly low level and is unable to reach the inverts of the main attenuation vessels under gravity. The green roofs of Royce, Searle and Minton will drain directly into the adjacent swale structure before being discharged via the downstream surface water network.

8.1.42 A drainage strategy was submitted with the application, which detailed the principles of the drainage system and technical details. The city council will be managing some elements of the drainage system and conditions 5, 6, 7 and 8 require all technical details and specifications to be submitted. Details of the management arrangements are set out in Table 6.

8.1.43 The City Councils Sustainable Drainage Officer supports the approach put forward with regard to the surface and foul water drainage. The SUDS elements are considered to be well integrated into the landscape proposals and the drainage principles are in accordance with the

objectives proposed in the site wide drainage strategy. The proposal is therefore considered acceptable and compliant with Cambridge Local Plan 2006 Policy 4/16.

8.1.44 Waste and Recycling

8.1.45 The waste and recycling strategy for the building has been developed in line with BREEAM, Code and RECAP principles to meet the capacities required. The residential waste will be collected via the existing City Council refuse arrangements. Refuse vehicles will enter the site using the main entrance and use the adopted tertiary street which bounds the central park at the heart of the site and access road to the north to collect the waste which will have been moved to the relevant collection points by either individual residents, estate management arrangements or by the commercial leaseholders. The high density of the site is such that a large proportion of the waste and recycling will be collected in bin stores. Careful consideration has been given to the bin store locations to ensure they all fall within the 10m drag distance required and their integration into the quad layouts. These details are discussed in more detail below.

8.1.46 Hawkes, Hill, Adams, Godwin and Maynard Keynes Quads – Residential Waste

8.1.47 For the duplex apartments in the above quads general waste and recycling storage facilities are provided in a shared communal bin store with residents dropping off their waste at the nearest bin store facility. The furthest a resident will need to walk to use the shared waste facility is 30 metres (walking diagonally across each quad) and this will only affect one unit in each quad. This is considered acceptable and in accordance with RECAP guidance, which states 30m distance as the maximum. All the bins stores are located within the required 10m drag distance of an adopted road. The estate management company will ensure that the communal bins are kept aligned to ensure easy access and tidy. All the bin stores have been designed to meet capacity and incorporate the appropriate number of bins and will be kept safe and secure with a code. This is considered acceptable.

8.1.48 All individual houses will have their own bin stores conveniently located in the undercroft parking area. Those dwellings are all located adjacent to the adopted road adjacent to the Green Quad and along the entrance road so refuse collection will take place from the threshold. This is considered acceptable.

8.1.49 Royce, Searle and Minton Quads – Residential Waste

8.1.50 The individual apartments in Royce, Searle and Minton quads have shared refuse storage and collection facilities. In all cases the refuse and recycling storage facilities are conveniently located within easy access for users and the capacity of the storage facilities is considered in accordance with RECAP guidelines. The bin storage locations for Minton and Searle are within the 10m of access points for collection by refuse vehicles.

However, one of the bin store facilities for Royce falls outside of this distance and will the bins will be moved to the collection point by the estate management company.

8.1.51 All footpaths adjacent to the bin stores will be on a level surface and the path for collection will be 1.5 metres which is suitable for access. There is some conflict with bin stores located in Hill, Godwin, Maynard Keynes and Minton where collection access is slightly limited by car parking spaces and refuse operatives will need to drag the bins along the pavement rather than have clear access into the road. The application has considered this issue but because of the density of the site the car parking has not been able to be reconfigured. On balance, it is considered that as the refuse operatives will not need to drag the bins any further, it is a more awkward manoeuvre rather than a longer distance or negotiate any high kerbs, whilst not ideal it is considered acceptable.

8.1.52 Commercial Waste

8.1.53 Refuse storage for the commercial units in Searle and Royce will be accessed separately from residential units. Individual refuse storage areas are located adjacent to each commercial unit and the bins will be moved by Management to a refuse collection area located at the northern corner of Searle close to the adopted highway for ease of collection. All bin stores can be conveniently accessed by staff via sliding doors with a code access that will be used by the management company and refuse operator to ensure they are safe and secure. A management system will be in place to ensure that the bins are moved to the refuse collection point adjacent to the main vehicular entrance. The capacity of the bin stores has been calculated and all bins are aligned and can be accessed conveniently. Once leased the commercial units may choose to use the Council waste collection services or another provider, however, collection arrangement points will remain the same.

8.1.54 The refuse and recycling arrangements meet capacity requirements and are considered to be well integrated into each of the quads and commercial units. As such, the refuse and recycling arrangements meet Cambridge Local Plan Policies 3/1 and 4/13 and the requirements of the Clay Farm Design Code 2011.

8.1.55 Residential Amenity and Environmental Health Issues

8.1.56 Though a predominantly residential scheme, four commercial units are proposed together with an electricity substation and water Plant for the CHP unit and the impact of these uses on residential amenity is assessed in turn.

8.1.57 Noise Assessment

CGB

8.1.58 A noise assessment has been provided which indicates that the main source of traffic noise impacting on the development will be to those units located in the Minton and Royce quads from the Cambridge Guided Busway which runs to the south of the proposed development. However, as the noise is intermittent and levels are considered satisfactory to not impact on residential amenity. The boundary treatment to the gardens fronting this edge and additional planting strip adjacent to this boundary will further reduce any potential noise issues.

Community Centre and Hobsons Square

8.1.59 Bedroom windows within the Searle and Royce blocks are in close proximity to the community centre within Hobson's Square. The community centre brings together a variety of uses into one building some of which may have the potential to impact on the residential amenity of these residential units, although conditions attached to the community centre permission do seek to limit any potential impact. Noise exposure on these facades has not been calculated within the application. Condition 63 of the outline permission (07/0620/OUT) requires a noise attenuation scheme detailing the acoustic noise insulation to be submitted to indicate how any potential noise levels will be limited.

Commercial Uses

8.1.60 The 1st and 2nd floor residential units within the Searle and Royce blocks above the commercial uses are likely to be the most affected in residential amenity terms by any noise generated by the uses proposed. The windows to these blocks can be opened and mechanical ventilation to these units has not been provided meaning that noise from either footfall to the commercial units or servicing may have an impact on the amenity of these residents. However, the majority of the uses proposed A1 (retail) and A2 (financial and professional services) are unlikely to generate late night noise with any footfall likely only during working hours. The hot food takeaway (A5 use) does have the potential to generate some late night noise and all units will require servicing of some kind. In order to help control the impact on residential amenity, conditions 10 and 11 will restrict the opening hours of the uses to reduce any amenity impact. Condition 13 requires a servicing strategy to be submitted which will enable the impact of any servicing to be assessed, this condition restricts the use of HGV's to smaller vehicles and will control the hours of servicing. Condition 63 of 07/0620/OUT requires the provision of a noise insulation scheme for the floor levels between the residential and commercial uses to be submitted to further limit and impact on residential amenity.

Water Plant and Electricity Substation

8.1.61 A water plant is required as part of the rainwater harvesting and CHP system and is located on the ground floor of the Royce quad. An electricity sub station is located on the ground floor of the Searle block. This is a shared facility serving the development site and the community centre. These plant rooms are not located adjacent to any habitable

rooms and conditions 62 and 63 of the outline permission limits any plant noise levels and requires noise insulation details to be submitted.

Odour

8.1.62 The A5 use (hot food takeaway) will be located at ground floor level within the Royce block. A ventilation and extraction statement has been submitted and this concludes that the ventilation exhaust shall be incorporated into the building design and will discharge at the roof top and this information is acceptable at this stage. However, this will not be sufficient alone to contain odours and depending on the type of cooking adequate layers of filtration will also be required. As such Condition 30 of 07/0620/OUT will apply which requests further extraction specifications to be submitted prior to the development of the commercial units. The details submitted will need to meet the requirements of Annex B and C of DEFRA guidance on the control of odour and noise from commercial kitchen exhaust systems.

Air Quality

8.1.63 There are considered to be no issues with regard to air quality.

Contamination

8.1.64 Intrusive investigations were previously undertaken on the proposed community centre site as part of the site wide Clay Farm investigations during the outline application stage. The investigations have confirmed the absence of significant contamination from the site. During the pre-application stage of the proposal the environmental health officer responsible for contaminated land officer provided comments on the outstanding information required to discharge condition 57 of the outline permission and further information was provided by the applicant with the application which is acceptable. However, some parts remain outstanding and this information will need to be provided prior to commencement of development.

Construction Management

8.1.65 The proposal shares boundaries with existing properties on Foster Road and with the Foster Road allotments. Therefore control of the construction process will be need to be managed carefully to ensure that the impact on residential amenity is minimised. Conditions 59 and 60 of the outline permission requires the submission of a detailed construction management plan prior to the commencement of development and will include hours of working and details of construction traffic routes to ensure that any impact on residential amenity can be assessed and controlled.

8.1.66 Subject to the attached conditions the proposal is therefore considered acceptable in terms of environmental impacts and in accordance with Cambridge Local Plan 2006 policy 4/13 which seeks only to permit development which does not lead to significant adverse effects on health,

the environment and amenity from pollution or which can minimise any significant adverse effects through the use of appropriate reduction or mitigation measures.

Public Art

8.1.67 The Clay Farm Public Art Strategy (November 2010) does not require the provision of public art on this site, given its density and proximity to the community centre and public art on Hobsons Square.

Scheme Management and Maintenance

8.1.68 An estate management company will be formed to provide services to residents of both tenures to ensure that the development is maintained to a high standard. This will include the upkeep of un-adopted roads and sewers, landscape, car parking management and enforcement, green roofs, rainwater harvesting system, PV Panels, waste management for commercial units, door entry systems and internal and external common areas and unadopted roads and Table 2 provides further details. Access to the internal quad areas will be provided via the entrance vestibules. This management company will also manage the affordable units. The City Council's Housing Strategy Team is still finalising the exact details of these requirements.

8.1.69 The main access road into the site and around the central green will put forward for adoption by Cambridge County Council. All other streets are non adoptable and will be managed by the management company.

Table 6: Management Strategy

Area to be Managed and Maintained	Management Responsibility
Main vehicle access into the site and road around the Central Green Quad Street lighting on adopted roads	Cambridgeshire County Council
Foul water networks	Anglian Water/Estate Management Condition 6 requires details to be submitted.
Upkeep of non adopted roads Lighting on non adopted roads Upkeep of non adopted sewers Building maintenance and management arrangements Maintenance and management of all landscape elements Central quad rill area Car parking management and enforcement Operating, maintenance, metering of communal plant such as boilers	Estate Management Company

for district heating and boosted water system Green/brown roofs PV panels Waste management for commercial units Snow and ice removal Window cleaning Door entry systems Car park gates Internal and external common areas Non adopted drainage features Rainwater harvesting system Communal bin stores to ensure they are kept aligned and tidy	
Landscape (apart from the central rill) and central drainage tank in the Green Quad Drainage storage crate underneath Central Green Quad Affordable units	Cambridge City Council The Council will retain the freehold of all of the affordable housing and the commercial units on the site.

8.0 **CONCLUSION**

The Quad Scheme will be a highly sustainable, high quality, mixed use development for the Southern Fringe which is well integrated with the adjacent community centre and neighbourhood square.

The proposed development accords with the wider site parameter plans and the Clay Farm Design Code 2011 approved for the outline permission (07/0620/OUT) and Cambridge City Council Local Plan (2006) policies and is therefore considered acceptable.

9.0 **RECOMMENDATION**

APPROVE subject to the following conditions:

<p>1. Approved Plans</p> <p>The development shall be carried out in accordance with the following approved drawings and technical documents as outlined on the decision notice.</p> <p>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.</p>
<p>2. Letter boxes</p>

No development of Royce, Searle and Minton quads shall commence until details of how the letter boxes will be made accessible to non residents have been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out incorporating the approved details.

Reason: In the interests of the accessibility of the postal facilities (Cambridge Local Plan (2006) policies 3/7 and 3/12).

3. Fire Hydrants

No development of a residential building shall commence until a scheme for the provision of fire hydrants have been submitted and approved in writing by the local planning authority. The approved scheme shall be fully operational prior to the first occupation of the development/phase, or as agreed in writing with the local planning authority. No development shall take place otherwise than in accordance with the approved scheme.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors (Cambridge Local Plan 2006 saved policies 3/7, 3/12, 8/18 and 9/3).

4. Interim Parking Arrangements

Prior to the occupation of any dwelling, details of the Interim Parking Management Arrangements (prior to any formal adoption) for the Highway shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) how parking within the development is to be managed and controlled so that it occurs within designated vehicular parking bays;
- b) how the proposed measures are to be publicised to potential purchasers;
- c) how the subsequent enforcement of parking that occurs outside designated vehicular parking bays is to be managed;
- d) what transitional arrangement will be put in place and secured with the Highway Authority to ensure that such arrangements or similar continue.

Prior to the use of any highway for access to a residential property, the submitted Interim Parking Management Arrangements shall be implemented in accordance with the approved details.

Reason: To avoid the proliferation of parking across the site that is uncontrolled and can limit the proper functioning of the site, to ensure that parking management of the site is consistent at an early stage in its development, in the interests of sustainable travel choice and to ensure that the site does not become a parking refuge for commuters (Cambridge Local Plan policies 3/1, 3/7, 8/2 and 8/11)

5. Surface and Foul Water Drainage and Rainwater Harvesting

Prior to the commencement of the development, apart from any enabling works agreed by the Local Planning Authority, full construction details and

specifications for the surface and foul water drainage and rainwater harvesting shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the details for the foul and surface water rainwater harvesting scheme are acceptable by the Local Authority. (Cambridge Local Plan 2006 Policies 3/7 & 3/11)

6. Drainage Management Arrangements

Prior to the commencement of the development, apart from any enabling works agreed in writing by the Local Planning Authority, a plan indicating the management arrangements for each element of the drainage infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason : To ensure the management arrangements for the site drainage system are satisfactory (Cambridge Local Plan 2006 Policies 3/7 & 3/11)

7. Permeable Paving

Prior to the commencement of development, apart from any enabling works agreed in writing by the Local Planning Authority, full construction, specification details and calculations for all adoptable areas with permeable paving shall be submitted indicating that these areas will meet the relevant British Standard BS 7533-13;2009 to be trafficked by refuse vehicles. These details shall be approved in writing and implemented in accordance with such approval.

Reason: To ensure that the construction details of the permeable paving are built to adoptable standards (Cambridge Local Plan 2006 Policies 3/7, 3/11)

8. Swale & Bridges over Swale

Prior to the commencement of the development, apart from enabling works previously approved in writing by the Local Planning Authority full construction details of the swale and bridges to include planting plans and sections shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the details of the swale and bridges are satisfactory. (Cambridge Local Plan Policies 3/11, 3/8).

9. Tree Pits

Prior to the commencement of development the details and specifications, for tree pits for all ground floor trees in Royce and Searle (podium structures) including those for the root barriers/protection to adjacent hard

<p>surfaces and foundations shall be submitted and approved by the Local Planning Authority.</p> <p>Reason: To ensure that the details and specifications of the tree pits are satisfactory (Cambridge Local Plan 2006 Policies 3/11 and 4/4)</p>
<p>10. Opening Hours - A5 Use</p> <p>The opening hours shall be between 09.00 hrs and 23.00 hrs Monday to Sunday</p> <p>Reason: In the interests of the amenity of nearby residents and occupiers (Cambridge Local Plan 2006 Policies 4/13 & 8/10)</p>
<p>11. Opening Hours - A1 & A2</p> <p>The opening hours shall be between 07.00 hrs and 23.00 hrs Monday to Sunday</p> <p>Reason: In the interests of the amenity of nearby residents and occupiers (Cambridge Local Plan 2006 Policies 4/13 & 8/9)</p>
<p>12. Shopfronts</p> <p>Prior to the occupation of the commercial uses, large scale drawings of all joinery (doors, window frames, etc.) and other elements of the shopfront shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4 and 3/12)</p>
<p>13. Servicing Strategy for the Commercial Units</p> <p>Prior to the commencement of development, apart from enabling works agreed in writing with the local authority, a detailed servicing strategy shall be submitted to indicate how the commercial units (A1 x 2, A2 and A5) shall be serviced. The strategy shall include the following details;</p> <ul style="list-style-type: none"> a) A plan which identifies waiting/loading/collection bay(s) for the delivery/ servicing vehicles visiting the commercial units. b) A tracking (swept path analysis) drawing showing the anticipated route of the delivery vehicles to the loading bay(s) identified in criterion (a). This analysis should show the path of the largest capacity vehicle anticipated whilst complying with criterion (c) below, along with the walking route from the loading bay(s) to the commercial units.

- c) The units shall not be serviced by Heavy Goods Vehicles (HGVs)
- d) Confirm there will be no deliveries or collections to or from the commercial units outside the hours of 07.00 hrs and 21.00 hrs Monday – Saturday and there shall be no deliveries outside the hours of 09.00 hrs and 13.00 hrs on Sundays and public holidays.

The deliveries and collections for the commercial units shall be carried out in accordance with the approved servicing strategy.

Reason: In order to secure an appropriate means of access for collection and deliveries to the commercial units, to ensure highway safety and to protect residential amenity (Cambridge Local Plan 2006 Policies 3/6, 3/7, 8/2, 8/9)

14. Lighting

Prior to the commencement of a residential building, a detailed outdoor lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall specify the method of lighting (including details of the type of lights, orientation/angle of the luminaries, the spacing and height of lighting columns/fixings), the extent/levels of illumination on adjacent land through the submission of an isolux contour plan and measures to be taken to contain light within the curtilage of the site. No apartment buildings facades shall be lit by up-lighting. The scheme shall be implemented in accordance with approved details.

Reason: In the interests of visual amenity and to ensure that the development will not result in unacceptable light pollution (Cambridge Local Plan 2006 policies 3/11, 4/13 and 4/15).

Informatives

All relevant outline conditions apply 8, 15, 29, 30, 33, 34, 36, 37, 52, 53, 57, 58, 59, 60, 61, 62, 63, 64 & 65

To satisfy the relevant outline conditions 07/0620/OUT (Odour/Fume Filtration/Extraction), details should be provided in accordance with Annex B and C of the “Guidance on the control of Odour and Noise from Commercial Kitchen Exhaust Systems” prepared by Netcen on behalf of the Department for Environment, Food and Rural Affairs (DEFRA) dated January 2005 available at <http://webarchive.nationalarchives.gov.uk/20130123162956/http://www.defra.gov.uk/environment/quality/noise/research/kitchenexhaust/documents/kitchenreport.pdf>

Dust informative

The demolition phase may give rise to dust and therefore the applicant is advised to ensure that appropriate measures are employed to minimise the spread of airborne dust from the site. Further guidance can be obtained from:

- Council's Supplementary Planning Document – "Sustainable Design and Construction 2007":
https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/SustainComSPD_WEB.pdf
- Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils:
http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp

Plant noise insulation

To satisfy standard condition C62 (Noise Insulation), the rating level (in accordance with BS4142:1997) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L_{90}) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises. Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

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

Lighting

To satisfy the lighting condition the artificial lighting scheme for the approved use shall include details of any external lighting of the site such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises both on and off site. This information shall include layout plans / elevations with luminaire location annotated, full vertical and horizontal isolux contour maps, hours and frequency of use, a schedule of equipment in the design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact off-site and at proposed residential premises and at artificial light sensitive premises in

accordance with the Institute of Lighting Engineers 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011'.
Advice from the Council's Biodiversity Officer and the Highway Authority should also be sought.

Contaminated Land Guide Informative

The Council's document 'Developers Guide to Contaminated Land in Cambridge' provides further details on the responsibilities of the developers and the information required to assess potentially contaminated sites. It can be found at the City Council's website on

<http://www.cambridge.gov.uk/ccm/content/environment-and-recycling/pollution-noise-and-nuisance/land-pollution.en>

Hard copies can also be provided upon request.

Contact details

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APPENDIX A: GOVERNMENT AND ADVICE

National Planning Policy Framework (NPPF) March 2012

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making

Supplementary Planning Documents and Material Considerations

Cambridge City Council (May 2007) – Sustainable Design and Construction

Cambridge City Council (January 2010) – Public Art

Cambridge City Council (January 2008) Affordable Housing SPD

Material Considerations

Cambridge Southern Fringe Area Development Framework (January 2006)

APPENDIX B: SUPPLEMENTARY PLANNING DOCUMENTS AND MATERIAL CONSIDERATIONS

Supplementary Planning Documents

Cambridge City Council (May 2007) – Sustainable Design and Construction
Cambridge City Council (January 2008) - Affordable Housing
Cambridge City Council (January 2010) – Public Art
Cambridge City Council (2010) – Cycle Parking for New Residential Developments

Material Considerations

Cambridge Southern Fringe Area Development Framework (January 2006)

APPENDIX C: INTERNAL CONSULTATIONS

Consultee	Comment on further Amendments/information submitted (where appropriate) received on the 22.09.14 and 21.10.2014	Comment on original submission
Housing		<p>The tenure plan accords with the Councils SPD of 75% rented and 25% intermediate.</p> <p>The high density of the development with 50% affordable housing has given rise to some clustering issues. The Council's Affordable Housing SPD confirms cluster sizes of between 6 to 25; however 2 blocks are clusters of 26 and 27 affordable homes with another block containing 30 affordable homes. Given that this application is providing 50% affordable housing at a high density level trying to meet all the Council's planning obligations has meant a compromise on the cluster sizes for the affordable housing has been made and Strategic Housing is happy to accept the cluster sizes on this application.</p>
Landscaping & Arboriculture (incorporating Streets and Open Spaces comments)	<p>A more simplified landscape scheme is supported. The landscape management and maintenance plan has been updated. A condition requiring tree pit details should be applied.</p> <p>Additional information was submitted on the 22.10.14 and landscape and streets and open spaces officers are satisfied all details are now acceptable.</p>	<p>Further information and construction details are required for the podiums, courtyards, together with detailed specifications, planting plans and the automated irrigation specification and maintenance.</p>
Sustainability	<p>A plan indicating the location of the green and brown roofs has been provided and all details with regard to sustainability are acceptable.</p>	<p>The scheme is supported but the officer is concerned that the green roofs and rainwater harvesting may be designed out because of technical difficulties.</p>
Sustainable Drainage	<p>Further information has been provided and the drainage officer now supports the application subject to conditions.</p>	<p>An objection is made to the application due to a lack of information about the rainwater harvesting element and its adoption, the landscaping in</p>

		<p>association with this, details of the drainage elements in the Central Quad, the use of the grate beneath the swale which is not supported, confirmation that any permeable paving will be capable of being trafficked by refuse collection vehicles.</p> <p>Inconsistencies should be amended, an EA protocol be provided and justification for green roofs not being acceptable.</p> <p>Further comments dated 01/09/14 to further drainage information provided; rainwater harvesting info is still required, together with details of the tanks, rills, grated channels in the green quad, and provision of green roofs.</p>
Cycling and Walking	Clarification has now been provided. The addition of a low kerb between the footway and car parking is acceptable.	The design is supported but there are a few concerns regarding the cycle links to the CGB, clarification with regard to links to the square and access to the cycle parking to the rear of the garages is quite narrow.
Environmental Health	A further boundary treatment has been included in order to minimise noise from the CGB and this is considered acceptable.	<p>The environmental health officer has made a number of comments regarding the potential impact of noise from the CGB, community centre/Hobson's Square and commercial uses and is satisfied with the information provided by the applicant at this stage, subject to further information being submitted under conditions 30, 62 and 63 of the outline permission.</p> <p>C57 – Contamination – The application has provided sufficient information to discharge parts a-c of this outline condition.</p>
Urban Design & Conservation	Additional information provided in response to the urban design officer comments. A further meeting was held on the 7 th Oct and further information submitted. The scheme is now	The overall approach to the design concept of QUAD is supported. However, a number of issues need resolving with regard to provision of a design code compliance statement, 3D views, shadow analysis, elevational details ROW and levels and

	supported by urban design officers.	further information provided before it is acceptable.
Waste & Recycling	Further clarification has been provided and all outstanding waste issues have now been addressed.	The application is supported subject to a number of issues being addressed. These include, clarification of furthest distances from bin stores, reconfiguration of bin store access, the responsibilities of the estate management strategy and bin numbers.
Access	Further clarification was provided with regard to concerns raised but as fire fighting lifts will not be provided the objection still stands.	The access officer objects to the scheme on the basis that the homes should be built to Lifetime standards and Part M of building regs and does not provide information on how wheelchair users will escape from a flat in the event of a fire, the car parking spaces should be located closer to entrances and how will visually impaired people way find.
Ecology	Further information was included and additional information provided with regard to the location of bat and bird boxes. No objection.	No objection but clarity is required regarding the planting and maintenance of the ponds which should be referred to as reed beds and the location of bat and bird boxes.

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

APPENDIX D: EXTERNAL CONSULTATIONS

Consultee	Comment on Amendment (where appropriate)	Comment on original submission
Cambridgeshire Fire and Rescue Service	N/A	The Fire Service has asked for their standard fire hydrant condition to be applied to any approval.
Police Architectural Liaison Officer	The combined lobby and cycle store is now considered acceptable. No objection.	No objection but has made a number of comments relating to; communal entrance and access doors which should meet SBD minimum standards and access control is required to ensure cycle security and maintenance access for the shared lobby accessing stairways and lifts together with better surveillance. External mail boxes could resolve the requirement for a trade button. Cycle storage arrangements are accepted within duplex entrances of Royce, Searle and Minton. However, the cycles parked within a shared lobby accessing stairways and lift will not provide enough security despite the doors meeting SBD requirements (response dated 16.09.14)
Cambridgeshire County Council		The Right of Way Officer has objected to a reduction in the width of the existing Right of Way which runs along the western boundary of the development.
Highways Authority	County Highways have no comment to make.	County Highways have no objection.
Ministry of Defence Safeguarding –		No objection.

Cambridge Airport		
Natural England		No objection

*The above responses are a summary of the comments that have been received.
Full details of the consultation responses can be inspected on the application file.*

APPENDIX E: NEIGHBOUR AND OTHER REPRESENTATIONS

The owners/occupiers of the following addresses have made representations:

	Comment on Amendment (where appropriate)	Comment on original submission
124 Foster Road	The neighbour has provided a further reiteration of her points on the application.	The neighbour objects to the planning application because of its impact on biodiversity because of its impact on existing wildlife corridors, the design of the development which is considered 'soulless', the lack of a gateway to the existing allotments, the impact of light pollution, integration of the new community and concern that the development does not encroach on the strip of green land next to the CGB is not built on.
Foster Road Allotment Society	One further comment made with regard to the provision of details with regard to the decorative gateway to the allotment should be provided.	The society support the application and have been in discussion with the developers and agreed a way forward to minimise impact on the allotments by; providing a new fox proof fence along the adjacent fence, to provide information to residents about the allotments and using dog litter bins. However, they are concerned that provision has not been made to; increase the width of the planting to the boundary at the end closest to Foster Road and protect the false acacia tree, and

		to discuss the lighting scheme in advance of the application.
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The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

APPENDIX F: OUTLINE CONDITIONS

NO DEVELOPMENT TO COMMENCE

Number	Condition	Decision/ Date
5	Phasing Plan approval	JDCC Jan 2011
6	Design Code approval	JDCC Feb 2011 Final discharge May 2011
11	Green corridor (Strategic) approval	JDCC Nov 2010
23	Allotments & Comm Gardens	JDCC Nov 2010
38	Strategic site surface water strategy approval	JDCC Mar 2011
40	Ground water	November 2010
41	Ecol Cons Man Plan approval	October 2010
57	Contaminated land assessment	January 2011
58	Strategic CEMP	September 2011
69	Archaeology	Fieldwork completed and Assessment Report approved.

APPENDIX G: DESIGN CODE COMPLIANCE

This application has been developed in accordance with the parameters as set out in the Clay Farm Design Code and approved by Cambridge City Council May 2011. The applicant has submitted a Design Code Compliance Statement which sets out how the development accords with the development.

Page	Design Code Requirement	Proposed scheme – compliance with Design Code
12	Land Use - Local Centre	The proposal includes a mix of residential and 540 sqm of commercial space which is consistent with the land use requirements for the local centre.
13	Block Structure	The block structure is consistent with that for the Hobsons Square character area and provides a sense of enclosure for Hobsons Square
27-29	Residential and Visitor Car Parking –	Parking is provided in a variety of different configurations around the development. This includes on street parking, on plot parking under building structures and in landscaped parking courts. All parking is overlooked and subject to natural surveillance. Parking throughout the development is allocated with the exception of visitor spaces. Visitor parking for cars and motorcycles is in shared public on street parking spaces consistent with design code requirements.
36	Street Furniture	Street furniture will be selected in accordance with the Design Code and will be robust and easy to maintain.
37	Landscape – Trees in parking areas	A distinct and legible landscape hierarchy is proposed which is created through the careful selection and specification of species and the design of spaces. The palette of proposed plants and trees will contribute to the character of the area.
41	Youth and Children’s Play strategy	The proposal is in keeping with the youth and play strategy and provides a LAP in the Central Quad with natural play features.
42	Surface Water Drainage	A comprehensive SUDS drainage system is proposed.
44	Waste and Recycling:	All bins area discreetly and securely located in easily accessible locations.
45	Utilities	An electricity sub station has been incorporated discreetly into the proposal. This will also provide electricity to the community centre.
46	Sustainable Development	The scheme will be highly sustainable meeting Code Level 5 requirements in keeping with key principles for this area of the Clay Farm scheme.
	CHARACTER AREA - HOBSON SQUARE	
	Building design principles	The materials in this character area will be predominantly contemporary in nature with stronger bolder colours and the proposed scheme is in keeping with this.
78	Key Parameters	The residential development at the western boundary adjacent to existing properties should be sympathetic in scale with existing properties. In this area it is 2 storeys in keeping with the design code.
82	SUB-CHARACTER AREA – Trumpington Edge	
86	Building Plots and typologies	The proposal is in keeping with design code principles being predominantly apartment accommodation reducing in scale and massing along the western boundary with the existing settlement. All proposed roofs are flat in keeping with the character area, these will incorporate PV panels, green and brown roofs. The proposal features mainly apartments with some houses along the western boundary. Gaps between buildings are minimal with central courtyards containing podium parking. This is in accordance with the design code.
88	Streets, Public realm and landscape	A clear logical hierarchy of tertiary streets, green lanes and mews are proposed throughout the development. Road materials have been selected to accord with the Local Authority Adoption Criteria. The street hierarchy meets that proposed together with the planting schedule and species.

APPENDIX H: CAMBRIDGESHIRE QUALITY PANEL COMMENTS

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Clay Farm Parcel 21

Date: 26th September 2013

Venue: Marketing Suite, Cambourne Business Park, Cambourne

Time: 13:15 - 16:15

Quality Panel Members

Simon Carne (Chair)

Canda Smith

George Hazel

David Pritchard

Meredith Bowles

Panel secretariat and support

Judit Carballo (Cambridgeshire County Council)

James Tipping (Cambridgeshire County Council)

Local Authority Attendees

Kirsty Carmichael (Principal Planning Officer, Cambridge City Council)

Glen Richardson (Head of the Joint Urban Design and Conservation Team,
Cambridge City Council)

Applicant and Representatives

Teresa Borsuk (PTEa Architects)

Sarrah El Bushra (PTEa Architects)

Colin Raymond (PEP Consulting Engineers)

Sam Archer (AECOM)

Robert Myers (Robert Myers Associates)

Joanna Thorndike (Hill Residential)

Nick Parkinson (Hill Residential)

1. Scheme description and presentation

Architect/Designer	PTEa Architects
Developer	Hill Residential
Planning status	Pre Reserved Matters

2. Overview

Clay Farm Parcel 21 is located within the Clay Farm site which forms part of the Southern Fringe expansion of Cambridge, to the south west of the community building and to the north of the guided busway. The site lies within Hobson's Square character area.

Outline approval has been granted for up to 2,300 houses, community, sports, recreation and education facilities and open space on the Clay Farm site.

Clay Farm Parcel 21 comprises:

- A maximum of 209 new homes and 540m² of commercial/retail space (A1, A2, A5 uses).
- 50% of the homes are to be affordable housing.
- The new residential accommodation is to achieve a minimum of Code for Sustainable Homes Level 5 and the commercial/retail designed to BREEAM Excellent standard.
- A Sustainable Urban Drainage system with a minimum of two treatment stages before the surface water is discharged from the Development Site.
- There is to be a post completion process to monitor the implementation of CoSH, BREEAM and the sustainable drainage.

Cambridge City Council noted that the scheme is moving forward positively, supported by two pre application discussions held on 11th July 2013 and 17th September 2013. Officers support the overall concept design of the scheme and the innovative design approach being taken.

Cambridge City Council owns the freehold of approximately 6.75 acres of land at the centre of Clay Farm. The "Quad" proposal will be approximately 4.35 acres. Members are promoting this City Council owned site to deliver the Council's vision for the City:

- Caring for the planet
- A good place to live, learn and work
- Where people matter

A Reserved Matters application is scheduled to be submitted in November 2013, aiming to start construction by late spring 2014.

3. Cambridgeshire Quality Panel views

Introduction

The Panel welcomed the Council's vision for the Development site and supported the Quad concept of the scheme. The Panel welcomed the opportunity to see this scheme at such an early stage. Quality Panel involvement early on provides an excellent opportunity to ensure that the Quality Charter principles are embedded into the scheme and can then be taken through to the more detailed planning stages.

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

Community

The Panel were very supportive of the Council's vision and the ways in which the "Quad" concept addressed it. The Panel welcomed the manner in which all dwellings are designed to lifetime home standards, the minimisation of lifts and maintenance costs through the design of the affordable apartments, and the even distribution of affordable and market dwellings within the Quads. Where there are mixed tenure Quad blocks, the Panel questioned how the management between affordable and market housing will be undertaken.

The Panel noted that there are no requirements for a formal children play area in this development parcel, however the Panel welcomed the inclusion of shared semi-public green spaces for all ages to enjoy. It was acknowledged that formal play areas will be provided throughout the wider Clay Farm development.

Connectivity

The Panel highlighted the favourable location of the development within easy access to Cambridge Guided bus, bus services, cycling and walking access to Cambridge centre, Trumpington Village and Addenbrookes.

Given the excellent levels of public transport, the Panel were concerned that car parking was tending to dominate parts of this particular development. The Panel understood that parking was proposed at a maximum level but that only 2 car club spaces were proposed.

Given the Council's aspirations, the high level of affordable units and the potential to develop an exemplary scheme, the Panel strongly recommended that the amount and layout of car parking be reconsidered. Specific recommendations included:

- Reduction in parking spaces, particularly on the west and south boundaries. These are remote from dwellings, leading to increased traffic movement on the streets.
- Increase the numbers of car club spaces
- Consider offering free membership to car club for the first residents occupying the development and a bonus for public transport use.
- In removing parking spaces, additional car club spaces should be considered.

The Panel noted that there are a number of SMART technology solutions currently being developed (e.g. smart parking, smart mobility) and recommended that these were investigated further and encouraged. This could be an exemplar model for the rest of the Clay Farm development.

The Panel noted that there had been changes from the initial competition entry to the current scheme. These were not all welcomed and reconsideration of the earlier scheme was recommended. Specific points included:

- The provision of parking spaces on the north east and south east corners, which reduced the sense of enclosure to the scheme
- The relationship to the Community Building. This reduced the sense of enclosure to the Community Centre's main entrance.
- The quantum of car parking at this location could undermine the quality of that entrance.
- How the space around the large tree to the east of the main green square would work was not convincingly argued.

The Panel noted that the applicant had already liaised with the Community Centre promoters. This relationship should be reinforced and lead to a more favourable outcome.

Car parking doesn't have to be on streets to be successful, although having 'on road' parking is not detrimental to the development. It was also suggested by the panel that continental Europe should be looked to for good examples of parking integrating with residential developments.

The Panel also noted that the relationships between the Quads to the East of the development should be reconsidered in the light of comments on the car parking and spatial leakage.

Character

The Panel highlighted the consistency of the Quad scale and variety of internal space. The Panel considered this had been very well planned with individualistic squares hidden within the quads that are commonly found in Europe.

The Panel were supportive of the initial competition scheme and welcomed the quality of the materials suggested, including the range of varying colours that would provide a distinctive character. The development of elevations and the suggestion that the materials might change to lesser quality options was not supported. It was stressed that a long life and high quality of material and detailing was essential. The Panel have no doubt that this can be achieved. Particular praise was given to the 'inside-outside' contrast to the Quads. The Panel recommended getting the right balance between variety and individuality as too much colour could blight the design. The Panel acknowledged the aspiration that materials would be locally sourced were practicable. The Panel were supportive of the way in which elevations were developing to respond to orientation.

The Panel noted the importance of ‘naming’ in providing an identity and sense of place. The Panel also welcomed the naming of Quads after famous Cambridge people.

The Panel noted the minor adjustments in the scale of the public green space, since the initial scheme presented to the competition. The original scheme submitted to the competition was preferred.

Climate

The Panel were very supportive of the Climate Strategy planned for this development and their aspirations to achieve Code level 5. It is understood that different sources of energy are being considered, but gas is seen as the appropriate fuel. The change from a central gas boiler for each Quad to individual boilers for each unit was noted and the resulting requirement for flues might adversely affect the overall appearance.

The incorporation of drainage systems including the use of swales was welcomed by the Panel.

The Panel noted that the land promoter is still open about who will be managing the site.

The Panel welcomed the proposal to use a “soft landings” approach to the early years of the development. The proposal to develop a separate site with a typical group of units in advance of the main build was also noted and welcomed.

4. Conclusion

The Panel were very supportive of this scheme. Of particular praise was the initiative of doing something both different and also well argued, which manifested into the exemplar “Quad” design concept. There were some questions about the definitions of spaces provided, but otherwise the scheme was considered excellent.

The Panel highlighted that the site is very well connected providing a variety of sustainable transport options. The Panel also considered that the exemplar scheme has a very simple concept in a very sustainable location.

The biggest concern raised by the Panel was the quantum and layout of parking. It was suggested that consideration should be given to either reverting to the initial competition scheme or preferably making a radical change to the overall parking numbers. How will the proposed parking arrangement work in relation to vehicle movement within the scheme?

The development of a sense of Community in the development should be strong. This aspect seems to have been very well considered. The Quad concept could provide a new model for this form and density of development.

The Panel made the following specific recommendations (further details of which can be found above):

- Address parking design, numbers and siting.
- Consider variety of materials for the quads. Too much and too different may detract from the quality of the scheme.
- Offer public transport bonus or free car club membership for residents when they first move into the development.
- Liaise with Clay Farm Community Centre about the interface at car parking located to the north east of the site.
- Revisit the layout of the initial competition scheme.

The Panel welcomes the intention of the applicant to return to the Panel at a later stage with more detailed proposals. It was also recommended that the returning scheme could be programmed with a return for the Community Centre, which is working on a similar timetable.

On-going Panel input is important and will help to refine and develop the general principles, which are being set out in this review.

APPENDIX I: CAMBRIDGESHIRE QUALITY PANEL COMMENTS

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Clay Farm Parcel 21, “The Quad”

Date: 6th May 2014

Venue: Council Chamber, East Cambridgeshire District Council, Ely

Time: 13:30 - 16:00

Quality Panel Members

John Worthington (chair)

David Prichard

Lynne Sullivan

George Hazel

Steve Platt

Simon Carne

Panel secretariat and support

Judit Carballo – Cambridgeshire County Council

James Tipping – Cambridgeshire County Council

Nicholas Wyke – Cambridgeshire County Council

Local Authority Attendees

Kirsty Carmichael - Principal Planning Officer, Cambridge City Council

Jonathan Brookes – Principal Urban Designer, Cambridge City Council

Applicant and Representatives

Alan Carter – Head of Housing and Strategy, Cambridge City Council

Teresa Borsuk – Executive Director, PTEa Architects

Sarrah El Bushra – Associate, PTEa Architects

Sam Archer – Associate Director, Sustainable Development Group AECOM

Robert Myers – Director, Robert Myers Associates

Jamie Wilding – Development Manager, Hill Residential

Brian Brooks – PEP Consulting Engineers

1. Scheme description and presentation

Architect/Designer	PTEa Architects
Developer	Hill Residential
Planning status	Pre reserved matters

2. Overview

Clay Farm Parcel 21 is located within the Clay Farm site which forms part of the Southern Fringe expansion of Cambridge, to the south west of the community building and to the north of the guided busway. The site lies within Hobson's Square character area.

Outline approval has been granted for up to 2,300 houses, community, sports, recreation and education facilities and open space on the Clay Farm site.

Clay Farm Parcel 21 comprises:

- A maximum of 209 new homes and 540m² of commercial/retail space (A1, A2, A5 uses).
- 50% of the homes are to be affordable housing.
- The new residential accommodation is to achieve a minimum of Code for Sustainable Homes Level 5 and the commercial/retail designed to BREEAM Excellent standard.
- A Sustainable Urban Drainage system with a minimum of two treatment stages before the surface water is discharged from the Development Site.
- There is to be a post completion process to monitor the implementation of CoSH, BREEAM and the sustainable drainage.

Cambridge City Council noted that the scheme is moving forward positively, supported by two pre application discussions held on 11th July 2013 and 17th September 2013. Officers support the overall concept design of the scheme and the innovative design approach being taken.

The scheme previously went to the Quality Panel on 26th September 2013. The Panel highlighted a number of positive elements including the exemplar "Quad" design concept and the excellent connections of the site providing a variety of sustainable transport options. The Panel also made the following recommendations:

- Address parking design, numbers and siting.
- Consider variety of materials for the quads. Too much and too different may detract from the quality of the scheme.
- Offer public transport bonus or free car club membership for residents when they first move into the development.
- Liaise with Clay Farm Community Centre about the interface at car parking located to the north east of the site.
- Revisit the layout of the initial competition scheme.

Cambridge City Council owns the freehold of approximately 6.75 acres of land at the centre of Clay Farm. The “Quad” proposal will be approximately 4.35 acres. Members are promoting this City Council owned site to deliver the Council’s vision for the City:

- Caring for the planet
- A good place to live, learn and work
- Where people matter

A reserved matters planning application is due to be submitted to Cambridge City Council between May and June 2014.

3. Cambridgeshire Quality Panel views

Introduction

The Panel welcomed to see that the applicant had analysed and responded to the issues and recommendations received from the Quality Panel at the previous Panel meeting.

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

Community

The neighbourly friendliness of the scheme and how people will interact was questioned by the Panel. In particular, the Panel pointed out that there may be conflicts between those residing in the quads given the close proximity to each other and use of the communal space. In addition, it was also considered that the private spaces within the quads may not provide sufficient privacy given their size.

The Panel also raised matters with parking, specifically the number of allocated spaces per household, the management of those spaces and of visitors. An on-site concierge was suggested by the Panel which the developer felt was unnecessary.

The Panel noted that Cambridge City Council will manage the site initially and then transfer it privately. The applicant stated that they will probably look for a joint management with the Clay Farm Community Centre and that the “Quad Community” will be using the Community Centre facilities as much as possible.

The applicants explained that there has been a huge amount of interest from residents consulted. The dwellings are considered innovative and prospective residents are looking forward to move in.

The ambition of the City both as planning authority and developer/landlord, is that the Quad be an exemplar for development within the wider area. The Panel were pleased to see the close cooperation between the private and public sector

partners and the commitment to evaluating the development process and outcomes for others to learn from.

Connectivity

The Panel raised concerns over the level of parking provision on site and whether this meets the requirements of planning policy. The developer explained that all dwellings with the exception of 8 one bed dwellings on site would have access to at least one parking space on site. The Panel questioned whether this level of provision was sufficient given most dwellings have more than one car but was in favour of developments that are seeking to reduce car dependence. The developer explained that given the close proximity to the City Centre and good public transport connections in the form of the Cambridge Guided Busway and rail station residents would be inclined to use public transport, something the Panel expected.

The Panel questioned what parking restrictions would be used on site given the close proximity of the rail station, Addenbrooke's and forthcoming parking charges at the park and ride site. Concern was raised over how parking infringements would be dealt with and by whom. The developer explained that there will be permit parking only within the site with the majority of dwellings have secure parking. Particular concern was raised over visitor parking provision.

The Panel came up with a possible solution of leasing car parking spaces along the western boundary adjacent to the back gardens of existing properties on Foster Road so those who have them but choose not to use them can benefit. This was considered ideal for visitor parking.

Character

Lack of children play space was questioned with Panel raising concerns children will play off site in unsafe locations. The developer explained that the development would be served by nearby open space and children's play areas (LEAPs).

The materiality could be more distinctive, the timber cladding proposed was questioned by the Panel. Acknowledging this was an acceptable approach for new buildings but questioning its longevity. More details on the *ThermoWood* proposed is required, examples of the materials would have been useful.

The individuality and character of the Quads was questioned but it was accepted that they will change over time with new residents, etc. The Panel felt that examining the planning application once received in detail was essential to fully understand each Quads size and design.

A 1:50 scale drawing of the development was also considered a useful addition along with a detailed management plan for each quad to ensure each quad has its own identity and helped to understand the differences between each of the quads that is not apparent at the scale the scheme was presented to Panel.

A clear management schedule for the SUDS would be required to ensure they are not neglected.

There was some discussion about the elevations onto Hobson's Square where there were mixed views as to their success. More details were needed about materials and details of balconies, etc. to allow a better judgement to be made.

Climate

The Panel were supportive of building homes to Code For Sustainable Homes Level 5. Other efficiency measures to be considered including Grey Water Harvesting, a Water Circulating System that circulates rainwater round the system and a 'district on site heating system'.

The design of the roof elevations means the solar panels could be visible, especially by residents occupying apartments above the second floor, something the Quality Panel were keen to restrict but accept are necessary to reach CSH Level 5.

The developer questioned what 'standards' homes should be built to when the Code for Sustainable Homes standards are abolished. The Panel felt that forthcoming planning policy would reflect the new requirements. In addition, it was also recognised that some of the 'standards' would be incorporated into Building Regulations.

4. Conclusion

The Panel were supportive of the scheme and the way it has progressed since their initial review last year. The Panel applauded the landscape and the incorporation of trees, although further details are required on matters such as the specific mix of trees species and other landscaping aspects. In addition, further examples of materials being used within the development would be useful. A detailed management plan for the individual quads is required to ensure each quad has its own identity. Close examination of the planning application will be required once submitted to ensure finite details on different quads aren't missed.

The main concerns relate to car parking management and provision. How will 'illegal' parking be managed on site and by whom. Other parking concerns related to the provision of visitor parking.

The timber cladding requires further thought to ensure it does not look out of place as the development ages. Other matters that require further consideration include the water circulating system and grey water recycling.

The Panel made the following specific recommendations:

- Explore leasing car parking spaces to be included as part of a clear management strategy for overall parking provision within the site.
- Work more closely with developers within the Clay Farm developments and sharing experiences of the developments once they are completed.

Overall the Panel felt it was a good scheme and commended its design and progress.