

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 19th November 2014

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| Application Number | 14/0028/OUT | Agenda Item | |
| Date Received | 22 nd January 2014 | Officer | Sophie Pain |
| Target Date | 23 rd April 2014 | | |
| Parishes/Wards | Cherry Hinton | | |
| Site | Field at the corner of Coldhams Lane and Hatherdene Close, Cambridge. | | |
| Proposal | Outline application for up to 57 residential dwellings including houses and apartments, open space, landscaping and new access | | |
| Applicant | Phase 2 Planning & Development Ltd | | |
| Recommendation | Approval | | |
| Application Type | Major | 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

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site (1.26 ha) is a rectangular site to the north east of Coldhams Lane and to the north west of Hatherdene Close. At present the site is an arable field which is bounded on three sides by mature hedgerows and has a level change which runs from the highest point in the north west corner to the lowest point in the south east corner. Across this distance the level change is approximately 4 m.
- 1.2 To the north east and north west of the site is Cambridge Airport and the associated runways and equipment required for the operation of the airport. Hatherdene Close, to the south east is a cul-de-sac, which contains a mixture of terraced houses and flats built during the 1970's. These properties line the northern and eastern sides of the close and are no more than 2 storeys in height.
- 1.3 Further to the south east of the application site are residential properties on Rosemary Lane including a site on the corner with Coldhams Lane which was the site of a former public house. The building has been demolished and permission is sought to redevelop the land with a residential scheme including flats and houses. To the other side of Rosemary Lane are a number of single storey industrial properties which are in a variety of B1(c), B2 and B8 uses.
- 1.4 To the south of Coldhams Lane are a number of car dealerships with Coldhams Business Park located behind.
- 1.5 The site falls within allocated Site 9.01 of the Cambridge Local Plan (2006) for Cambridge East. This allocation is now covered by the Cambridge East Area Action Plan (CEAAP) 2008, a joint document adopted by both Cambridge City Council and South Cambridgeshire District Council reflecting the fact that the overall allocation sits within both administrative boundaries. The CEAAP is therefore the policy basis for the assessment of this application. However, the application site lies wholly within the City Council boundary and is in separate ownership to the wider Cambridge East land holdings. There is currently no development partner/housebuilder involved in this scheme and we cannot require that there is.

2.0 THE PROPOSAL

- 2.1 The application seeks outline planning permission for residential development not exceeding 57 dwellings (comprising houses and apartments, including affordable and key worker housing), public open space and with vehicular access from Coldhams Lane.
- 2.2 All detailed matters are reserved for later approval, although a detailed layout of the junction of the proposed access from Coldham's Lane has been submitted. In accordance with amendments made in 2013 to Article 4 of the Town and Country Planning (Development Management Procedure) Order (2010), the application does not need to contain

parameter plans indicating layout and scale where these matters have been reserved. However, two indicative plans have been submitted, which carry limited weight but show an option of how the site could be developed

- 2.3 The indicative layout plan specifies that an area of open space would be located along the north western edge of the site. The developable area would be located towards the centre of the site and south east side nearest Hatherdene Close. The indicative layout plan suggests a mixture of two and three storey buildings, with the three storey buildings on prominent corners such as the corner of the new vehicle access into the site from Coldhams Land and on the corner with Hatherdene Close.
- 2.4 The proposals are generally for the dwellings to form a built frontage along the south west, south east and north east boundaries with their associated gardens facing into the site and car parking accessed from internal parking courtyards.
- 2.5 The application is accompanied by the following documents:
1. Planning and Design and Access Statement
 2. Transport Assessment
 3. Traffic Survey
 4. Archaeology Report
 5. Access Appraisal
 6. Contamination Report
 7. Drainage and Flood Risk Assessment
 8. Ecology Assessment
 9. Tree and Hedge Survey
 - 10.Noise Survey
- 2.6 Since the original application was registered amended drawings have been received relating to the layout of the proposed access from Coldhams Lane along with a reduced site density, an amended flood risk assessment and archaeological scheme. Further consultation with relevant consultees and residents in Hatherdene Close has been undertaken and their comments are provided within appendices A & B and at section 7 of the report.

3.0 **RELEVANT SITE HISTORY**

| Reference | Description | Decision |
|------------------|---|----------------------------|
| C/84/1067 | Outline application for the erection of high density residential units and associated roadworks | Refused & Appeal Dismissed |
| C/72/0433 | Residential Development | Refused |
| C/72/0958 | Residential Development | Refused & Appeal Dismissed |
| C/78/0319 | Residential Development | Refused |
| C/63/0105 | Residential Development | Refused |
| C/68/0457 | Residential Development | Refused |

4.0 PUBLICITY

| | | |
|-----|-------------------------|-----|
| 4.1 | Advertisement: | Yes |
| | Adjoining Owners: | Yes |
| | Site Notices Displayed: | Yes |

5.0 POLICY

Government and Regional Guidance 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

Cambridge East Area Action Plan (2008) Policies

- CE/1 The vision for Cambridge East
- CE/2 Development Principles
- CE/3 The site for Cambridge East
- CE/4 The setting of Cambridge East
- CE/7 Cambridge East housing
- CE/9 Community services, facilities, leisure, arts and culture
- CE/10 Road Infrastructure
- CE/11 Alternative Modes and Parking
- CE/13 Landscape principles
- CE/14 Landscaping within Cambridge East
- CE/16 Biodiversity
- CE/17 Existing Biodiversity features
- CE/18 Archaeology
- CE/20 Public open Space and Sports Provision
- CE/22 Land drainage, water conservation, foul drainage and sewage disposal.
- CE/24 Energy
- CE/26 Noise
- CE/27 Air Quality
- CE/28 An exemplar in sustainability
- CE/32 Cambridge Airport safety zones
- CE/33 Infrastructure provision
- CE/35 Phasing north of Cherry Hinton

Supplementary Planning Documents and Material Considerations

Cambridge City Council – Open Space and Recreation Standards (2011)

Cambridge City Council – Planning Obligations Strategy (2010)
Cambridge City Council - Affordable Housing SPD (2008)
Cambridgeshire County Council – Eastern Corridor Area Transport Plan (2002)
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)

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.

Within the Draft Local Plan 2014, policy 12 acknowledges that development on the safeguarded land will only occur once the site becomes available. With the Marshall Group announcing in 2010 that they do not have a deliverable airport relocation option, they propose to remain at Cambridge Airport for the foreseeable future. As such, the draft local plan proposes to replace policies CE/3 and CE/35 of the CEAAP with this policy. With this in mind, policy 12 acknowledges that there are three areas that can come forward ahead of the relocation, this site being one. As part of policy 26 of the draft local plan, it allocates sites for various uses throughout the city. This site is allocated for residential development with a capacity for 57 dwellings or the equivalent of 45 dwellings per hectare (dph).

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

6.1 See Appendices A and B for further detail.

7.0 NEIGHBOUR REPRESENTATIONS

7.1 The following neighbours have made representations:

- 3, 6, 7, 11, 16 & 17 Hatherdene Close
- Whitlocks, High Street, Trumpington
- 31 Hinton Road, Fulbourn
- 1 address not provided

7.2 The representations can be summarised as follows:

Traffic and Highway Safety

- Traffic on Coldhams Lane would be considerable worse
- Coldhams Lane has a high level of congestion and the proposed development would affect highway safety
- Cycling facilities are poor and the provision of public transport is inadequate
- The traffic survey has not analysed the potential impact of the new development on the existing congestion at Sainsburys roundabout.
- The impact of these plans should be considered in conjunction with wider proposals for the former Rosemary Branch and larger development north of Cherry Hinton.
- There are poor cycle links with Cambridge with no on-road cycle lane and the pavement narrow and only on one side.
- Where will the overspill of car parking go to? There are existing problems in Hatherdene Close, where residents park on the side of the field.
- Insufficient frequency of public transport within the vicinity.

Residential Amenity

- Hatherdene Close is narrow and the proposed three storey structures will overshadow front gardens and remove privacy from front bedrooms
- Plans appear to provide a wall along the eastern edge of the development which would block in existing residents and add unnecessary segregation between the two communities
- Over development with 3 storey properties out of context with the established 2 storey properties on Hatherdene Close.
- The proposed development is close to the airport and the development may affect air traffic safety and it would be noisy for the future residents

Other matters

- Loss of wildlife including birds of prey
- This land has not been developed and provides a buffer between Cherry Hinton and Cambridge both for people and wildlife.

7.3 Following the submission of amendments to the application, a further period of consultation was undertaken with residents. The following comments were received from neighbours:

- 3 & 11 Hatherdene Close

7.4 The representations can be summarised as follows:

- Concerns that the proposed development will disturb and possibly destroy the habitat of bats in the local area.
- The transport assessment should have included the impact of parked cars along Hatherdene Close in the evening, particularly on the western side of the street it would demonstrate the problems with car parking in the area that will be exacerbated if further houses are built.
- Concern of the number of vehicles this development will generate and the impact on Coldhams Lane, particularly for cyclists. There are no safe cycle lanes within easy reach and the public transport is poor.
- The construction of properties on this site will lead to a loss of visual amenity for residents of Hatherdene Close, which is important to them.

7.5 Representations from two ward Councillors for Cherry Hinton have also been received. The representations can be summarised as follows:

- Overdevelopment of a small site with tall buildings of 3 storeys facing Hatherdene Close. Consideration needs to be given to the properties in Hatherdene Close and the size of their properties.
- Concerns regarding the increase of vehicles from the proposed development and the pressure that would be put on the infrastructure with the likely increase of rat running through Rosemary Lane and Church End to avoid the traffic lights. Consideration needs to be given to other developments that have been approved in the area and the industrial allocations within the proposed local plan which will all increase traffic.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

1. Principle of Development
2. Context of Site and Density
3. Transport Impact
4. Air safeguarding for Cambridge Airport
5. Noise and air quality
6. Archaeology
7. Impact on adjacent residential properties
8. Affordable Housing
9. Renewable energy and Sustainable Construction
10. Drainage and Flood Risk
11. Third Party Representations
12. Planning Obligation Strategy
13. Conclusion
14. Recommendation

Principle of Development

- 8.2 The site is located on land which is incorporated within the Cambridge East Area Action Plan (2008) CEAAP, which establishes an overall vision and development principles for the wider Cambridge East major development site.
- 8.3 Policy CE/2 specifically seeks to establish the development principles for the wider Cambridge East site which requires each outline application for each major phase to demonstrate how it will integrate into the development as a whole. This policy goes on to outline the objectives of this new urban quarter, which will bring forward between 10,000 and 12,000 dwellings.
- 8.4 Although this site is at present some distance from other parcels of land that are being developed as part of Cambridge East, this will not necessarily be the case in the long term and this site will be an important part of the wider development. The Design and Access Statement includes a diagram that acknowledges that this site will form part of a wider allocation and it demonstrates that the scheme is capable of integrating into the wider master plan and will not prejudice the development of the adjoining land. Officers consider that this diagram goes as far as it can to demonstrate compliance with the wider masterplan that forms part of policy CE/2.
- 8.5 Within the CEAAP it is recognised that land to the north of Cherry Hinton, which this application site is part of, could bring forward some limited development adjacent to the operating airport, subject to the appropriate assessments relating to environment and health impacts demonstrating that a satisfactory environment could be created.
- 8.6 Within the Draft Local Plan 2014, policy 12 acknowledges that development on the safeguarded land will only occur once the site becomes available. With the Marshall Group announcing in 2010 that they do not have a deliverable airport relocation option, they propose to remain at Cambridge Airport for the foreseeable future. As such, the draft local plan proposes to replace policies CE/3 and CE/35 of the CEAAP with this policy. With this in mind, policy 12 acknowledges that there are three areas that can come forward ahead of the relocation, this site being one. As part of policy 26 of the draft local plan, it allocates sites for various uses throughout the city. This site is allocated for residential development with a capacity for 57 dwellings or the equivalent of 45 dwellings per hectare (dph).
- 8.7 The draft local plan has limited weight at present, particularly as there are objections to policy 12 and for that reason, the CEAAP is the present development plan for this application site and that policies CE/3 and CE/35 remain extant.

- 8.8 For this reason, the principle of development complies with development plan policies CE/3 and CE/35 in that it is bringing forward residential development in an acceptable location while the airport remains operational. This is subject to the application demonstrating that the proposed density of the site is acceptable and that the environment for the future residents will be acceptable, which are discussed in the relevant technical sections of this report.
- 8.9 For this reason, the principle of the proposed land use is in accordance with the principles set out in policies CE/2, CE/3 and CE/35 of the Cambridge East Area Action Plan (2008).

Context of site and density

- 8.10 The application has sought permission for matters relating to layout, scale and design to be reserved and the subject of future reserved matters applications. However, in order to assess and determine if the proposed overall density of development is appropriate to this site, an indicative layout plan has been submitted as part of this application in terms of the maximum amount of development that would be appropriate under an outline application. The application as originally submitted was for up to 69 dwellings and a layout plan was submitted to indicate one way of achieving this density, although the plan did carry relatively limited weight in the determination of the application.
- 8.11 Broadly, the proposed layout of the site sought to locate the developable area to the south east of the site for the depth of it, with a mix of two and three storey buildings that provide both houses and flats. An area of open space was to be provided to the north west side of the site, adjacent to the internal road. There are then a number of parking courtyards within the centre of the site and associated sheds/garages.
- 8.12 While officers acknowledged that the layout plan had limited weight, concerns were expressed regarding the quantum of open space provided, the proposed massing of development and the absence of evidence to demonstrate its relationship to the surrounding residential properties of Hatherdene Close, particularly taking into consideration the 4 m level difference that falls from Coldhams Lane towards the northern point of the site. In streetscape terms, this gives the impression of the proposed buildings along the higher ridge being an additional storey in height. Concerns were also expressed relating to the inclusion of 93 car parking spaces, which lead to a dominance of car parking courts and in turn raised concerns about safety and security, particularly if the spaces are poorly related to the intended dwellings as proposed.
- 8.13 Following these comments, the approach to the proposed development was reconsidered and an amended indicative layout plan and accompanying heights plan have been submitted, along with a reduction in the numbers of units on site to no more than 57 dwellings or 45 dph, which reflects the quantum indicated within policy 26 of the emerging local plan.

- 8.14 Policy CE/7 of the CEAAP refers to proposed density of development across Cambridge East. It acknowledges that the higher densities should be around the district centre, with the lower densities on sensitive outer edges, close to villages where building heights will need to be restricted. It goes on to say that the average net site density across the urban quarter should be at least 50 dph, but that the average net housing density should be in the region of 75 dph.
- 8.15 It is recognized that this site sits to the north of Cherry Hinton and although not a village, the massing and density of existing development is lower and characteristic of its suburban location on the edge of Cambridge. For this reason, the density of the future development of this site should be mindful of this.
- 8.16 This amended indicative layout, broadly follows the same layout as before, in terms of the developable area and positioning of open space and road location, but due to the reduction of units on site, parking courts have been broken up and a larger proportion of houses have been included with their associated private gardens. Due to constraints of the airport equipment, the height of buildings on the site remain as predominantly 2 storey with some 3 storey elements. The accompanying illustrative heights plan identifies that those elements that seek three storeys will have a maximum ridge height of 10 m. However, this height is not considered in the context of the existing land levels and the overall height of the buildings will be taller than 10 m due to the land level upon which they will be built. As part of any forthcoming reserved matters application, plans will need to take into consideration an overall height of development that incorporates the existing land levels.
- 8.17 A material consideration to this application is an appeal decision relating to The Former Rosemary Branch, 503 Coldhams Lane, which is to the south west of the application site. As part of the proposals for the re-development of that site, the built form comprised of two and three storey properties, the tallest of which were on the highest part of the site, the corner of Coldhams Lane and Rosemary Lane.
- 8.18 The Inspector acknowledged that the overriding character of the area was one of modest residential scale with relatively simple form, particularly properties on Hatherdene Close. The Inspector came to the view that the stepped height of the proposed development would result in a jarred building form compared to the modest simple massing of nearby housing.
- 8.19 There are some similarities that can be drawn from the appeal site and the proposed development, particularly the proposal for some 3 storey forms on the Coldhams Lane frontage. Given the appeal decision, some caution should be exercised in the assumption that 3 storey development on this site is achievable, particularly on areas of existing land that are built up. However, given that scale and massing are a reserved matter, this would have to be assessed against the relevant planning policy and material considerations at the time of determination.

- 8.20 The layout and design of the proposed development will be determined through a subsequent reserved matters application. As part of this outline application, officers have seen sufficient information to demonstrate that the density of development proposed can be accommodated on this site within the constraints of the outline application regulations. In order to ensure that the character and context of the site is respected a condition (33) has been imposed that clarification of proposed building heights as this is also a constraint on the site due to its proximity to the airport and its operational equipment. For these reasons it is considered that the proposed development does comply with policies CE/2, CE/3, CE/32 and CE/35 of the CEAAP 2008.

Transport Impact

Introduction

- 8.21 The CEAAP 2008 emphasises the importance of sustainable travel in relation to the proposed development. Policy CE/11 states that development will be planned in order to reduce the need to travel, and maximise the use of sustainable transport modes encouraging people to use non-car modes of travel.
- 8.22 The CEAAP also identifies policies in relation to road infrastructure and relationship of the development to public transport, cycling and walking routes. Throughout the public consultation transport issues have accounted for a significant proportion of comments and concerns.
- 8.23 The site is considered to be well located with respect to existing pedestrian and cycle infrastructure. There are continuous footways present on Coldhams Lane, Norman Way and Rosemary Lane. These footways are linked by a pelican crossing at the junction of Norman Way and Rosemary Lane. The cycling network is fair with cycle lanes on Norman Way and east bound on Coldhams Lane. To the south of the site at the southern extent of Norman Way is The Tins Cycle Route that provides off-road access to the west leading to Brookfields, which provides access into the City Centre via various options. Two bus stops are adjacent to the site, one in each direction along Coldhams Lane. These are served by number 17 bus, which stops 5 times a day and does not provide a Sunday service.

Transport Assessment

- 8.24 The proposed trip generation of the development has been calculated using TRICS, a recognised transport planning database and in order to provide locational information, data from the 2011 Census, Cherry Hinton Ward has also been used. The methodology for calculating trip generation has been amended to align with the County Council methodology. Officers have accepted that the amended Transport Assessment has demonstrated that the predicted level of trips generated is accurate.
- 8.25 Local residents have raised concerns that the proposed development will exacerbate existing traffic congestion on Coldhams Lane and that this

could also be made worse to the west of the site at the Sainsburys roundabout.

- 8.26 With any residential development, it is inevitable that there will be some traffic impact, which is why Transport Assessments are required. Officers at the County Council have reviewed the Transport Assessment and consider that it demonstrates that there is no significant impact on the highway network resulting from the development.
- 8.27 Using data within the transport assessment the development will provide 485 all mode daily trips into and out of the development site. This figure incorporates vehicle, pedestrian and cyclist movements. Using the 2011 Census data for Cherry Hinton ward, it demonstrates that approximately 47% of these all mode trips will be vehicular, which equates to 229. As part of a transport assessment, particular attention is paid to the AM and PM peaks, which is when the volume of traffic on the highway network is at its highest.
- 8.28 The flow of traffic into and out of a development is typically split 80:20 directionally. This is not quite true of this development, but the figures are considered to be relatively low and as the traffic flows on Coldhams Lane vary by more than 25 vehicles from day to day, the proposed traffic from this proposed development will be absorbed into the background flow. To demonstrate using the data from the Transport Assessment, in the morning peak, 31 vehicles will be coming out and 15 will be coming in and the reverse would be true in the evening peak. Of these movements, it would be very unlikely that all the vehicles would be heading in the same direction. Given the existing flows on Coldhams Lane, this figure will not produce a significant increase on any specific traffic stream and so an assessment of the Sainsbury's roundabout under the Department for Transport guidance is considered to be unjustified.
- 8.29 Taking into consideration development within the wider area, so the recent development at Neath Farm, Rosemary Lane, officers acknowledge that each of these developments will incrementally increase average traffic flows on the network, but not to such a level that a detrimental impact could be demonstrated. The County Council have specific corridor plans whose role it is to pick up on incremental growth and provide the means for making transport improvements within certain areas by pooling financial contributions. This approach applies to this development.
- 8.30 While officers understand that residents are concerned about the existing traffic situation on Coldhams Lane, both the data provided within this application and the proposed number of units on this site conclude that the proposed trip generation created by this application site will not be significant enough to detrimentally impact the traffic flows on Coldhams Lane. It is considered that the application adequately demonstrates that its proposed impact on the local road network is acceptable and for that reason, the proposed development does comply with policy CE/10 of the CEAAP (2008).

Framework Travel Plan

- 8.31 The application does not provide a travel plan, to identify measures that would encourage future residents to reduce trips by the private car and encourage the use of more sustainable transport modes. While it would be preferential for this strategy to come forward at the outline stage, it can be developed in parallel to a reserved matters application and the requirement for this has been conditioned (37).

Car and Cycling Provision

- 8.32 The CEAAP identifies the car and cycle parking standards for the development. These are expressed as a maximum for car parking and a minimum for cycle parking.

Car Parking

- 8.33 Given that this application is for outline permission, the unit sizes have not been provided as part of this application, because the layout is to be considered under a future reserved matters application. However as part of the indicative layout plan, there is provision for 67 car parking spaces. This demonstrates that the integration of car parking has been considered, and although there are concerns about how these spaces are laid out, this concern will be addressed through a reserved matters application.
- 8.34 Comments by local residents suggested that the Transport Assessment should have included the impact of parked cars along Hatherdene Close, particularly in the evenings as this demonstrates the problems with car parking in the area, which will only be exacerbated by the proposed development. Although the vehicular access to the new development is not from Hatherdene Close, it is likely that a future layout plan will allow pedestrian and cyclists permeability between the existing and proposed developments. Indicative plans demonstrate that the site can accommodate one car parking space per unit and a level of visitor parking too. The car parking standards within the Cambridge East Area Action Plan (2008) are maximum standards and do stipulate that including visitor spaces, development should not provide more than 1.5 car parking spaces per dwelling. The detail of this issue will be considered as part of a reserved matters application, but the indicative proposals do appear to provide car parking provision that will diminish the need for Hatherdene Close to be used by future residents for car parking.
- 8.35 The proposal will be subject to the appropriate standards at the time of submission of the reserved matters application. For this reason, officers consider that the outline permission provides acceptable evidence that an acceptable level of car parking can be accommodated on this site.

Cycle Parking

- 8.36 As above, details relating to cycle parking have not been provided at this stage. Officers are aware that in order to establish a cycle culture, it is

crucial to provide adequate, convenient, secure and covered cycle parking on residential developments. This cycle parking will also need to comply with the relevant planning policy at the time the reserved matters application is submitted. Given that there are a greater number of houses in this revised scheme, there will be the opportunity to provide covered and secure cycle parking and that where there are proposals for flats, officers will ensure that cycle stores are included in the footprint of the building and provide for a range of cycles.

Junction Analysis

- 8.37 The outline application seeks approval for the formation of an access into the proposed site from Coldham's Lane. Policy CE/10 of the CEAAP identifies that Cambridge East will be accessed by all-purpose junctions from a number of existing roads, Coldhams Lane being one.
- 8.38 As submitted, the proposals sought a layout that was constrained by the introduction of a right turn lane into the site and a ghost island to the west of the proposed junction. This meant that the cycle lane, specifically the one on the northern side had a width that varied and narrowed in such a way, that there could have been a danger to cyclists. For this reason, a revised layout was submitted and has been subjected to the Safety Audit process at the County Council.
- 8.39 The revised layout eliminates the need to adjust the northern kerb-line on Coldhams Lane, removes the ghost island layout and associated pedestrian refuge, which thereby removes the curved alignment of the road on the approach to the signalised junction with Norman Way, which was of concern from a cyclist safety point of view.
- 8.40 The removal of the right turn lane means that the proposed layout has reduced the junction to a T-junction, with those turning right into the development crossing the diverging lanes of traffic that are travelling east towards the signal controlled junction with Norman Way.
- 8.41 The amended junction layout has been subject to a stage 1 safety audit and no significant issues have arisen. With the amended layout, the output of the PICADY modelling was included, which considers the capacity of the proposed junction. The auditors have reviewed this and considered that if a queue of traffic is generated by a car travelling westbound and turning right into the proposed development, then there will not be any safety implications for those using the junction of Hatherdene Close and Coldhams Lane or the signalised junction at Norman Way.
- 8.42 For this reason, it is considered that the proposed development does comply with policy CE/10 of the CEAAP (2008).

Air Safeguarding for Cambridge Airport

- 8.43 The site falls within an area referred to as an Air Safeguarding Zone and given the proximity of the application site to Cambridge Airport,

development which includes buildings of any height needs to be referred to and reviewed by the operators of the airport in conjunction with the Ministry of Defence.

8.44 The Central Aviation Authority have an agreement with Cambridge Airport that they will assess any planning application on the basis of safeguarding the safe operation of airport. Within the emerging local plan, policy 37 provides additional clarity on the purpose of the airport safeguarding. These are to take the measures necessary to ensure the safety of aircraft, their passengers and crew while taking off or landing or while flying in the vicinity of Cambridge Airport. This is achieved by assessing proposed development so as to;

- Protect the air through which aircraft fly;
- Protect the integrity of radar and other electronic aids to air navigation;
- Protect visual aids, such as approach and runway lighting, by preventing them from being obscured, or preventing the installation of other lights; and
- Avoid any increase in the risk to aircraft of a birdstrike.

8.45 Marshalls, the operator of Cambridge Airport, has objected to this application. Originally, their objection was on the basis that the northern end of the site should not be developed. This was because development within this end of the site would significantly compromise the efficiency of the Instrument Landing System (ILS) to the detriment of the safe operation of the runway. This system includes a piece of equipment called a localiser 23 which is at the south west end of the main runway, to the south west of the application site. This is an important piece of equipment for arriving aircraft and assists Air Traffic Control and pilots.

8.46 There is also a Primary Surveillance Radar (PRS), whose radar head is located about 600 m to the north east of the application site. The operation of this radar can be prejudiced by the height of built structures. Across the application site built structures in excess of 10 m near its northern end and 12 m near its southern boundary may interfere with the operation of the PSR.

8.47 Following the submission of the revised information, which included on the site plan the area of land which should remain free of development, Marshall's have acknowledged that this indicative layout has responded to their earlier objections and that the maximum heights protect the operation of the PRS. Furthermore, the layout and positioning of buildings also respects the safeguarding needs of the ILS, albeit that through the future reserved matters application the height and position of buildings will need to be carefully scrutinised to ensure that they continue to respect the constraints of these pieces of equipment.

8.48 With regards to this application for outline permission, there is no reason on the basis of air safeguarding that the application should be refused. However, the details explained above do present considerable constraints

on the developable area of land as well as an upper limit upon the building heights too. For this reason, these constraints will need to be taken into consideration at a reserved matters stage where scale and layout are to be determined.

Noise and Air Quality

- 8.49 Policy CE/35 of the CEAAP allows limited residential development adjacent to the operating airport providing that matters relating to noise and air quality are assessed and conclude that the proposed development could achieve a satisfactory residential environment.
- 8.50 As part of the planning application to the north of Newmarket Road (WING) a noise assessment was submitted, identifying that Runway 23, which accommodates 90% of the air traffic into the airport and is approximately 350 m from the application site. This runway is on a southwest-northeast orientation with all terminal and cargo buildings along with airside facilities located to the northwest of this runway, fronting or close to Newmarket Road. There are also two grass runways which are seldom used, one to the south east of the main runway, closer to the application site, while the second crosses the main runway.
- 8.51 Cambridge Airport is not limited in terms of hours of use because of its historic long-established nature. Whilst the present operating hours are 0645 – 2145 Mon – Fri and 0800 – 1900 hrs Sat and 0800-2100 hrs Sun, these times can change and be extended without prior agreement by the local planning authority. The World Health Organisation guidelines establish that 2300 – 0700 hrs are night time hours and officers need to be conscious of the impacts of locating residential development adjacent to an operational airport where sleep disturbance during these hours is likely to give rise to noise complaints.
- 8.52 Cambridge Airport have produced a Noise Action Plan (NAP) covering a five year period from 2013 – 2018 which provides information on the operation of the airport and how the airport manage noise issues to control and minimise the adverse effects their operations may have on the local community. Within this NAP are the number of aircraft movements (this is a landing or departure) from 2003 to 2013, which can be seen in the table below. There is a sharp decline between 2009 and 2010 and a further reduction to 2013, bringing the number of aircraft movements to their lowest over a 10 year period.

| Year | No. Aircraft Movements | Year | No. Aircraft Movements |
|-------------|-------------------------------|-------------|-------------------------------|
| 2003 | 51263 | 2009 | 40956 |
| 2004 | 49490 | 2010 | 24750 |
| 2005 | 45004 | 2011 | 51768 |
| 2006 | 26150 | 2012 | 18663 |
| 2007 | 45491 | 2013 | 15356 |
| 2008 | 42520 | | |

- 8.53 A simple noise assessment was submitted with the planning application that undertook a 24 hour noise monitoring survey which identified that as a combination of traffic noise from Coldhams Lane and occasional aircraft noise, some noise mitigation would be required. The noise assessment did not record a full week of aircraft movements and did not provide orientation of landing or takeoff, runway orientation and type of plane. However, although this information was not included, given that the number of aircraft movements are low at present and that it is the airport owners intention to increase these movements in the foreseeable future, officers consider that it is appropriate to require a full noise assessment to be carried out closer to the time when a reserved matters application will be submitted. Officers have recommended that a condition is imposed that requires the noise assessment to be carried out prior to the submission of a reserved matters application, so that the outcome of this assessment can inform the design and layout of the site in order to minimise the need to use features such as mechanical ventilation.
- 8.54 Within the NAP are noise contour maps that indicate approximate noise levels associated with the use of the main runway. These indicate that during the day (0700:23:00 hrs) the level of decibels (dB) would be approximately 54 dB LAeq on the north west boundary of the application site, where open space is proposed. During the evening (23:00 – 07:00 hrs) the level of noise would be approximately 39 dB LAeq.
- 8.55 The relevant noise guidance (BS 8233:2014) recommends that noise levels of 30 dB LAeq should be achieved in habitable rooms (ie. bedrooms and living rooms) at night with the windows closed and that levels of 35 dB LAeq would be acceptable when the windows are open. The reported noise levels indicate that recommended internal noise levels within future residential properties on the site could be achieved with careful design and expected acoustic mitigation. Further noise monitoring is likely to indicate that alternative ventilation will be required to achieve recommended internal noise levels for properties located on the airport boundary and Coldhams lane façade.
- 8.56 Given this information, officers consider that providing a full noise assessment is undertaken prior to the submission of a reserved matters application, the conclusions of this report including the proposed mitigation can then be taken into consideration when laying out not only the site, but rooms within dwellings as well as comprehensively considering the design of the properties if mechanical ventilation is required on some facades. This may be because of either aircraft noise or traffic noise from Coldhams Lane.
- 8.57 A material consideration to this application is an appeal decision relating to this site (C/84/1067) which considered the City Council's reason for refusal that the proposed outline development for a high density residential development would result in an unsatisfactory residential environment, by virtue of the noise and disturbance from low flying aircraft. The Inspector concluded that the airport is not intensively used and that although the main runway is some 400 m away from the site, it is not located under the

flightpath for aircraft using the main runway. Consideration was given to the occasions when wind conditions may dictate that take off and landing may have to take place over the application site and they acknowledged that residential development near airfields is generally undesirable. However, in this instance and given the limited evidence to demonstrate that residential amenity would be harmed, if the properties were correctly insulated, the Inspector concluded that it could be satisfactory to construct residential properties on this site and dismissed the Council's reason for refusal.

- 8.58 It should be noted that there are other residential properties which are located in closer proximity to the main runway. These are on Nuttings Road to the south west of the main runway and are approximately 200 m away. These properties, particularly during the day experience higher levels of noise.
- 8.59 In conclusion, officers consider that it is more appropriate to have a full noise assessment undertaken closer to the submission of a reserved matters application, given the current number of aircraft movements associated with Cambridge Airport and the owners aspiration to increase these. As part of this application, officers have reviewed sufficient information to be assured that if a condition (12) is imposed, an appropriate layout and design, along with mitigation measures will be appropriate to ensure that the advised standards will be achieved upon this site with regard to aircraft noise. For these reasons, the proposed development complies with policies CE/26 and CE/35 of the CEAAP 2008.
- 8.60 Policy CE/27 and CE/35 require development proposals to have due regard to any emissions arising from the proposed development and a means of minimising those emissions to prevent any detriment to the local amenity. As this application seeks a development with more than 50 car parking spaces, the view of technical officers is that as part of reserved matters application an air quality assessment should be submitted to demonstrate that the proposal for residential development minimises any future emissions on the surrounding city and if required the mitigation measures that will need to be introduced in order to accord with policies CE/27 and CE/35 of the CEAAP 2008.

Archaeology

- 8.61 A trench based evaluation of the application site took place in 2007 and revealed significant archaeological evidence, including ten inhumations of mixed dates, enclosure ditches and an early Roman field system. The results of this evaluation were included in a report that accompanied the application. Following initial consultation with the County Archaeologist, due to the presence of significant archaeological evidence they advised that a written scheme of investigation be submitted prior to the determination of the application.
- 8.62 Following the submission of this document, the County Archaeologist has confirmed that the content is acceptable and addresses all the relevant

requirements of a written scheme of investigation. A condition (27) has been provided by the County Archaeologist, which is specific to this application site that requires a programme of archaeological work to be submitted that is in accordance with the approved written scheme of investigation. For this reason the proposed application complies with policy CE/18 of the CEAAP 2008.

Impact on adjacent residential properties

- 8.63 The nearest residential properties are those on Hatherdene Close which lie to the south east of the application site. To the southern end of the cul-de-sac are two storey terraced properties built during the 1970's. Each of the properties have off-street parking to the front of the property and face towards Hatherdene Close and the application site beyond. At the northern end of Hatherdene Close are two blocks of flats which are two storeys in height.
- 8.64 The application site has been allocated for housing and the concerns of residents relate to matters that have been reserved, such as scale, massing and layout. Residents believe that the plans showed a wall along the eastern edge of the development, which would segregate the two communities. Looking at the illustrative plan, this appears to be the line demarcating the application site. Such detailed matters have not been drawn on the plans. Officers consider that the proposed development needs to respect and relate well to the existing development. Therefore, when these matters are submitted as application(s), then at this point detailed consideration will be given to how the proposed development will impact upon the amenity of these residential properties.
- 8.65 In the broadest terms, this application site has been allocated for residential development and in relation to this application given the overall quantum of development proposed, it is considered that there are no adverse impacts relating to the outline proposals that would harm the amenity of existing residents in Hatherdene Close.
- 8.66 It is considered that the proposed development is in accordance with CEAAP (2008) policy CE/2.

Affordable Housing

- 8.67 It is proposed that 40% of the residential units are affordable, which will include a 75/25 tenure split. This meets the requirements for affordable housing provision as set out in the CEAAP. The detail of the Affordable housing mix and distribution will be determined at reserved matters stage. The 40% provision along with the tenure split and an Affordable Housing Delivery Plan will be secured through the Section 106 Agreement
- 8.68 It is considered that the proposal is compliant with Cambridge East Area Action Plan (2008) policy CE/7 and the Affordable Housing SPD (2008).

Renewable Energy and Sustainable Construction

- 8.69 The application confirms that its approach to design and renewables is that the dwellings will be designed to meet Code for Sustainable Homes Level 3. Policy CE/28 of the CEAAP requires Cambridge East to be an exemplar of sustainability. The proposals for Code Level 3 meets the minimum requirements, but could not be described as exemplary.
- 8.70 The application seeks to achieve carbon reduction through passive measures and it refers to the hierarchical approach of achieving this. While this is promising, policy CE/24 also requires on-site renewable energy provision of which the application is silent on. There is no commitment at this outline stage to delivering a reduction of at least 10% in its predicted energy requirements.
- 8.71 Conditions (9 and 10) have been imposed to ensure that any subsequent reserved matters application includes this provision within the proposed development so that the development accords with policies CE/24, CE/28 and guidance within the Supplementary Planning Document 'Sustainable Design and Construction 2007.

Drainage and Flood Risk

- 8.72 The application was accompanied by a flood risk assessment that was undertaken in August 2014. This assessment identifies that the site is located in within flood zone 1 and as defined by the NPPF is an area where the probability of flooding from fluvial and/or tidal sources is the lowest of all designated flood zones.
- 8.73 As existing, this site is undeveloped and as such, with the proposals to construct residential properties with their associated driveways and roads will result in hard surfaces on areas that are not currently covered. As such, the overall hard surfaced area of the site is increased which will result in a greater amount of surface water run-off will be created during critical storm events, which could increase the risks of flooding elsewhere.
- 8.74 Current guidance highlights that any proposal should not be at risk of flooding nor increase flooding elsewhere. Whilst an increase in impermeable area will not increase the overall volume of water entering the natural drainage system, it will intensify the peak discharge rate, i.e. the water will enter the system sooner, having not soaked through the ground. This may increase flooding in receiving systems downstream of the site. It is therefore essential that an appropriate method of surface water disposal is incorporated into the development.
- 8.75 For this reason, the flood risk assessment has assessed the Greenfield runoff rate of 2 litres per second per hectare and as such, the future development of this site will need to control surface water runoff so that it is no greater than this rate and where possible improves the situation. Calculations have been undertaken to calculate the areas of attenuation that will be required for the proposed area of the site. As part of these

calculations, a factor of 30% has been included in order to account for the potential increase in rainfall intensities over the forecast lifetime of the development, which is accepted as 100 years. All of this information will need to be considered at the reserved matters stage when the design and layout of the site will need to take into consideration surface water drainage features and methods for controlling the runoff from the site.

- 8.76 The Sustainable Drainage Engineer has confirmed that the principles contained within the flood risk assessment are considered to be acceptable for this outline application. However, as no specific details have been provided as this will be for the reserved matters application, a prior to commencement condition has been imposed (19) which requires these details to be submitted and agreed. With the recommendation of this condition, officers consider that the application complies with policy CE/22 of the CEAAP (2008).

Third Party Representations

- 8.77 The report addresses the majority of objections that have been received in relation to this application. Those that remain outstanding are comments relating to loss of wildlife and that the land provides a buffer between Cherry Hinton and Cambridge.
- 8.78 As part of this application an ecology report was submitted and has been reviewed by technical officers. This report establishes the existing ecology conditions on the site. While it is regrettable that this arable field will be lost, an appropriate condition has been included in the recommendation (23) that requires a biodiversity strategy which includes mitigation measures to be implemented in order to ensure that the impacts of the development upon ecology in the immediate area are mitigated. This may be through replacement planting or installation of bird boxes or creation of habitats suitable for a variety of mammals. The mitigation strategy would suggest a suitable approach to the proposed site to be incorporated within the future reserved matters applications.
- 8.79 With regard to losing the buffer between Cherry Hinton and Cambridge, this was considered as part of the evidence for the CEAAP which released the land from the Green Belt, thereby allowing it to be developed upon. In the shorter term, a buffer will still remain between Cherry Hinton and the City while the airport remains operational, but in the longer term, it has been established that this land is appropriate for development, save for a green corridor of Green Belt that will run from Coldham's Common to Teversham.

Planning Obligation Strategy

- 8.80 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

8.81 Although larger Fringe site developments are expected to mitigate their own infrastructure impacts wholly on site as far as possible, this is a much smaller scale development and it may not be possible to achieve this on this application site.

8.82 In bringing forward this recommendation in relation to the Planning Obligation for this development, these requirements have been considered. The City Council Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy. This is set out in brief in the table below. If an application were approved then a S106 would be attached which would have a formulaic calculation based upon the number of units in a number of instances. As part of this application the mix of properties have not been provided and so it has not been able to provide an estimated value of contributions. However, to do this, would be slightly mis-leading as the final layout and design including size and mix of properties will not be considered until a reserved matters application has been submitted.

| Heads of Term | Formulaic, final value dependent on no. of units and mix) |
|--------------------------------------|--|
| Outdoor sports facilities (off-site) | £238pp |
| Indoor sports facilities (off-site) | £269pp |
| Informal open space | £242pp |
| Management of on-site open space | Contribution to Cambridge City Council for maintenance if it is proposed for the City Council to adopt the land. |
| Children and teenagers (off-site) | £316pp |
| Community facilities (off-site) | £1256 (per one and two bed unit) £1882 (per three bed + unit) |
| Waste for flats | £150 |
| Waste for housing | £75 |
| Affordable housing scheme (on-site) | 40% with a 75/25 tenure split |
| Pre-school education | £810 per unit (excl. 1 bed units) |
| Primary education | £1,350 per unit (excl. 1 bed units) |
| Secondary education | £1,520 per unit (excl. 1 bed units) |

| | |
|----------------------------------|---|
| Life-long learning | £190 per unit |
| Household waste recycling centre | £190 per unit |
| Public art (on-site) | Committed sum for 10 years maintenance |
| Eastern Corridor Transport Plan | £110,950 (57 units resulting in 484.5 additional trips) |
| Travel Plan | N/A |
| Monitoring | £150/£300 per clause |

8.83 The proposed Heads of Term and the requirement for them are set out below:

Open Space

8.84 The Planning Obligation Strategy requires that all new residential developments contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. This requirement covers outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers.

8.85 Due to the size of this development, outdoor and indoor sports facilities will be an offsite commuted sum that will contribute to improvements to existing facilities or the construction of new facilities within the administrative boundary of the City of Cambridge. As part of this application informal open space and children's play provision can be provided on site and an area to the west of the site has been proposed on the indicative layout plan. Officers will ensure that there is a clause within the S106 agreement that will secure maintenance contributions should the land be transferred to the City Council for adoption.

Community Development

8.86 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects, with contributions calculated by formula. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The new build residential will be calculated on a formulaic basis against these unit type costs and due to the size of the site will be delivered off-site within the locality around the application site.

Waste

8.87 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought for the new residential will be calculated on a formulaic basis against these unit type costs.

Education

- 8.88 Upon adoption of the Planning Obligation Strategy (2010) the Council resolved that the Education section in the 2004 Planning Obligations Strategy continues to apply until it is replaced by a revised section that will form part of the Planning Obligations Strategy 2010. It forms an appendix to the Planning Obligations Strategy (2010) and is a formal part of that document. Commuted payments are required towards education facilities where four or more additional residential units are created and where it has been established that there is insufficient capacity to meet demands for educational facilities.
- 8.89 In this case, up to 57 additional residential units are created and the County Council has confirmed that there is insufficient capacity to meet demand in all but primary school education. Contributions are not required for pre-school education, primary education and secondary education for one-bedroom units. Contributions will therefore be required on a formulaic basis against these unit type costs: 2+ bed units, £810 per unit for pre-school, £1,350 per unit for primary and £1,520 per unit for secondary education; all unit types £160 per unit towards life-long learning.

Household Waste Recycling Centre

- 8.90 A contribution is sought from all dwellings towards up-grading existing/providing new Household Waste Recycling Centres to mitigate the impact of new development on these facilities. This development lies within the catchment site for Milton. Contributions are sought on the basis of £190 per unit for four new sites giving increased capacity as permanent replacements for the existing temporary site at Milton. Contributions will therefore be required on a formulaic basis against the final number of units proposed.

Affordable Housing

- 8.91 The residential element of the development is required to make provision for affordable housing at a 40% level with a tenure split of 75/25. The detail of the Affordable Housing Scheme can be secured through a Section 106 Agreement.

Transport

- 8.92 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated. The site lies within the Eastern Corridor Area Transport Plan where the contribution sought per trip is £229. The County Council have reviewed the Transport Assessment and do not accept the trip generation and distribution data that has been submitted to support the application. Amended information has been requested but not received to update this supporting information and for this reason, the application is not supported.

- 8.93 The County Transport Team's assessment of the net increase in trips requires a total contribution of £110,950, which the submitted Transport Assessment concurs with.

Public Art

- 8.94 The CEAAP requires development within Cambridge East to make provision for public art and that a Public Art Delivery Plan should be prepared as part of the masterplanning process. This should be undertaken at an early stage of the planning process.
- 8.95 In this circumstance, given that the layout of the site is to be reserved, it is quite difficult to provide a plan that would have any significant meaning and as such it is considered appropriate that for a site of this size, the Section 106 Agreement could make provision for a strategy to be submitted with the first reserved matters application.
- 8.96 The Section 106 Agreement would also require commuted sums for up to 10 years in order to ensure that the quality of the art is maintained to a high standard, assuming that any on site public art were to be maintained by the City Council.

Monitoring

- 8.97 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term and £300 per non-financial head of term. Contributions are therefore required on that basis.
- 8.98 Subject to a resolution to grant outline planning permission by this Committee, prior to determination a S106 planning agreement will be completed to secure all of the above requirements of the Planning Obligation Strategy (2010) in accordance with the Cambridge East Area Action Plan (2008) policies, CE/2, CE/9 and CE/33 and guidance contained within the following documents; RECAP Waste Management Design Guide SPD (2012), the Affordable Housing SPD (2008), Eastern Corridor Area Transport Plan and the Public Art SPD (2010).

9.0 CONCLUSION

- 9.1 The current proposals are the result of extensive negotiation over a prolonged period, both at pre application stage and during the application process, engaging the views of council officers, external stakeholders, members of the public and other public bodies. The above assessment, undertaken against both the new National Planning Policy Framework and local planning policy, as well as supplementary planning documents, concludes that the development, should be supported subject to the relevant conditions and S106 agreement.

- 9.2 The application demonstrates that the upper number of 57 units on this site would represent a quantum of development that can be accommodated on this site with the relevant infrastructure and open space requirements. The detailed layout and design of the proposal will come forward as part of a subsequent reserved matters application. Where relevant, conditions have been imposed that require a surface water drainage strategy and noise assessment to be undertaken prior to the submission of a reserved matters application in order for the outcomes of these assessments to be considered thoroughly in the design and layout of the site.
- 9.3 Overall, this proposal represents a section of the wider Cambridge East urban extension and it demonstrates that in its indicative layout that it can produce a co-ordinated development that is mindful of the layout of the wider development, which will come forward at some point in the future, dependent upon plans for the re-location of Cambridge Airport. Until that time, the proposal demonstrates that it can bring forward a quantum of development that can be accommodated within its own site envelope.
- 9.4 The proposed development is entirely consistent with the vision and objectives of the Cambridge East Area Action Plan 2008 and will provide for a development that will ensure future residents can enjoy a good quality and sustainable lifestyle. The proposal complies with all national, regional and local policy and therefore is recommended for approval.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. No development shall commence until approval of the details of the appearance, landscaping, layout and scale (hereinafter called the reserved matters) has been obtained from the local planning authority in writing. The development shall be carried out as approved.

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

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

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

3. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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

Landscaping

4. Within any reserved matters application for landscaping details pursuant to this approval the details required by condition 1 shall include detailed landscape designs and specifications for the associated reserved matters site. The details shall be accompanied by a design statement and shall include the following:

Soft Landscaping

- a) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.
- b) 1:100 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the site.
- c) The landscape treatment of roads (primary, secondary, tertiary and green) through the development.
- d) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details.
- e) The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate.
- f) Full details of any proposed alterations to existing watercourses/drainage channels.

Hard Landscaping

- g) Full details, including cross-sections, of all bridges and culverts.
- h) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets.
- i) 1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways.
- j) Details of all hard surfacing materials (size, type and colour)
- k) Details of all positions, design, materials and type of boundary treatment to be erected.

The landscaping within the application site areas shall be implemented in accordance with the approved plans for implementation and replacement of landscaping.

REASON: In the interests of the amenity of residents and to ensure that a detailed approach to the development of the built-up area (or parcels

thereof) is agreed, in order to safeguard the setting and special character of the site and its surroundings, and to ensure a suitable relationship and integration of the built development with its surroundings (Cambridge East Area Action Plan Policies CE/13 and CE/14).

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

REASON In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridge East Area Action Plan Policies CE/13 and CE/14).

6. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out and retained as approved.

REASON In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge East Area Action Plan Policies CE/13 and CE/14).

Affordable Housing

7. Any reserved matters application for residential development shall include a plan showing the distribution of market and affordable dwellings, including a schedule of dwelling size (by number of bedrooms) within the reserved matters site for which approval is sought.

No development shall commence within the site for which reserved matters approval is being sought until such time as the affordable housing distribution and dwelling mix has been approved in writing by the local planning authority.

The distribution of the affordable housing units shall be provided in accordance with the approved details.

REASON: To ensure that the scheme provides an appropriate balance and mix of housing units (Cambridge East Area Action Plan policy CE/7).

Broadband

8. Prior to the commencement of development of any residential unit, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a

dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of the site shall be carried out in accordance with the approved strategy.

REASON: To ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment (Cambridge East Area Action Plan policy CE/23).

Code for Sustainable Homes

9. No development of a residential building shall take place until an interim certificate following a design stage review, based on design drawings, specifications and commitments, has been issued by a Code for Sustainable Homes Licensed Assessor to the local planning authority, indicating the following:
 - a) that all proposed market and affordable dwellings are capable of achieving a minimum of level 3 of the Code for Sustainable Homes.

All residential buildings shall be constructed to meet the applicable Code for Sustainable Homes specified minimum level. Prior to the occupation of any residential building, a certificate following a post-construction review, shall be issued by a Code for Sustainable Homes Licensed Assessor to the local planning authority, indicating that the relevant code level has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

REASON In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings. (Cambridge East Area Action Plan policy CE/28 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

Renewable Energy

10. Within any reserved matters application pursuant to this approval for a residential building(s), a renewable energy statement, which demonstrates that at least 10% of the development's total predicted carbon emissions will be reduced through the implementation of on-site renewable energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the total predicted carbon emissions in the form of an Energy Statement of the development and shall set out a schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, size specification, location, design and a maintenance programme. The approved renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority. No development shall commence within a site for which reserved matters approval has been given until such time as the renewable energy statement has been approved in writing by the Local Planning Authority.

REASON In the interests of reducing carbon dioxide emissions(Cambridge East Area Action Plan policy CE/24 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

Water Conservation

11. Within any reserved matters application for residential development, a water conservation statement will be included that demonstrates that water conservation measures installed in each property will aim to achieve between 33% and 50% reduction on mains water use when compared to conventional housing. No development shall commence within a site for which reserved matters approval has been given until such time as the water conservation statement has been approved in writing by the Local Planning Authority.

REASON In the interests of reducing the overall demand for water (Cambridge East Area Action Plan policy CE/22).

Noise

12. a) Prior to the submission of any reserved matters application, a detailed noise assessment that considers the impact of both aircraft and vehicular noise on the residential units of the proposed development shall be submitted and agreed in writing by the local planning authority.

- b) Following agreement of the noise assessment and concurrently with the submission of a reserved matters application, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) including amenity areas (gardens and balconies) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details.

REASON To ensure that sufficient noise attenuation is provided to all residential properties to protect residents from the impact of Coldhams Lane and aircraft noise from the airport and safeguard the amenity and health of future residents. (Cambridge East Area Action Plan Policies CE/26 and CE/35).

- 13. Prior to the occupation/use of any building, full details of a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

REASON To ensure that sufficient noise attenuation is provided to all residential properties to protect residents from any required plant required for the cooling and heating of the building (Cambridge East Area Action Plan policy CE/26).

- 14. Prior to or concurrently with the submission of the first reserved matters application, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include but not be limited to, the consideration of the following aspects of construction:
 - a) Site wide construction and phasing programme.
 - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers.
 - c) Construction and demolition hours, which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.

- d) No collection or deliveries to the site shall be carried out during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.
- e) Prior notice and agreement procedures for works outside agreed limits and hours.
- f) Delivery and collection times for construction purposes.
- g) Outline Waste Management Plan (OWMP), providing a statement of site specific reuse and recycling objectives with appropriate targets, compliance training for sub-contractors, construction code of conduct together with regular auditing and reporting on target achievements and quantities disposed, ensuring that such materials are only consigned to authorised treatment/recovery or disposal facilities, including consideration of participation in a Materials Re-use and Recycling Forum.
- h) Soil Management Plan/Strategy, including the reuse of potentially contaminated recycled building materials onsite and any importation and storage.
- i) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 - Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.
- j) Confirmation on whether a concrete crusher will be used
- k) Dust suppression management and wheel washing measures, including the deposition of all debris on the highway
- l) Site lighting details.
- m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- n) Screening and hoarding details.
- o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- p) Procedures for interference with public highways, (including public rights of way), permanent and temporary realignment, diversions and road closures.
- q) External safety and information signing and notices.
- r) Liaison, consultation and publicity arrangements including dedicated points of contact.
- s) Consideration of ecological and other sensitive receptors.
- t) Membership of the Considerate Contractors Scheme.
- u) Complaints procedures, including complaints response procedures.
- v) Location of Contractors compound and method of moving materials, plant and equipment around the site.

Development shall be carried out in accordance with approved details.

REASON To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge East Area Action Plan policy CE/26).

15. Prior to the commencement of development of any reserved matters approval, a Detailed Waste Management Plan (DWMP) shall be submitted to and approved in writing by the local planning authority. The DWMP shall demonstrate how the construction of the reserved matters approval will accord with the details of the principles of the Outline Waste Management Plan. The DWMP shall include details of:
- a) the anticipated nature and volumes of waste.
 - b) Measures to ensure the maximisation of the reuse of waste.
 - c) measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
 - d) any other steps to ensure the minimisation of waste during construction
 - e) the location and timing of provision of facilities pursuant to criteria b/c/d.
 - f) proposed monitoring and timing of submission of monitoring reports.
 - g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.

Thereafter the implementation, management and monitoring of construction waste shall be undertaken in accordance with the agreed details and no individual building subject to a Detailed Waste Management Plan shall be occupied until the Waste Management Closure Report has been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure the sustainable management of construction waste (Cambridge East Area Action Plan policy CE/25).

16. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to the local planning authority for approval.
- (a) The contaminated land assessment shall include a desk study to be submitted to the local planning authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the local planning authority prior to investigations commencing on site.
 - (b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

- (c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the local planning authority. The local planning authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.
- (d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.
- (e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the local planning authority.
- (f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

REASON To avoid adverse effects of pollution. (Cambridge East Area Action Plan Policy CE/29).

17. Within any reserved matters application for residential development an air quality scheme detailing how the emissions from car parking areas will be minimised in order to control any risks arising and prevent any detriment to the local amenity shall be submitted.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details.

REASON To ensure that sufficient mitigation measures are incorporated into the layout of the development to minimise vehicle emissions from causing any detrimental harm to the surrounding area (Cambridge East Area Action Plan Policy CE/27).

Foul and Surface Water Drainage

18. Prior to or concurrently with the submission of the first reserved matters application, a scheme for the provision and implementation of foul drainage shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be constructed and completed according to the approved plans.

REASON To prevent environmental and amenity problems arising from flooding and ensure that sufficient capacity exists within the sewerage network to meet the needs of the development (Cambridge East Area Action Plan Policy CE/22).

19. Prior to the submission of the first reserved matters application, an assessment shall be carried out which demonstrates the potential for disposing surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated guidance, and the results of the assessment provided to the local planning authority. The submitted details shall:
- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site to a rate of 2 l/s/ha and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. Include a timetable for its implementation; and
 - iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

No development shall occur on any residential building until the above surface water drainage works as agreed have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority.

REASON In order to safeguard against the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and pace of water leaving the site (Cambridge East Area Action Plan Policy CE/22).

20. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

REASON To protect the quality of inland fresh waters and groundwaters in accordance with Policies P9-6 and P4-1 to P4-12 of the Environment Agency's Groundwater Protection: Policy and Practice (GP3) document. The infiltration of surface water through land affected by contamination can result in the pollution of coastal waters, inland fresh waters and groundwaters. We encourage the use of sustainable drainage systems; however they must be carefully considered and controlled (Cambridge East Area Action Plan Policy CE/22).

21. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control to the water environment shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be constructed and completed according to the approved plans.

REASON To protect the quality of inland fresh waters and groundwaters in accordance with Policies P9-6 and P4-1 to P4-12 of the Environment Agency's Groundwater Protection: Policy and Practice (GP3) document. The infiltration of surface water through land affected by contamination can result in the pollution of coastal waters, inland fresh waters and groundwaters. We encourage the use of sustainable drainage systems; however they must be carefully considered and controlled (Cambridge East Area Action Plan Policy CE/22).

Lighting

22. Prior to the occupation of any residential building, details of any external lighting for the site in residential use shall be submitted to, and approved in writing by, the local planning authority. Implementation shall be in accordance with the approved details, and no additional external lighting shall subsequently be added.

REASON To avoid light pollution and to safeguard the nature conservation value of adjoining sites (Cambridge East Area Action Plan Policy CE/16).

Ecology

23. Prior to or concurrently with the submission of the first of the reserved matters application(s) for residential development for the site, a site wide Ecological Conservation Management Plan shall be submitted to the local planning authority for approval.

As a matter of principle, the Plan shall set out an objective of enhancing the net biodiversity of the site as a result of development and shall include:

- a) Contractor responsibilities, procedures and requirements.
- b) Full details of appropriate habitat and species surveys (pre and post-construction), including pre-construction badger and bat surveys and reviews where necessary, to identify areas of importance to biodiversity.

- c) Full details of measures to ensure protection and suitable mitigation to all legally protected species and those habitats and species identified as being of importance to biodiversity both during construction and post-development, including consideration and avoidance of sensitive stages of species life cycles, such as the bird breeding season, protective fencing and phasing of works to ensure the provision of advanced habitat areas and minimise disturbance of existing features.
- d) Identification of habitats and species worthy of management and enhancement together with the setting of appropriate conservation objectives for the site. Prescriptions shall be provided to detail how habitat and species management and enhancement shall be provided alongside measures to provide habitat restoration and creation to deliver targets in the Cambridgeshire and UK Biodiversity Action Plans such as: the provision of bat and swift bird boxes on buildings and on trees around the site; the provision of other nesting features for bird species such as bird ledges; reptile hibernacula including small log and rubble piles; the creation of new aquatic habitats where possible within permanent areas of open water of minimum depth 0.5m; the provision of wetland margins and habitat islands; the management of grassland and provision of natural/calcareous grassland buffer zones alongside the City Wildlife Sites and the layering, coppicing or planting reinforcement of existing City Wildlife Site boundary hedgerow.
- e) A summary work schedule table, confirming the relevant dates and/or periods that the prescriptions and protection measures shall be implemented or undertaken by within.
- f) Monitoring/Environmental Audits carried out four times annually during the construction phase, which shall include further survey information.
- g) Confirmation of suitably qualified personnel responsible for overseeing implementation of the EMP commitments, such as an Ecological Clerk of Works, including a specification of role which shall include the briefing of all contractors as to the sensitive ecological issues on the site.
- h) Long-term maintenance, management and monitoring responsibilities for a period of 12 years to ensure an effective implementation of the Ecological Conservation Management Plan ensuring periodic review of the objectives and prescriptions.

No development shall commence until such time as the Ecological Conservation Management Plan has been approved in writing by the local planning authority. All species and habitat protection, enhancement, restoration and creation measures shall be carried out in accordance with the approved Ecological Conservation Management Plan.

REASON To ensure that the development of the site conserves and enhances ecology (Cambridge East Area Action Plan Policies CE/16 & CE/17).

Removal of Permitted Development Rights

24. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of highway safety (Cambridge East Area Action Plan Policy CE/10).

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extensions, or additions or garages shall be erected other than those expressly authorised by this permission.

REASON To protect the amenity of adjoining properties, and to prevent overdevelopment of the site (Cambridge East Area Action Plan Policy CE/2).

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or with any order revoking and re-enacting that Order with or without modifications) no windows or dormer windows shall be constructed other than with the prior formal permission of the local planning authority.

REASON To protect the amenity of adjoining properties (Cambridge East Area Action Plan Policy CE/2).

Archaeology

27. No development shall take place within the area defined by a geophysical survey until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with the approved written scheme of investigation (Oxford Archaeology East, 2014: Written Scheme of Investigation Geophysical Survey & Archaeological Evaluation: Land at Coldham's Lane/Hatherdene Close, Cherry Hinton, Cambridgeshire. Project 17065).

This written scheme will include the following components, completion of each of which will trigger the phased discharging of the condition:

(i) Fieldwork in accordance with the approved Written Scheme of Investigation;

(ii) Completion of a Post-Excavation Assessment report and approval of an Updated Project Design, to be submitted within six months of the completion of fieldwork unless otherwise agreed in advance with the Planning Authority's Archaeological Adviser;

(iii) Completion of analysis, preparation of site archive ready for deposition at a store approved by the Planning Authority, production of an archive report, and submission of a publication report: to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority.

Developers will wish to ensure that in drawing up a scheme, the timetable for the investigation is included within the details of the agreed scheme."

REASON To ensure that an appropriate archaeological investigation of the site has been implemented before development commences (Cambridge East Area Action Plan Policy CE/18).

Car and Cycle Parking

28. Any reserved matters application including any residential development shall include a car parking layout which complies with the Car Parking Standards in the Cambridge Local Plan 2006. Car parking provision shall be provided in accordance with the approved details before occupation of the site, and shall not be varied thereafter.

REASON To ensure appropriate space to park cars and to encourage the use of sustainable means of transport (Cambridge East Area Action Plan Policy CE/11).

29. 5% of all parking spaces provided within each reserved matters application shall be suitable for, and reserved for, people with disabilities.

REASON To ensure an appropriate level of car parking provision for people with disabilities (Cambridge East Area Action Plan Policy CE/11 and Appendix 1).

30. Any reserved matters application including any residential units or public open space shall include details of facilities for the covered, secure parking of bicycles for use in connection with the approved development and demonstrate that the provision is in accordance with the approach to cycle parking approved as part of the material planning guidance for site. The facilities shall be provided in accordance with the approved details before use of the development commences and shall thereafter be retained and shall not be used for any other purpose.

REASON To ensure appropriate provision for the secure storage of bicycles (Cambridge East Area Action Plan Policy CE/11).

Public Art Delivery Plan

31. Within any reserved matters application a Public Art Delivery Plan shall be submitted and agreed with the local planning authority. The Public Art Delivery Plan shall include the details as set out in Appendix 2 and 4 of the Cambridge City Council Public Art SPD.

REASON To ensure that the site provides public art in a satisfactory way that relates to the agreed Public Art Strategy and that accords with policy (Cambridge East Area Action Plan Policy CE/9).

Fire Hydrants

32. Within any reserved matters application a scheme for the provision of fire hydrants shall be submitted to the local planning authority. Development shall be carried out in accordance with the approved details and the approved scheme shall be fully operational prior to the first occupation of that development parcel.

REASON To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors (Cambridge East Area Action Plan Policy CE/2).

Building Heights

33. Any reserved matters application including residential buildings shall include full details of the proposed levels of the building, associated structures and associated building plot, compared to existing levels of the site, have been submitted to and approved in writing by the local planning authority. The approved development shall be constructed in accordance with the approved levels.

REASON In order to safeguard the character and appearance of the area and to ensure that the proposed heights of the buildings comply with the restrictions imposed by the neighbouring airport (Cambridge East Area Action Plan Policies CE/2 & CE/35).

Refuse Arrangements

34. Any reserved matters application for a residential building shall include full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, will be stationed and walk distances for residents including the specific arrangements to enable collection from within 5 m for a house and 10 m for a flat of the kerbside of the adopted highway/ refuse collection vehicle access point. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

REASON To protect the amenities of nearby residents/occupiers, to safeguard visual amenity and to ensure adequate waste storage and recycling provision (Cambridge East Area Action Plan Policy CE/2).

35. Any reserved matters application containing residential buildings shall include full details of the circulation route for refuse collection vehicles have been submitted to the local planning authority and approved in

writing. The required details shall include a full construction specification for the route, and a plan defining the extent of the area to which that specification will be applied. No dwelling forming part of the development shall be occupied until the refuse vehicle circulation route has been laid out and constructed in accordance with the details thus approved, and thereafter the route shall be maintained in accordance with those details.

REASON To protect the amenities of nearby residents/occupiers, to safeguard visual amenity and to ensure adequate waste storage and recycling provision (Cambridge East Area Action Plan Policy CE/2).

Materials

36. No development shall commence until a sample panel of the materials to be used in the construction of the external surfaces has been prepared on site for inspection and approved in writing by the local planning authority. The sample panel shall be at least 1m x 1m and show the proposed material, bond, pointing technique and palette of materials (including roofing, cladding and render) to be used in the development. The development shall be constructed in accordance with the approved sample, which shall not be removed from the site until the completion of the development.

REASON To ensure that the appearance of the external surfaces is appropriate (Cambridge East Area Action Plan Policy CE/2).

Framework Travel Plan

37. Prior to the first occupation of the development a Framework Travel Plan shall be submitted which will be approved in writing by the Local Planning Authority. The Travel Plan shall include the following but not be limited to the following:
- a) the aims and objectives of the travel plan;
 - b) an assessment of the sustainable transport options in the area to identify the opportunities and constraints;
 - c) a list of measures to be implemented, as well as details of how the travel plan will be implemented, monitored, managed and funded;
 - d) An explanation of how a sustainable transport welcome pack will be circulated to future residents of the site in order to encourage them to consider and use sustainable modes of transport to and from the development.

The Travel Plan shall be implemented as approved upon the occupation of the approved development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

REASON To ensure that travel to and from the proposed development is encouraged to be as sustainable as possible (Cambridge East Area Action Plan Policy CE/11).

Approved Drawings

38. The development, hereby permitted, shall be carried out in accordance with the following approved plans:

Site Plan dated 22nd January 2014, ref: C12050.1

Proposed Access Layout Drawing 1308-23 PL 501 dated 4th April 2014

Visibility Splays Site Access Drawing 1308-23 PL 503 dated 9th July 2014

REASON To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

39. Unless prior agreement has been obtained from the Head of Development Services, and the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 31st March 2015, it is recommended that the application be refused for the following reason(s).

The proposed development does not make appropriate provision for affordable housing, public open space, community facilities, education facilities, waste storage, transport mitigation measures, public art, or monitoring, in accordance with Cambridge East Area Action Plan (2008) policies, CE/2, CE/9 and CE/33 and guidance contained within the following documents; Planning Obligations Strategy (2010), RECAP Waste Management Design Guide SPD (2012), the Affordable Housing SPD (2008), Eastern Corridor Area Transport Plan and the Public Art SPD (2010).

INFORMATIVES:

Considerate Contractors

New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

Section 106 Agreement

This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

Noise Insulation Condition

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.

Travel Plan

The County Council would recommend that the residents pack contain taster tickets on local public transport services to enable these services be tried out for free and that the framework travel plan should include interim travel plan targets which can be revised following the baseline survey.

Safeguarding Land

The applicant is reminded that the application site is subject to restrictions on height due to the proximity of the site to an operational airport. The Cambridge Airport Air Safeguarding Zones are mapped and available as part of the Cambridge Local Plan 2006 and should be referred to when considering the layout and design of the site. No building should be

greater than 10 m in height when measured from the existing ground level and that there is an area of land on the northern boundary that cannot accommodate development due to the operational requirements of the Instrument Landing System. The local planning authority would strongly advise that discussions are undertaken with the owner/operator of Cambridge Airport when considering layout options for the site to ensure that they comply with the requirements of the airport.

Appendix A - External Consultations

Cambridgeshire County Council (Highways and Transportation)

1st October 2014

Given the number of trips that this development will generate, the view is that these movements will not produce such a significant increase on any specific traffic stream to justify an assessment of the Sainsbury's roundabout under the DfT guidance.

Traffic flows on Coldhams Lane vary by more than 25 vehicles from day to day and so the actual traffic would be absorbed into the background flow.

Taking into consideration other residential developments in the area, these will incrementally increase average traffic flows on the network, as did Neath Farm and as will the Rosemary Branch. However, the area corridor plans were developed to pick up precisely this sort of incremental growth.

4th September 2014

In response to residents questions;

- a) The Transport Assessment demonstrates that there is no significant impact on the highway network resulting from the development.
- b) The impact upon the existing junction will not be significant. The transport assessment is scoped in accordance with current DfT guidance, which establishes the extent where impact upon the network is likely to be significant compared with existing flows.
- c) The scale of this development would not trigger a requirement for specifically assessing flows on the junction at Sainsbury's as the generation from the development would be less than the normal daily fluctuation in flow that would be expected at the junction.

15th July 2014

Following the review of the amended Transport Assessment and supplementary information, this has addressed the concerns of colleagues within the transportation team and that subject to the East Corridor Area Transport Plan contribution being secured through a S106 and a travel plan via a condition, there are no further objections.

12th May 2014

This layout has been subjected to the Safety Audit process, in the form of an Audit at Stage 1.

Whilst some issues have been identified with the design during the audit, these issues are seen as resolvable during the detailed design stage and so the Highway Authority's objection to the proposal is withdrawn, subject

to imposition of appropriate conditions upon the developer to safeguard the interests of the Highway Authority.

19th April 2014

Following the submission of further information as requested, this has been reviewed. There is some further refinement required which relates to trip rates and trip generation for the proposed development.

12th February 2014

The proposed layout of the vehicle access, particularly in relation to the pedestrian crossing are of concern particularly in relation to the safety of pedestrians and cyclists.

Following review of the transport assessment, further information is required relating to traffic surveys, evidence base for trip generation and details relating to the signal timings and phasing for Norman Way/Coldhams Lane.

24th January 2014

There are concerns about the indicative layout of the internal roads and whether these will be offered for adoption, or if the roads could be suitable for adoption.

Cambridgeshire County Council (Growth and Economy)

The proposed development would trigger the requirements for early years and secondary education provision as well as an increase demand for libraries, lifelong learning and strategic waste infrastructure. For these reasons contributions have been sought.

Cambridgeshire County Council (Archaeology)

3rd September 2014

A Written Scheme of Investigation for this development has been submitted and is considered to be acceptable. A condition (X) has been imposed to ensure that the works carried out on site are undertaken in accordance with the approved Written Scheme of Investigation.

15th April 2014

As human remains were discovered in the development area during the course of a pre-determination field evaluation, the expectation is that an applicant should provide details in any subsequent planning application that sets out how they intend to deal with them. While the finer details of a mitigation strategy can be dealt with post-consent, the applicant should present their intentions to you on known archaeological matters of such significance when requesting planning consent.

We will maintain an objection to the planning application until the applicant has provided with you with an outline mitigation strategy or statement that sets out how they intend to proceed with archaeological matters.

24th February 2014

In 2007 a trench based evaluation of the application site took place revealing significant archaeological evidence. The results of this were contained in a report that was submitted with the planning application.

However, there is no archaeological mitigation strategy to accompany the application and this is required prior to the determination of the application.

Architectural Liaison Officer

The proposal for the access from Coldhams Lane is acceptable and the layout contributes to providing good surveillance of Hatherdene Close and the proposed development road. However, there are concerns regarding the proposal for the car parking to be positioned so that it is out of view of routinely occupied rooms and that for security purposes, parking courtyards should have a single access point. For this reason, the indicative layout does not meet requirements.

Cambridge Fire and Rescue

If minded to grant approval, the Fire Authority request that adequate provision be made for fire hydrants either by way of a Section 106 Agreement or planning condition.

South Cambridgeshire District Council

The view is that the proposed development does not prejudice the delivery of the remainder of the Cambridge East allocated site and that it plans for the comprehensive development rather than in a piecemeal approach.

Marshalls

18th September 2014

The revised layout has responded to previous objections made concerning interference with the instrument landing system (ILS) and the primary surveillance radar. The proposed maximum heights will protect the operation of the primary surveillance radar and the indicative positioning of blocks respect the safeguarding needs of the ILS, although this will need to be scrutinised at the reserved matters stage.

There are concerns raised though about the proximity of housing to the operational airport. The proposed housing site is adjacent to the main hardened runway where noise levels from arriving and departing aircraft are at their highest. The area of the airport adjacent to the application site

is used by helicopters for taking off and hover taxi-ing, as well as training. On occasion helicopters take off in the direction of the application site, flying over at low levels when meteorological conditions require. Aircraft using the grassway parallel to the hardened runway also generate noise at the application site.

28th February 2014

The proposed development will interfere with electronic equipment at the airport which assists Air Traffic Control and pilots to land aircraft safely. There is also a concern that the proposed development which is located adjacent to the main runway where noise from arriving and departing aircraft at their highest will lead to issues of un-neighbourliness.

Environment Agency

Although the Environment Agency were notified of the amendments, no response was forthcoming. However, as the Agency raised the same objections as the Sustainable Drainage Engineer, who now considers that the amended information addresses outstanding concerns, I consider that this objection has now been overcome.

13th March 2014

In the absence of an acceptable flood risk assessment, the application does not comply with the requirements set out in paragraphs 30 and 31 of the Planning Practice Guidance which accompanies the NPPF. For this reason the information does not provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.

Natural England

The application site is in close proximity to the Cherry Hinton Pit SSSI, but Natural England are satisfied that the proposed development as submitted will not damage or destroy the interest features for which the site has been notified.

In relation to landscape and biodiversity enhancements, the application may provide opportunities to provide these and should be considered within the proposals.

Appendix B – Internal Consultations

Head of Environmental Services

17th October 2014

Information has been presented relating to the number and type of aircraft movements that occur at Cambridge Airport. This information included noise contours, which indicated the noise levels on the boundary of the application site. Given the production of this information, officers are reassured and can recommend that a condition is imposed that requires a full noise assessment to be carried out prior to the submission of a reserved matters application in order for the conclusions to be incorporated into the future layout and design of the scheme.

11th February 2014

It has been recommended that further information is submitted prior to the determination of the application relating to aircraft noise monitoring, waste & recycling and air quality.

Head of Streets and Open Spaces (Nature Project Conservation Officer)

A tree and hedgerow report accompanied the application which provides the existing situation but does not provide any additional ecological information. For that reason an ecology report for the site proposing ecological enhancements should be conditioned, prior to the commencement of development on site.

Head of Streets and Open Spaces (Landscaping Officer)

The application is not supported by sufficient information to demonstrate that the scale of development is appropriate to the context of the area nor that a high quality scheme could be delivered on this site. For this reason, the application is not supported in landscaping terms.

Head of Streets and Open Spaces (Drainage Officer)

17th September 2014

Sufficient information has now been submitted to provide the comfort that a drainage solution is possible for the site however no details of the actual solution has been provided. Therefore the following condition is recommend and should be attached to any planning application granted.

4th February 2014

The information in the Flood Risk Assessment is out of date and contains calculations with little evidence basis relating to the discharge rate from the site. There is also no indication of an acceptable point of surface water discharge from the site.

Head of Community Services (Strategic Housing)

The application acknowledges the need to provide 40% affordable housing. It is highly recommended that there is early engagement relating to affordable housing which will be required as part of this development.

Head of Streets and Open Spaces (Public Art Officer)

The application does not contain a Public Art Delivery Plan. This requirement could be secured through a section 106 agreement to ensure that a Public Art Delivery Plan is submitted to the Council and approved prior to the submission of a reserved matters application.

Access Officer

15% of the homes should meet the specialist needs of disabled and older people. The development is also not located near to shops, transport links or community facilities and does not provide for any of these within the development. For this reason it does not assist on building better neighbourhoods or building for life.

Urban Design and Conservation

24th September 2014

The revised application has reduced the density of development in accordance with the site allocation within the draft Cambridge Local Plan 2014. The indicative capacity of the allocation site within the draft local plan is for 57 dwellings and this has been informed by the Strategic Housing Land Availability Assessment.

The remaining concerns of the Urban Design team remain largely unaddressed, but this is because they are matters that will be the subject of a reserved matters application. It will be at that stage that details relating to layout, scale, massing, clustering of car parking spaces can be discussed comprehensively.

7th March 2014

As submitted, the application does not successfully demonstrate that the appropriate provisions can be accommodated on this site either by way of number of units, car and cycle parking, circulation space, open space or surface water features. Further detail is required in order to demonstrate that this is possible upon this application site.

Head of Planning Policy (Sustainability Officer)

The application does not contain information about how the proposed development complies with policies relating to sustainable development, sustainable energy or reduction in water use. There is a need to use the

hierarchical approach to reducing carbon emissions as well as requiring on-site renewable energy provision, which should be provided. Further information needs to be submitted.