

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 20th April 2016

Application Number S/2682/13/OL
Date Received 20th December 2013
Target Date N/A

Agenda Item 2
Officer Edward Durrant

Parish Fen Ditton

Site Land North of Newmarket Road, Cambridge East

Proposal Up to 1,300 homes, including up to 30% affordable housing across the development as a whole, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development

Applicant Marshall of Cambridge

Recommendation Approve

Application Type outline

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.

SUMMARY	The development accords with the Development Plan for the following reasons: The proposals are considered to be in accordance with the Cambridge East Area Action Plan (2008) vision and policies in that the proposals would contribute to the creation of a distinctive sustainable community on the eastern edge of Cambridge. This proposal is for the first phase of development on land north of Newmarket Road and in accordance with the Cambridge East Area Action Plan (2008) the proposals would ensure that this phase of Cambridge East could function independently as a stand-alone neighbourhood whilst the airport is still operating but is also
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	capable of integrating with wider development in the longer term.
RECOMMENDATION	APPROVAL

Application Number 13/1837/OUT
Date Received 20th December 2013
Target Date N/A

Agenda Item 2
Officer Thomas Webster

Parish Fen Ditton

Site Land North of Newmarket Road, Cambridge East

Proposal Demolition of buildings and hard standing and construction of tennis courts, allotments, store room and toilets, informal open space and local areas of play, provision of drainage infrastructure, footpath and cycleway links, and retention and management of woodland.

Applicant Marshall of Cambridge

Recommendation Approve

Application Type outline

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.

SUMMARY	The development accords with the Development Plan for the following reasons: The City Council application, and its role within the wider WING masterplan, is supported. The uses identified complement the residential uses nearby and provide a key buffer to the existing residential properties, while at the same time providing a key connection to link the existing and proposed communities.
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	While the details of the proposal will come forward at the reserved matters stage, officers are satisfied that sufficient land is provided for to enable tennis courts, and an allotment area to be comfortably accommodated within the space.
RECOMMENDATION	APPROVAL

Contents

	Section
Introduction	0
Site Description/Area Context	1
The Proposal	2
Relevant Site History	3
Publicity	4
Policy	5
External and Internal Consultations	6
Neighbour Representations	7
Assessment	8
• Principle of Development	8.2
• Environmental Impact Assessment	8.5
• Parameter Plans	8.10
• Access and Movement	8.13
• Building Heights	8.21
• Building Densities	8.23
• Design Code	8.25
• Quality Panel	8.26
• Land Use	8.27
• Residential	8.28
• Lifetime Homes	8.33
• Petrol Filling Station	8.34
• Education	8.37
• Retail including Food Store	8.46
• Other Uses including Community Facilities & Health	8.54
• Library	8.64
• Health	8.67
• Open Space, Landscape, Ecology	8.71
• Open Space	8.71
• Formal Sports/Outdoor Sports Facilities	8.81
• Allotments and Open Space	8.89
• Off Site Sports	8.95
• Indoor Sports Provision	8.96
• Management/Maintenance of Open Space and Sport Facilities	8.97
• Ecology and Biodiversity	8.100
• Emergency Services	8.102

• Drainage and Utilities	8.103
• Transport	8.108
• Car and Cycle Parking	8.114
• S106, Affordable housing and Viability	8.117
• S106 Contributions	8.120
• Affordable Housing	8.125
• Affordable Housing Conclusion	8.174
• Other S106 Contributions and Requirements	8.176
• Archaeology and Heritage	8.178
• Waste and Bin Storage	8.182
• Construction	8.185
• Public Art	8.188
• Impact on Adjacent Properties and Neighbour Amenity	8.189
• Renewable Energy and Sustainable Construction	8.192
• Noise and Contamination	8.198
• Phasing of the Development	8.204
• Matters Raised by Fen Ditton Parish Council	8.206
• Third Party Representations	8.211
• Other Matters	8.216
• Conclusion	9
• Recommendation	10
• Conditions	11

APPENDICES

Ref	Title
A	Government and Regional Guidance and Advice
B	Cambridge East Area Action Plan and Local Development Framework Policies
C	Supplementary Planning Documents and Material Considerations
D	Plan Pack: 1. Indicative Masterplan 2. Access and Movement Parameter Plan 3. Land Use Parameter Plan 4. Landscape and Open Space Parameter Plan 5. Building Heights Parameter Plan 6. Newmarket Road Access proposals
E	Draft S106 Heads of Terms
F	Quality Panel report May 2013
G	Quality Panel report August 2013

H	Simon Bird QC advice 2015
I	Simon Bird QC advice 2016
J	Report from Councils' viability consultants December 2015
K	Letter from Councils' viability consultants March 2016
L	Revised affordable housing statement

0.0 INTRODUCTION

- 0.1 The Wing site forms part of the wider Cambridge East Area Action Plan 2008 (CEAAP) allocation and the outline planning application for 1,300 homes and associated development was submitted in December 2013. The site is to the north of Newmarket Road and includes Marshall's North Works site, car showrooms and agricultural land. All of the site is within South Cambridgeshire and falls within the parish of Fen Ditton. A smaller outline application for related tennis courts and allotments was submitted at the same time for an area of land within the City Council boundary. The application as originally submitted proposed 40% affordable housing with a tenure split of 50/50 affordable rent and shared ownership homes. However, the application was subsequently amended to reflect the outcome of viability discussions. Following the submission of amended plans in August 2014 the issues relating to the masterplan are essentially resolved.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 To the north of the site the boundary is defined by an existing semi-mature tree belt that runs to the south of High Ditch Road and dog legs south towards the Newmarket Road Park and Ride site (P&R). The northern half of the site is agricultural land with very few natural features other than the aforementioned tree belt. There are several houses to the northeast of the site on High Ditch Road. To the northwest, the other side of the tree belt, High Ditch Road enters the village of Fen Ditton. The application site also includes a section of disused railway that extends from the north of the Fison Road Estate to High Ditch Road.
- 1.2 The Jubilee Way cycleway runs through the middle of the site connecting the Fison Road Estate with the P&R. To the south of the Jubilee Way there is an agricultural field that sits to the west of the Shell petrol filling station and former Peugeot garage, which are located to the west of the P&R.

To the west of this field is a crescent of car showrooms that fronts onto Newmarket Road. Part of this field has recently been developed to accommodate the relocated Used Car Centre for a period of five years.

- 1.3 Although owned by the applicant the P&R and adjacent land fall outside of the application boundary and the former is leased to the County Council. A semi-mature landscaped boundary extends around the site and screens large parts of the Wing site from views from the east. In 2015 full planning permission was granted for an Ice Arena on land to the east of the P&R. Whilst the Ice Arena would benefit from being located near to Wing, and vice versa, it does not form part of the Wing proposals, nor is it linked to the Wing applications. To the east of the P&R there are water attenuation ponds that take surface water from the hardstanding areas of the P&R.
- 1.4 The southern frontage of the site is open with some semi-mature trees and grass verges either side of Newmarket Road. The existing car showrooms and Airport Design Office (ADO) screen the majority of views of the North Works site to the rear. The North Works site comprises a number of large, converted aircraft hangars and associated structures/buildings that are used for commercial/industrial purposes. The site also comprises large areas of hardstanding for the parking of stock for the car showrooms as well as Marshall Land Systems.
- 1.5 To the south of Newmarket Road is Cambridge Airport, which is also owned by the applicant. The runway and associated hangars are located to the south of the terminal building and the grade II listed art deco style airport control building. To the south of the P&R, the other side of Newmarket Road, is a large bund of earth known as the Engine Run Up Bay that is regularly used to test the engines of large commercial and military aircraft.
- 1.6 To the immediate west the site abuts the Fison Road Estate, which falls within the City Council administrative area. The aforementioned northern tree belt extends down approximately half of the site boundary from the north into the area covered by the outline application submitted to the City Council. The southern part of the western boundary is

more open giving views through to the rear gardens of residential properties in the Fison Road estate

2.0 THE PROPOSAL

2.1 The outline application for up to 1,300 homes and associated facilities and infrastructure, known as Wing, was submitted to South Cambridgeshire District Council in December 2013. In addition to a set of parameter plans detailing, access and movement, land uses, landscape and open space and building heights the application also includes full details of two proposed accesses onto Newmarket Road. The western boundary of the application site has been drawn around an area of land that falls within the City Council administrative boundary. This land is the subject of the separate parallel outline application for tennis courts and allotments that has been submitted to the City Council and is also considered as part of this report. The site areas of the two applications are 64.8ha and 2ha respectively. Within the application site in addition to housing the proposals include a two form entry primary school (2.3ha), 23.6ha of open space, including play areas and sports pitches, allotments, a local centre with a mix of retail, including a food store and community units (1.5ha). As a result of the development the existing car showrooms and associated stock parking areas would be consolidated into a 4ha site in the south-western corner of the Wing site. The stretch of Newmarket Road to the south of the site would become a tree-lined boulevard with enhanced cycle and pedestrian routes into Cambridge.

2.2 The application was accompanied by a draft Section 106 legal agreement (S106) Heads of Terms document. Following negotiations with the Councils this document has been advanced and includes contributions towards off-site infrastructure and facilities such as transport infrastructure, health care provision and secondary education.

The SCDC outline application is accompanied by the following documents:

- Planning Statement, including: summary of management strategies for services, facilities, landscape and infrastructure, statement regarding the future of the airport, affordable housing statement and S106 Heads of Terms;
- The Marshall Vision for Wing;

- Summary of the Planning Application;
- Statement of Engagement;
- Design and Access Statement, including: landscape and open space strategy, formal sports and play strategy and parking strategy;
- Public Art Strategy;
- Sustainability Statement and Water Conservation Strategy;
- Energy Statement;
- Waste Statement;
- Utilities and Foul Drainage Statement;
- Lighting Statement;
- Tree Survey and Arboriculture Impact Assessment;
- Outline Construction Environmental Management Plan;
- Environmental Statement, including: Air Quality Assessment, Economic and Retail Statement, Health Impact Assessment, Community Audit, cultural Heritage and Archaeology, Ground Investigations, Landscape and Visual Impact Assessment, Species Surveys and Biodiversity Management Framework, Noise Assessment, Flood Risk Assessment and Surface Water Drainage Strategy, Transport Assessment and Draft Residential Travel Plan; and
- Non Technical Summary of the Environmental Statement.

The City Council outline planning application is accompanied by the following documents:

- Planning Statement
- Application Site Plan
- Location Plan
- Demolition Plan
- Land Use Parameter Plan
- Building Heights Parameter Plan
- Masterplan Access and Movement Parameter Plan
- Landscape and Open space Parameter Plan
- Illustrative Masterplan Layout
- Illustrative Landscape Masterplan
- Topographical Survey Plan

2.3 In the submitted plans the applicant has given names to a number of the roads and open spaces in order to provide ease of reference for the submission documents. It has been made clear to the applicant team that the district Councils have a joint street naming strategy for the City Fringe sites that would need to be complied with and although these

names are being used in this committee report they will not necessarily be the final street names that are adopted.

- 2.4 The application was amended in August 2014 with changes to the design of the Newmarket Road junctions and the relocation of the bridleway to the north of the site. Together with these amendments an addendum to the Environmental Statement, to provide additional information on landscape visual assessment, noise, air quality, ground conditions, drainage was submitted together with updates on traffic modelling, a revised public art strategy and revisions to the Sustainability Strategy.
- 2.5 In January 2016 the affordable housing statement was amended by way of an addendum. This addendum and the covering letter identified that, as a result of further viability work, the level of affordable housing proposed for the site would no longer be 40% with a 50/50 tenure split.
- 2.6 Further consultation regarding the proposed amendments has been undertaken.

3.0 RELEVANT SITE HISTORY

The Wing site has a long and complex planning history. The applications below are those made since the outline application was submitted and relate to early relocation works required in order to release land for the first phases of development. The subsequent discharge of condition applications and associated advertisement applications have relating to the application below have not been included.

Reference	Description	Decision
S/1956/14/FL	Change of use from parts distribution to two car showrooms	Approved
S/0164/15/FL	Continued use of land for parking for cars	Approved
S/0217/15/FL	Erection of Showroom (for up to 5 years)	Approved
S/1743/15/FL	Erection of Temporary Facility (5 years) for Used Cars	Approved
S/1871/15/FL	Erection of new car showroom and car valeting building along with associated infrastructure following the demolition of the existing Jaguar and Used Car Centre	Approved
13/1837/OUT	Demolition of buildings and hard standing and construction of allotments and tennis courts.	Recommended for approval

4.0 PUBLICITY

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

4.2 Site notices were put up at various points surrounding the application site and details of the application were published in the Cambridge News. Neighbour notification letters were sent to all properties in Fen Ditton, Teversham and a large number of city properties in the areas nearest to the site. These included all of the Fison Road Estate, properties along Newmarket Road up to the Barnwell Road roundabout and properties to the west of the Marshal Aerospace buildings.

4.3 The City Council outline application was also advertised and consulted on at the same time, in parallel with the SCDC outline application. The City Council advertised the application through a notice in the local press, via strategically placed site notices, and through letters to the neighbouring occupiers.

4.4 Public drop in events were held in early 2014 at Fen Ditton, Teversham and the East Barnwell Centre on Newmarket Road. Prior to the submission of the application the applicant

held a number of public events to seek views on the development.

- 4.5 Further updates were provided by local authority officers at Cambridge East community forum meetings during 2014 and 2015.

5.0 POLICY

Government and Regional Guidance and Advice

See Appendix A

Local Plan Policies

See Appendix B

Supplementary Planning Documents and Material Considerations

See Appendix C

Status of Proposed Submission - Cambridge Local Plan

- 5.1 Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However, it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.
- 5.2 The emerging South Cambridgeshire and Cambridge City Local Plans both identify the Cambridge Airport site as safeguarded for longer term development beyond 2031 under policies SS/3 and 12 respectively.
- 5.3 The joint City/SCDC Cambridge East Area Action Plan 2008 remains applicable to this development and relevant policies are cross-referenced in this report.

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

Representations have been received from:

Cambridge City Council has made comments under the following headings:

Principle of development - Is considered to be acceptable.

Affordable housing - Welcomed the commitment to the provision of 40% affordable housing and that the development will comply with the London Housing Design Guide standards, Lifetime Homes and Habinteg Wheelchair Housing Design standards. The tenure split of 50/50 low cost home ownership and 50% affordable rent does not comply with the AAP or with both local authority Affordable Housing Supplementary Planning Documents (SPD). As the proposals stand, an objection is therefore raised to the application on the basis of the affordable housing tenure split unless a) the standard cascade approach S106 mechanism is used with a starting point of a 75/25 tenure split subject to viability and other considerations b) further viability information is provided by the applicant at outline application stage to demonstrate that the development is not viable with a 75/25 tenure split and that the 50/50 tenure split is essential to address viability issues and to allow the development to come forward. Other aspects such as the management strategy for the affordable housing including the selection of the Affordable Housing Provider for the development and the allocations policy and Local Lettings Plan will need to be discussed through the S106 process.

Retail proposals - Either the size of the foodstore should be reduced or further detailed justification should be provided to demonstrate that there will be no adverse impact on other existing local centres.

Phasing and relocation strategy - Further information will need to be provided on the relocation strategy in support of the future submission to discharge the phasing strategy condition that should be imposed on the planning approval if permission is granted.

Sustainability - Proposals to deliver Code Level 4, (with a stretch target to Code 4.5 for apartments) and the water conservation proposals are welcomed. The AAP requirement in Policy CE/28 of exemplar projects in sustainable development requires further detailed consideration and discussion.

Energy - The application indicates that the first part of Policy CE/24 of the AAP which requires a 10% reduction in the amount of CO2/year emissions compared to the minimum Building Regulations Requirement will be met. However, the proposed photovoltaic array located on the airport side of Newmarket Road will not have any direct connection back to the Wing development and does not therefore satisfy the second part of Policy CE/24 of the AAP which requires that technology for renewable energy provide for at least of 10% of the development's predicted energy requirements.

Drainage - The development proposes to restrict the runoff to QBAR rates which would be an improvement over the current discharge from the site. The site wide surface water drainage strategy to be secured by condition will need to provide further information on a number of issues in due course.

Landscape and Visual Impact - There is concern that no verified viewpoints of the proposals have been provided and this information should be provided prior to determination of the outline application. There may be a need to introduce formal "no development" buffer zones, as on other fringe sites, to ensure that the integrity of the tree belts can be maintained. The proposed level of active use including introduction of play areas within some of these areas suggests that the woodland will be compromised over time. On the western edge of the development, Block S6 is sited too close to the plantation and therefore the application suggests a reduction in width of the plantation of some 10-20m. City Council landscape officers do not support this approach given the importance of the woodland in relation proximity to the City boundary. We therefore recommend that the building line is set back further from the plantation. A number of points are raised that will require further clarification and investigation to ensure that the landscape strategy for the development is deliverable.

Urban Design - Generally, the outline application contains many positive elements and features. We now consider that building heights are generally appropriate overall. The site-wide design code could establish appropriate design approaches to the siting and screening of plant. There are some outstanding points of clarification in relation to the issues of access and movement strategy and we remain unconvinced by the proposed parking arrangements (indicative sketch layout) for Beta Square. We consider that the use of a design code, as on other similar large-scale

developments falling within the Fringe Sites Joint Development Control Committee remit, is essential for this development which is to be phased over a long period.

Environmental Health Issues - The key concerns are in relation to impacts associated with demolition and construction stages of the development, in terms of noise, vibration and pollution. A number of conditions are recommended in order to ensure that any adverse impacts are suitably mitigated. The impact of the substation located within the City Council boundary to the west of the development needs to be assessed in relation to potential impacts on the nearest residential properties within the development. There are some contaminated land issues that require further clarification and submission of further information at this stage, in particular relating to areas underneath the North Works. Further testing will also be required following site clearance. On the basis of the information provided to date, the proposed development will result in a small reduction in overall air quality within the Cambridge Air Quality Management Area, contrary to Policy 4/14a of the Cambridge Local Plan 2006. The impacts are likely to be increased once the traffic data information has been updated. Further mitigations should therefore be sought to offset these adverse impacts. The relocation of some of the exiting uses including the engine testing facility will be likely to have adverse Environmental Health impacts if they are relocated nearer to residential areas within the City boundary.

Nature Conservation - There is potential for a number of opportunities to secure habitat creation and a number of suggestions are provided. There is concern regarding the loss of the balancing pond in the north west of the site and consideration should be given to its retention. Greater clarity is required in relation to the extent to which woodland and plantations will be retained.

Community Development - The proposed co-location and size of the community centre is welcome but further information is required as to the proposed management strategy and long-term revenue funding in order to ensure it is sustainable in the long-term. We would expect that community development worker, sports development worker, youth worker and community chest contributions should be secured from this development through the S106 agreement. It is recommended that a management strategy for the

community facilities is secured through the S106 agreement, should permission be granted.

Open Space Management - It is considered that further efficiencies and opportunities for integration and community cohesion could be achieved by joining the pavilion and clubhouse together and having one active community hub. In addition, confirmation is required that allotments will be accessible during normal hours for use by the wider community/allotments associations. In some areas, LAPs could be combined, particularly to prevent degradation of the woodland. A management strategy for the different types of open spaces should be secured through the S106 agreement, should permission be granted. **Walking and Cycling** - In general terms, the proposed walking and cycling infrastructure for within and adjacent to the site is welcomed. However, there are concerns about the connectivity of the development in terms of linkages to the city centre, Chesterton Station and the retail areas on Newmarket Road and the need for safe crossing points to be provided at key locations.

Cambridgeshire County Council originally made comments under the following headings:

Modelling and data issues – further information requested on trip data and traffic flows.

Walking and cycling issues – further information requested on key off-site destinations and the proposals for Newmarket Road.

Provision for buses – further information requested on forecasts.

Highway design matters off-site - initially objected to the proposed junction details as the drawings did not show sufficient detail and the inter visibility splays should be designed for the existing 40mph speed limit. As a result of follow up meetings a stage one safety audit was carried out. Once this was carried out the County Council had no objection subject to further details of the junctions being secured by way of a condition.

Highway design matters on-site – has raised concerns about proposed use of shared surfaces around Beta Square and has requested details of how the applicant intends to control on street car parking.

Off-Site Highway Capacity Assessments – has requested further information.

Travel Plans - further discussions on the detailed components of the travel plan will be required.

Mitigation measures - Whilst these contributions and measures are broadly welcomed subject to detailed review, significant further discussion will be required on these including delivery mechanisms and levels of contribution if appropriate.

Adult support services - Officers would actively encourage the developer to seek an Extra Care provider and/or a residential care provider to locate at Wing. Officers recommend that a proportion of the private housing be designated for wheelchair users too.

Ecology - Officers are satisfied that a comprehensive suite of ecological surveys have been undertaken at the site, which provides a robust baseline for the ecological assessment. Officers require the applicant provide adequate compensation to off-set the negative impact on the nature conservation sites. The Biodiversity Management Strategy should seek to include the recommendations set out within the ecological reports and chapter 9 of the Environmental Statement. Concerns are raised about the provision for farmland birds.

Public Health - support the methodology and approach taken to the Health Impact assessment and has raised concerns about locked gardens and play spaces, facilities for teenagers, aircraft noise, fast food outlets in the local centre, provisions for older people and policing. Has no further comments following the amendments.

Waste – has requested that conditions requiring the submission of a Construction Environment Management Plan and Detailed Waste Management and Minimisation Plan.

Education - The proposed school is located adjacent to buildings to be 2-4 storeys, which immediately adjoin the school site. This does have the potential to create overlooking of the school site; however it is beneficial in providing a noise buffer between the school and the primary roads. It is requested that where possible habitable rooms on upper storeys are on the east elevation away from the school where possible. This will be considered at detailed application stage. Any provision for a nursery and community hall within the school site will be subject to detailed discussions with the end user and sponsor of the school at the appropriate time. If a community hall is to be provided at the school site an additional area of land above

the 2.3 hectares would be needed for the school site. There is no principle objection to the primary school being 2 storeys high, however it needs to be recognised that this will be a matter for discussion with the end users or sponsor for the school at the appropriate stage.

Prior to the determination of the application it is requested that formal agreement from the applicants is secured setting out their agreement for the additional costs for a BREEAM Excellent school to be formalised within a Section 106 agreement. It is clear from the layout that every reasonable effort has been made to provide a buffer between the school site and the primary roads and the existing public highway, which represent the main areas of concern in relation to noise.

Archaeology - The Archaeology chapter of the ES identifies potential for the development to have substantial effect on archaeological remains. Any trial trenching imposed as part of a planning condition should be undertaken across the site, to include the area proposed for the primary school.

Library - it is now unlikely that a micro library in the Wing development is needed especially as the East Barnwell Community Hub project is looking positive and the existing Barnwell Road library will relocate there. This Community Hub would provide services for both the existing residents of the Barnwell area and the new residents of the Wing development. S106 developer contributions will see library provision for Wing being provided by the existing Barnwell Road library / library within the new East Barnwell Community Hub

Cambridgeshire County Council Public Rights of Way

Team has no objection to the relocation of footpath no. 09 and requests further information on the status of the proposed routes through the site. The improvements to the existing public access network are welcomed.

English Heritage states that the development would not impact upon the setting of the Fen Ditton Conservation Area or any of its listed buildings and that the improvements to Newmarket Road will provide the opportunity to enhance the setting of the Grade II listed former Airport Control Building. Has no further comments following the amendments.

The **Environment Agency** initially objected to the application as the application failed to provide assurance

that the risks of pollution are understood as the site is located above an aquifer and is considered to be of high sensitivity. Following the submission of additional information with the August 2014 amendments the Environment Agency removed its objection subject to conditions being attached to any consent.

The **British Horse Society** commented following the August 2014 amendments that a circular route should be created by way of a grass track alongside the 'dedicated cycleway' and that the dedicated cycleway should be a multiuser track for use by all when ground conditions require it. They also requested that bridleway not be designated only as 'permissive'.

Anglian Water has capacity for wastewater treatment but identified that upgrades to the foul sewerage network would be required and has suggested a condition for a foul water strategy.

Cambridge Cycling Campaign believes that the application has clearly addressed the critical issues around cycling.

Cambridge Past Present and Future welcomes the proposals but has questioned the phasing of one of the access roads, the location of the local centre, school sports pitches and connectivity with the surrounding communities.

Cambridgeshire Constabulary Architectural Liaison Officer states that the general layout of Wing is excellent. There are a couple of points that are raised that would be more relevant to a RM application for the individual parcels concerned. Has no further comments following the amendments.

Teversham Primary School has raised concerns about the level of traffic, especially on Airport Way and the implications on access to Teversham and has requested highways improvements and a reduction in the speed limit.

Cambridgeshire Quality Panel

Prior to the submission of the application the draft masterplan was taken to the Cambridgeshire Quality Panel on two separate occasions. Positive responses were received on both occasions and the submitted plans have

incorporated the Panel's comments, which are discussed in the relevant sections of this report [8.26]. The full Quality Panel reports are contained in appendix F and G

NHS Property Services states the development is not large enough to sustain an on-site Health facility and that East Barnwell Health Centre does not have enough physical capacity to provide services for the expected population of the development. Discussion with stakeholders has confirmed that a Health facility needs to remain fairly central to the Abbey Ward, due to the needs of that community. Their preference is therefore to have an expanded or replacement facility that will be large enough to service the existing East Barnwell patients plus the population of Wing. As this expansion or replacement will be needed as a direct result of the Wing development they seek a S106 contribution in mitigation towards the cost of the eventual solution. The options being explored are redeveloping on the existing Health Centre site, a replacement building as part of a scheme with Church of Christ the Redeemer or a potential replacement facility as part of the possible Abbey Stadium.

National Grid has identified that it has apparatus in the vicinity and has requested that the contractor contact them before any works are carried out.

Natural England has no objection and requests no conditions but has suggested that the development could incorporate biodiversity enhancements and enhanced green infrastructure. Has no further comments following the amendments.

Sport England states that the area designated meets local policy requirements for formal outdoor space. The submitted plan indicates the provision of football pitches, but with careful planning the site should also be capable of accommodating other pitch sports such as cricket and rugby union. Sport England recommends that a ground conditions assessment is undertaken and a scheme for preparing the playing fields to the required specification be required. A number of conditions are requested to secure a detailed assessment of the site for the pitches and their specification and management.

This additional population will generate additional demand for community indoor sports facilities such as sports halls and swimming pools in the catchment area. If this demand is not adequately met then it may place additional pressure on existing sports facilities. Indicative figures of contributions towards sports facilities are provided to assist S106 negotiations.

Highways Agency (now Highways England) following further explanation regarding junction modelling has no objection. Has no further comments following the amendments.

The **Local Access Forum** is broadly happy with the layout, including a diversion of the existing statutory footpath. It is also important to ensure that the cycle ways and footpaths are well-constructed with appropriate maintenance issues addressed for the long term. It is highly desirable that bridleways and footpaths are designated as public Rights of Way, rather than left as permissive paths. It is a pity that original proposals to provide an underpass for the Jubilee Cycleway at the junction with Ditton Lane (near Fison Road) appear to have been dropped. A Toucan crossing will be no better than the current Pelican crossing, where lights take several minutes to change. The ongoing section of the Jubilee Cycleway west, along paddocks, is far too narrow for current usage and requires widening. It will become a serious problem once Wing has been developed.

Cambridgeshire Fire and Rescue Service has requested that adequate provision be made for fire hydrants. Has no further comments following the amendments.

Fen Ditton Parish Council has made comments under the following headings:

Cemetery Provision: it states that there must be a mechanism put in place to mitigate the lack of capacity in the existing Fen Ditton cemetery; **Community assets:** recommends that a more detailed plan be in place regarding community assets as part of S106 negotiation;

Sustainable Energy: greater clarity on sustainable energy proposals at what one or more complete solutions would look like, and what the most likely one to be chosen would be, raised questions about external lighting;

Footpaths: provision of a footpath over land not owned by the applicant and parking for footpath users, foot/cycle way along the south of High Ditch Road;

Health: have made comments on the need and specification of health provision and the need for a dental surgery, CAB and youth centre in the Abbey Ward, need for any bus link to new facility;

Landscaping: have questioned the thinning of the eastern tree belt and the provision of the bridleway through the woodland

Traffic: there should be no vehicle access onto High Ditch Road and construction traffic should not use High Ditch Road or Ditton Lane

Transport: questions the cycleway access and traffic projections and opposes the use of S106 funds for the proposed cycle bridge over the river

Housing: wish to explore the Local Letting Plan in relation to allowing for Fen Ditton's housing need and the role which some of our residents could play in the building of a community.

Fen Ditton Parish Council has no further comments following the 2014 amendments and is disappointed at the reduction of affordable housing following the 2016 amendments.

Horningsea Parish Council has raised concerns about traffic and public transport provision for Horningsea.

Stow-cum-Quy Parish Council raised concerns about road infrastructure, traffic modelling and secondary education provision. Has no further comments following the amendments.

Teversham Parish Council has raised concerns about traffic on Airport Way and suggested infrastructure improvements, relocation of businesses should not be in the green belt, Wing should provide a health centre and dentist, supportive of allotments, need for indoor sports and community space and has suggested the provision of facilities in Teversham. They also state that the level of affordable housing should not be reduced and that there should be a higher percentage of affordable rent. A binding mechanism to secure community provisions was also suggested.

Following the amendments the Parish Council strongly objects to the proposed reduction in affordable housing and

removal of a review mechanism and has requested that their full comments be appended to this report.

Environmental Health Officer (Contaminated Land) further information is required to confirm that the site ('the North Works') can be made suitable for its proposed end use without posing unacceptable risks to receptors, particularly those residing off-site. This information should be submitted at the pre-determination stage, where possible.

Environmental Health Officer on balance has no objection in principle to the development proposed. However feels that the application submissions are lacking sufficient detail / assessment on a number of issues / strategies, and in particular in relation to noise, odour and air quality. There is also some concern about the artificial lighting impact assessment that has been undertaken. Following the submission of further details as part of the ES Addendum, the EHO confirmed that all matters raised could be satisfactorily dealt with by condition.

Trees and Landscape Officer believes that the potential views of the site would give a reasonable indication of the potential impact. Following the amendments states that the moving of the permissive bridle path from out of 'Kingsley Woods' is welcome.

Drainage Consultant has suggested that a condition requiring detailed surface water drainage strategy and that a detailed surface water drainage strategy is required with each reserved matters application.

Strategic Housing originally had no objection based on 40% affordable housing but stated that the affordable housing tenure split does not comply with either SCDC or CCC- AHSPD, which confirms that "sites which form part of the urban extensions to Cambridge the starting point for negotiations will be amended to 75% rent and 25% intermediate. Taking into the current financial climate and lack of public subsidy South Cambs Strategic Housing was comfortable with the tenure split that was originally offered.

Strategic Housing supports Marshall's approach in adopting the London Space standards across all the residential development as this will meet the Lifetime Homes criteria

and create tenure neutrality. Marshall are taking a fabric first approach, and the homes will be built to Code for Sustainable Homes level 4 and for the apartments Marshall want to improve that target. Strategic Housing has also negotiated with the applicant that 2% of the affordable housing will be fully wheelchair accessible; this is in line with other Strategic Growth sites. There will be further ongoing discussions with Marshall around the selection of an Affordable housing provider as the Local Authorities would like to be involved in this process.

Both SCDC & CCC AHSPD state that clusters should be between 6 to 25 dwellings and in flatted schemes no more than 12 affordable dwellings should have access from a common stairwell or lift. Marshall would like to see a Local Letting plan (LLP) apply to the allocation to the affordable housing. It is too early to draft an LLP at this stage of an outline application.

Sustainability Consultant has no objection

7.0 NEIGHBOUR REPRESENTATIONS

Representations have been received from the owner/occupiers of properties in:

High Ditch Road, High Street, Green End, Horningsea Road and Ditton Lane in Fen Ditton. High Street and Church Road in Teversham. Clayhithe Road in Horningsea. Thorpe Way, Newmarket Road (3reps), Buffalo Way, Lemur Drive, Impala Drive, Madingley Road, Dennis Road and Stanley Road in the City. These representations raise the following points:

- Will improve an untidy area and will help the eastern entrance to the city;
- Concern about traffic on High Ditch Road, High Street, Ditton Lane and Horningsea Road in Fen Ditton, Airport Way, Cherry Hinton High Street, Gazelle Way, Coldhams Lane, Fulbourn Road and Newmarket Road;
- Concern about noise levels from construction, the airport and engine testing bay;
- Concern about capacity of existing GP surgery and ability to cope;
- More family homes needed;
- Need for a day nursery;

- Concern about building design, density and building heights;
- Flooding on High Ditch Road;
- Concerns about pollution from increased traffic and from fires;
- Impact upon the rural character of Fen Ditton;
- Impact upon local wildlife;
- Visual impact and reduction in house prices;
- Uncertainty about new location of engine test bay;
- Impact upon bus services;
- Land for self-builders;
- Cemetery provision;
- Storage of wheelie bins, mobility scooters and bikes;
- Provision for elderly residents and the disabled;
- Location of parking spaces for properties, visitors and blue badge holders;
- Cycling infrastructure in the city;
- Overly optimistic traffic flow calculations and end date for modelling;
- A 1500m² supermarket seems inadequate;
- Lack of bus access into the development;
- Lack of secondary school on site;
- Impact upon existing primary schools;
- Need for an A14 link road from the site;
- Number of vehicular access onto Newmarket Road contrary to CEAAP policy CE/12;
- Sensitivity rating (low) of residents to traffic effects;
- Lack of modelling data for weekends;
- Any building at Wing should be contingent on this bridge being built and funded by Wing;
- Degradation of existing woodland and open space and lack of provision of additional high quality open space;
- Need Public space should be managed by a community trust and detailed and ambitious biodiversity enhancement plan; and
- Increase in antisocial behaviour.

Following the **August 2014 amendments** comments were received from the owner/occupiers of properties in Dennis Road, Newmarket Road and Buffalo Way in the City. These representations reiterated a number of the comments made in the first round of consultation.

Following the **January 2016** amendments comments were received from the owner/occupiers of properties in High

Ditch Road in Fen Ditton, Dennis Road, Fison Road and Antelope Road in the City and High Green Great Shelford. These representations reiterated a number of the comments made in the first round of consultation and objected to the reduction in the percentage of affordable housing.

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:

- Principle of Development
- Environmental Impact Assessment
- Parameter Plans
- Access and Movement
- Building Heights
- Building Densities
- Design Code
- Quality Panel
- Land Use
- Residential
- Lifetime Homes
- Petrol Filling Station
- Education
- Retail including Food Store
- Other Uses including Community Facilities & Health
- Library
- Open Space, Landscape, Ecology
- Open Space
- Formal Sports/Outdoor Sports Facilities
- Allotments and Open Space
- Off Site Sports
- Indoor Sports Provision
- Management/Maintenance of Open Space and Sport Facilities
- Ecology and Biodiversity
- Emergency Services
- Drainage and Utilities
- Transport
- Car and Cycle Parking
- S106, Affordable housing and Viability
- S106 Contributions

- Affordable Housing
- Relocation Costs
- Construction Costs and Sales Income
- Market Land Value
- Betterment
- Review Mechanism
- Start on Site Mechanism
- Cascade Mechanism
- Engine Run Up Bay (ERUB)
- Revised Affordable Housing Statement
- Affordable Housing Conclusion
- Other S106 Contributions and Requirements
- Archaeology and Heritage
- Waste and Bin Storage
- Construction
- Public Art
- Impact on Adjacent Properties and Neighbour Amenity
- Renewable Energy and Sustainable Construction
- Noise and Contamination
- Phasing of the Development
- Matters Raised by Fen Ditton Parish Council
- Third Party Representations
- Other Matters
- Conclusion
- Recommendation

Principle of development

- 8.2 The CEAAP identifies approximately 250 hectares of land on and around the site of Cambridge Airport for an urban expansion of between 10,000-12,000 new homes and associated infrastructure. A first phase of development on land north of Newmarket Road for approximately 1,500 to 2,000 homes is also referred to by a number of the CEAAP policies. Although Wing has been designed as a stand-alone development it would also have the potential to be part of a wider Cambridge East scheme if Cambridge Airport were to be relocated. Both Councils emerging Local Plans have secured the wider Cambridge East site for this eventuality.
- 8.3 CEAAP policy CE/2 requires the submission of a site allocation wide master plan with the first Cambridge East application. As Wing is coming forward as a stand alone development ahead of any planned relocation of the airport, which was not necessarily anticipated by the CEAAP, the

applicant has demonstrated that Wing could be incorporated into a wider scheme, if one were to come forward in the future and would not in any way prejudice the delivery of the wider Cambridge East development. The indicative plans in the submitted Planning Statement of how Wing could potentially connect through to a wider Cambridge East development on the airport site demonstrate that the requirements of policy CE/2 could be met.

- 8.4 With Cambridge Airport not being relocated in the foreseeable future there are a number of constraints on the site that relate to maintaining the operational requirements of the airport. These constraints, which would not have existed had the airport been relocated, have significantly influenced the layout of the masterplan and distribution of land uses across the site.

Environmental Impact Assessment

- 8.5 The development proposal represents EIA development under schedule 2 of the EIA Regulations 2011. The application documents and Environmental Impact Assessment (EIA) with associated Environmental Statement, Appendices and Addendum contain the technical assessments supporting the development proposal.
- 8.6 The Environmental Statement includes assessments of the following environmental matters:
- Air Quality;
 - Economic and Retail Impact;
 - Health Impact;
 - Community Audit;
 - Cultural Heritage and Archaeology;
 - Ground Investigations;
 - Landscape and Visual Impact;
 - Species Surveys and Biodiversity Management;
 - Noise and vibration;
 - Flood Risk and Surface Water Drainage; and
 - Traffic and Transport
- 8.7 In August 2014, an addendum to the Environmental Statement was submitted to the Council to provide additional information on landscape visual assessment, noise, air

quality, ground conditions and drainage as well as updates on traffic modelling.

- 8.8 The Environmental Statement, Appendices and Addendum have been taken into consideration as required by Regulation 3(4) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and are considered acceptable in principle. The imposition of conditions and obligations will be necessary to ensure that the environmental effects of the proposed development are mitigated where necessary. These conditions and obligations are summarised later in this report.
- 8.9 The City Council planning application for demolition of buildings and construction of tennis courts and allotments did not require an EIA in its own right.

Parameter Plans and Masterplan

- 8.10 The outline application is supported by parameter plans detailing Access and Movement, Land Use, Building Heights, and Landscape and Open Space. Key issues arising from the Access and Movement and Building Heights Parameter plans are considered below, followed by land use and open space issues following the approval of the outline application with the associated parameter plans all subsequent reserved matters applications would be required to adhere to the principles established in these parameter plans.
- 8.11 The site-wide masterplan is illustrative, although it was tested through the pre-application process including as part of a design charrette process ("Enquiry by Design" organised by the developer team and to which the local community and other key stakeholders were invited to take part in.(January 2013).
- 8.12 The masterplan has various key elements that shape how the development is structured. The proposed 'heart' of Wing has been structured to be located around a new public square near to the existing Park & Ride in order to capitalise on the sustainable Park & Ride bus service. The proposed primary school, nursery, community facilities, and shops will line the frontage to the Market Square. The areas to the south of Gregory Park are proposed to more urban in character and will consists of town houses and apartment

blocks while the areas north of Gregory Park are proposed to be lower density and of more family homes, which will be more in keeping with the village of Fen Ditton. There are also proposed enhanced Jubilee Way Cycle Highway running east-west through Gregory Park to the Newmarket Road and High Ditch Road.

Access and Movement

- 8.13 The only motor vehicular accesses proposed into and out of Wing are those from Newmarket Road. Although the application is outline full details of the highway improvements and junctions along Newmarket Road have been submitted for approval. On-going discussions with County Highways officers have resulted in changes to the materials proposed for the central median along Newmarket Road and details of the junctions and crossing points. The initial problems raised at the stage one safety audit carried out by the County Council have now been designed out of the scheme to the satisfaction of the Local Highway Authority.
- 8.14 CEAAP policy CE/12 identifies that the development north of Newmarket Road will provide one road access point onto Newmarket Road and a separate public transport only access. The layout of the masterplan lends itself better to more than one vehicular access onto Newmarket Road and serving a development of this scale with only one means of access for private vehicles is not considered appropriate. The aims of policy CE/12 would still be met with the primary road network designed with public transport access in mind and the retention of land to the north to provide access for public transport only onto High Ditch Road, should it be considered appropriate.
- 8.15 There are a number of pedestrian and cycle links to the north and west of the site in order to connect the development with the adjacent Fison Road Estate and Fen Ditton village. The proposed bridleway to the south of the northern tree belt, relocated footpath and the existing Jubilee Way would offer multiple routes through to Newmarket Road as well as a connection to the Lode Way byway to the northeast of High Ditch Road.
- 8.16 In addition to the proposed new junctions to serve the residential elements of the site the existing car showroom

access to the west of the site would be retained and there would be a temporary haul road access to the east of the P&R. Once the site is built out the haul road access would then become a vehicular access to the sports fields and pavilion. The detailed plans would result in the section of Newmarket Road to the south of Wing having more of a boulevard layout with enhanced cycle and pedestrian routes along the frontage of the site and a central median.

- 8.17 The Newmarket Road junction details were the subject of the August 2014 amendments following comments from the County Highways Development Management Team. The amendments have resulted in greater security for non-motorised users crossing Newmarket Road, which has addressed the concerns raised by officers. Subject to further details on materials, to be secured by way of conditions (numbers 56, 57, and 58), and all of the usual detailed technical approvals processes, the proposed junction details and boulevard proposals are considered acceptable.
- 8.18 As originally submitted it was proposed to accommodate a bridleway running through the northern tree belt. Fen Ditton Parish Council expressed concerns about this and the need to thin the tree belt to accommodate a bridleway. The bridleway has since been moved south, out of the tree belt, as part of the August 2014 amendments. A footpath is still proposed through the tree belt, which would not require the same level of clearance as needed for a bridleway.
- 8.19 There are no motor vehicular accesses onto High Ditch Road to the north or into the Fison Road Estate to the west but the proposed network of public footways and cycleways would connect the site with the surrounding communities. The existing Jubilee Way would be enhanced and integrated into Gregory Park with a spur extending southwards towards the local centre and Newmarket Road, which would provide a safe access to the primary school. Another spur of the cycleway would extend eastwards around the playing fields to High Ditch Road the other side of the road from the start of an existing byway that would give access to the wider countryside.
- 8.20 Fen Ditton Parish Council has questioned whether a cycle lane could be accommodated along High Ditch Road. Given the alternative, dedicated cycle routes that are proposed

through the site a separate cycle lane on High Ditch Road, which would have to narrow as it went over the old railway bridge, is not considered necessary.

Building Heights

- 8.21 The majority of the buildings would be between one to three storeys (max. 12m) in height with between two to four storeys (max. 15m) proposed at key corners and along key streets. The central development blocks along Newmarket Road would be between two to four storeys (max. 12m). The tallest built form is proposed to be located around Beta Square which is located towards the western edge of the proposed development, of between three to five storeys (max. 18m). The lowest parts of the development would be along the northern and eastern edges in order to reflect more of a rural character around the edges and to limit the visual impact from the countryside. The height of the local centre (max. 15m) would allow for residential above retail and community uses and also a two storey primary school should one be proposed at the reserved matters stage.
- 8.22 The building heights across parts of the site are restricted due to the operational requirements of the Airport. The submitted Building Heights Parameter Plan is considered to be acceptable.

Building Densities

- 8.23 Policy CE7 of the CEAAP is based on Cambridge East Housing. Paragraph D3.2 of this policy puts forward an average net density requirement of 75 dwellings per hectre in Cambridge East development in order to minimise the amount of land that will need to be taken for development. Paragraph D3.3 justifies how higher densities such as landmark buildings will be appropriate in the district and local centre while paragraph D3.4 goes on to explain why there will be some areas that will require lower densities such as family homes due to their proximity to the villages of Fen Ditton and Teversham to help maintain the village character of these two villages.
- 8.24 An indicative building densities plan has been included within the Design and Access Statement. This plan would not be subject to approval like the parameter plans and therefore is

indicative only. The range of densities across the site reflect the building heights to a certain degree with the highest densities (60-90 dph) to the south along Newmarket Road and the lowest (25-30 dph) being to the north nearest to High Ditch Road and Fen Ditton village. As envisaged by the planning policy, the manifestation of these densities is likely to result in the northern half of the site having more of a village feel with detached and semi detached dwellings and the southern half having more of an urban character being characterised more by terrace properties and apartments. As mentioned above the building heights are restricted due to the operational requirements of the airport and this will have an impact on the overall density of the development. Other Cambridge fringe sites (Southern Fringe and North-west Cambridge) have elements of residential development at 4/5 storeys which can facilitate higher densities.

Design Code

- 8.25 It is recommended that any outline permission would be subject to a design code condition (proposed as condition number 8), Consistent with other Cambridge Fringe Site developments, to ensure that the scheme is constructed in accordance with the agreed principles established through the outline application, parameter plans and design and access statement. This is important given that the development is likely to be split out into a number of development parcels which could be built out by a number of different house builders.

Quality Panel Review

- 8.26 Prior to the submission of the planning application, the proposed scheme was considered on two occasions by the Cambridgeshire Quality Panel (May 2013 and August 2013). Positive responses were received on both occasions and the submitted plans have incorporated the Panel's comments. The Quality Panel reports are contained at Appendix F and G. The table below sets out the key issues raised through the Quality Panel review process and how the submitted application has addressed them, or if not, giving justification from the applicant as to why.

Panel comment	Addressed in application
Community – what is going	The management company

Panel comment	Addressed in application
to glue the scheme together?	set up an estate office with be a focal point for community activity. The local centre, school, shops, community hall and estate office will be hub of the community
Community – what will the ‘delivery vehicle’ be to ensure residents come together as a community?	Marshall is giving further detailed consideration to the form and nature of the management organization, and is talking to the Parish Council and considering, among other things, a Community Land Trust regarding this
Community – master planners should test how Marshall’s aspirations match the physical framework proposed (e.g. how does the primary school relate to the school playing fields?)	Application will address this (e.g. in Planning Statement). E.g. Emphasis on education, life-long learning, and apprenticeships – proposed primary school, and using local labour during construction and using the construction to build local skills and training.
Community - It is important that the proposals make living in “suburbia” an attractive offer, addressing social needs (care, social spaces, play and amenities) and opportunities for working from home	A range of homes is proposed across all sizes, and advice has been obtained from Savills and local housing officers. There is provision for working from home.
Community – has a ‘social gap analysis’ been carried out for the Fison Road estate?	The community audit and Health Impact Assessment looks closely at the surrounding communities, and the social differences between them. The HIA compares indices of deprivation across the surrounding wards, highlighting the particular

Panel comment	Addressed in application
	issues facing residents in Abbey Ward.
Community - The Panel considered that the sports pitches suffered from the lack of surveillance, which could affect their value as a community resource. The Panel questioned whether more could be done to integrate the playing fields into the development.	To address the concern over integration and surveillance, which has been raised previously, the master plan was amended to include a vehicular track through the woodland to give access to the parking for the allotments and sports pavilion.
Community - The Panel commended the proposed proportion of dwellings with Lifetime Home Standards, and application of London Space Standards, to be applied to this development.	
Community - The Panel were concerned at the remoteness of Market Square in its current location. In addition, the Panel suggested that there is a strong logic for a commercial/retail frontage on Newmarket Road in order to capture passing trade	Location of local centre was extensively debated during the EbD, and at the end of the three days consensus had been reached. The adjacency both to the Park and Ride and to Newmarket Road were seen as hugely beneficial. The shops and services will attract passing trade from Newmarket Road and linked trips from park and ride users, as well as providing the local centre for Wing residents and Marshall's workforce
Connectivity - The Panel were concerned about the lack of connection between the various green spaces in the scheme	Connectivity drawings have been prepared for the landscape strategy. To be included in the DAS. These show how the open spaces are very well connected by a choice of pedestrian and cycle links, forming a network of spaces with different

Panel comment	Addressed in application
	characters and uses to be discovered and explored.
Character – The Panel suggested that the applicant reconsider Beta Square in relation to the design and functioning of car dealerships, the local neighbourhood centre and open space provision	To address the concern over the uncertainty regarding the showroom frontage, a pavilion is proposed along the western edge of the park. This will provide a firm enclosure and backdrop to Beta Square and screen the frontage of the commercial site.
Character - There needs to be flexibility in the parameters to respond to changing housing and other uses such as need, tenure, delivery, mix.	The phasing, tenure (eg affordable rent /shared equity), and mix is indicative at this outline stage and will respond to the market and changing needs over the years the community is built out. The fixed parameters related to height, use, access, and open space, i.e. those elements that could affect the assessment of the environmental impacts. The design principles related to key frontages. The buildings will be flexible to address changing needs - the homes will be lifetime homes compliant, and the local centre units capable of sub-division and of being combined to form larger units, other uses, or homes, depending on demand and need at the time and over the years.

Land Use

- 8.27 The predominant land use across the site is residential with other ancillary uses being located to the south of the site. A two form entry primary school would be located to the north of the Market Square local centre and most of the existing car showrooms would be consolidated into the south-western corner of the site. The local centre would include a mix of retail and community uses and would be anchored by a foodstore.

Residential

- 8.28 Although a number of character areas are proposed across the site the open drainage infrastructure and green corridor running east to west through the site (Gregory Park) divides the two areas of residential development into more of a village character to the north and more of an urban character to the south. The northern residential area would accommodate more detached and semi-detached properties at a lower density than the southern area, which would be defined by a taller, denser form of development, primarily accommodating terrace housing and apartments. The illustrative masterplan indicates that approximately 30% of the dwellings would be apartments and duplexes with the remaining 70% being houses.
- 8.29 In terms of sizes of dwellings the following indicative housing mix is proposed in the Planning Statement submitted with the planning application, which includes both market and affordable housing.

Dwelling Size	Percentage
Studios and 1 bedroom	10%
2 bedrooms	35%
3 bedrooms	33%
4 bedrooms	18%
5 bedrooms	4%
Total	100%

- 8.30 The CEAAP (paragraph D3.10) recognises that the whole Cambridge East development should provide a mix of housing sizes that addresses the high need for smaller one and two bedroom houses in the Cambridge area, whilst at the same time creating a balanced community for the long

term. Affordable housing should be of an appropriate mix to respond to identified needs at the time of the development.

- 8.31 The indicative mix proposes 45% in total one and two bedroom houses and 55% three or more bedroom houses. The Planning Statement submitted with the planning application explains that this proposed indicative mix is designed to reflect recent schemes consented or delivered around the Cambridge fringe, and that the proposed mix is indicative and the exact mix for each development parcel should be influenced by the housing market and local need at that time. To secure a balance of certainty that the development will deliver in accordance with the content of the planning application, and to allow flexibility for the most appropriate housing mix to be agreed at the time reserved matters come forward, a condition (number 25) is recommended that would require each reserved matters application to be accompanied by a schedule of the mix of market dwellings proposed demonstrating how the proposed mix related to the overall mix of market dwellings on the site as a whole, taking into account the indicative mix detailed within the Planning Statement and local knowledge of market demand.
- 8.32 2% of all residential units would be fully wheelchair accessible, which will be secured through the wording of the S106. Similarly the S106 would ensure that affordable housing units are clustered throughout the development and that there are no clusters of more than fifteen affordable houses or twenty affordable apartments on any land parcel or across adjacent land parcels.

Lifetime Homes

- 8.33 The application documents detail that all of the homes across the development would meet Lifetime Homes requirements and be built to London Space Standards. This has been factored into the viability work as the build costs increase in order to achieve these standards. As the viability of the scheme is in part based on the build costs of the residential properties the S106 would be drafted to ensure that as the development is built out these design standards are adhered to as reserved matters applications are submitted by subsequent housebuilders for both the market and affordable housing elements.

Petrol Filling Station

- 8.34 The CEAAP policy CE/3 recognises that whilst the relocation of the petrol filling station adjacent to the Park and Ride is a policy requirement of the wider development, its use and function means that a petrol filling station should be retained during the course of the development.
- 8.35 The existing petrol filling station on Newmarket Road falls within the application site and is due to be replaced as part of the Wing proposals. Due to the on-going negotiations on the viability of the wider scheme a full application is about to be submitted for a new petrol filling station. Depending on the outcomes of the consultation on the proposed application the access arrangements detailed in the outline application may need amending to reflect what is agreed for the full application. On the Wing plans a single access is proposed but the petrol filling station operator is requesting an in and out access that reflects the existing arrangement and is a common arrangement for most petrol filling stations.
- 8.36 As the accesses onto Newmarket Road have not been a contentious matter officers request delegated powers to agree any necessary changes to the petrol filling station access forming part of this outline application, subject to the recommendations of the County Highways Development Management Team.

Education

- 8.37 Paragraph D5.18 of Policy CE/9 of the CEAAP, states that the first phase of development north of Newmarket Road are expected to have in the order of 1,500 to 2,000 dwellings, therefore it would need one 2-form entry primary school.
- 8.38 An assessment of the proposed number of houses in relation to anticipated child numbers estimated that there would be 260 0-3 year olds; 347 4-10 year olds; 230 11-15 year olds and 180 16-18 year olds generated from the development.
- 8.39 For primary school-aged children, the development would therefore generate a need for approximately 1.7 forms of entry. The application proposes a 2.3 ha site to accommodate a 2 form entry primary school.

- 8.40 The proposed 2.3ha primary school site would be located to the west of the P&R with a built frontage that defines the northern boundary of the Market Square and the sports pitches extending to the north. To create active frontages around the north and west of the block the sports pitches would be surrounded by residential development. By abutting the rear gardens of these properties with the sports pitches it would ensure that any impact upon residential amenity as a result of the use of the sports pitches would be reduced. Depending on the length of the rear gardens any subsequent overlooking of the sports pitches from windows of these properties would also be reduced. County Education officers raised concerns initially about this arrangement but are confident that this matter can be dealt with at the detailed design stage.
- 8.41 Although the full construction and design costs of the primary school are included in the S106 Heads of Terms, the applicant has expressed a wish to be involved in the design and build of the primary school if it were to be run as a free school. Therefore alternative construction and governance scenarios and the subsequent contributions that would be required would be detailed in the S106. The primary school is expected to include a children's centre and provision for this will be dealt within the S106.
- 8.42 As set out above, the scale of the primary school meets the needs of the Wing development. Concerns have been raised about the phasing of the primary school and the impact upon nearby primary schools. The primary school would be at the heart of the new community and it would not be appropriate to meet the primary educational needs of the development through an off site facility. Further discussions will be held with County Education Officers about the phasing of the school to ensure that it does not have a detrimental impact upon pupil numbers at nearby primary schools.
- 8.43 The S106 Agreement to be part of any planning permission would also include provision for initial support contributions for revenue costs associated with the start-up of a primary school.
- 8.44 The Wing development would generate a need for secondary school places (approximately two forms of entry) but would not generate sufficient spaces for a new

secondary school to be required on site. There is existing demand for secondary school places within the east of Cambridge for a new secondary school to be built and the location for this school is being explored by the County Council. The future needs of Wing are being taken into account when considering potential sites. Clearly Wing would add to this existing demand and the S106 Heads of Terms include a contribution of approximately £6 million towards off-site provision of secondary education to mitigate the impact of the development. The applicant has confirmed that it would not be willing to accommodate a secondary school on the Wing site, or the adjacent P&R.

- 8.45 Consideration has been given to nursery provision for the Wing development. The masterplan allows for the flexibility for such provision to be collocated with the primary school, or as a separate facility at the local centre, within a mixed-use pavilion at the Beta Square, or within an enlarged sports pavilion on The Plains. It is recommended that the applicant is required to produce a marketing strategy for a unit to commercially rent within the development to be agreed and then implemented, which will most likely be in the local centre. This would be for additional full day-care provision over and above the provision of pre-school accommodation. It is recommended that the Section 106 agreement secures that the marketing strategy will be agreed and implemented with provision of the Local Centre or the 400th occupation of any dwelling depending which one comes first.

Retail including Food Store

- 8.46 In relation to the CEAAP policy CE/6, the CEAAP recognises the importance of the role that a local centre can have in providing community focus, location for services and facilities, and local employment. This could help create community identity from the outset of development, hence why a local centre it is a requirement of phase 1 of the development north of Newmarket Road.
- 8.47 The local centre has been located near to the P&R to benefit from passing trade but also so that it is some distance from the nearby local centres, to ensure their on-going vitality. A balance has had to be sought between the location of the heart of the development away from the Fison Road Estate, where it could have helped bring the two communities

together, and seeking to limit the impact on the vitality of the nearby local centres.

- 8.48 In considering the requirements for a first phase of development the accompanying text of CEAAP policy CE/6 identifies the need for a food store, of a similar size to the Budgens store on Cherry Hinton Road (500sqm net sales area). However, policy CE/6 was written more in the context of the comprehensive development of the wider Cambridge East allocation which would include a separate district centre for the wider development and does not consider the present situation where a first phase development would essentially be a stand-alone development for a potentially significant amount of time. It is therefore necessary to consider the need for the scale of food store (1,500 sqm) being proposed by the applicant and its potential impacts.
- 8.49 For this reason and given the proximity of this development to the City Council's administrative boundary, GVA Grimley have been employed by the City Council specifically to consider the impact of the proposed size of store following the 2013 City Council study that identified no additional need for convenience retail floorspace of this scale, including food retail, to the east of Cambridge and which has informed the emerging Cambridge Local Plan that is still subject to the ongoing Local Plan Examination process. The 2013 Study showed that this part of Cambridge is well served by standard food operators in terms of supermarkets. GVA were instructed to consider whether the size of the proposed food store was consistent with the CEAAP provisions, taking into account the previous retail study referred to above and the NPPF. To inform this, GVA carried out a Retail Assessment in relation to the potential impacts of the proposed food store on nearby defined retail centres, both within the south and eastern parts of the City and SCDC, including Ditton Lane and Barnwell Road. The assessment area was defined in this way because the proposed retail foodstore is intended to be a discounter although the operator for this cannot be confirmed at this stage. Discount food operators have materially different levels of turnover and numbers of product lines than mainstream food store operators therefore their likely impacts are different. GVA therefore assessed the impacts on the basis of a discount food operator only and their likely catchment area.

- 8.50 The conclusion of the study is that a discount food store of the size proposed would derive the majority of expenditure from large foodstores /supermarkets in the eastern and southern parts of Cambridge and that the impacts on nearby local and neighbourhood centres would not undermine either the viability of convenience goods stores within these areas or their roles in supporting the centres.
- 8.51 On this basis, the proposed food store is considered acceptable in retail policy /impact terms, subject to the food store being occupied as a discounter operation. This would be subject to an appropriately worded condition as recommended by GVA (Condition 62). Should a standard food retail operation come forward, this would need to be reassessed in the context of the City Council's retail policies and evidence base and its impact on nearby local and neighbourhood centres as well as the retail centres within the south and eastern parts of Cambridge.
- 8.52 One of the public representations referred to the scale of the foodstore, which they considered too small to serve the development. This comment is not supported by officers given the above considerations as outlined.
- 8.53 The masterplan allows for flexibility within the local centre so that residential units could be accommodated above the retail and community uses. There is also flexibility for the residential units along the Newmarket Road frontage to accommodate alternative uses at ground floor. As referenced in the section above, this was as a result of the Quality Panel who suggested that activity could be generated on this frontage and commercial units could benefit from passing custom.

Other uses including Community facilities and Health

- 8.54 It is recognised in the CEAAP that the proposed development north of Newmarket Road may come forward significantly in advance of the rest of the development of the whole Cambridge East area (paragraph D5.8 of the CEAAP). A key objective of the CEAAP is to ensure that the first phase of development (i.e. the Wing proposals) is an attractive and sustainable place to live and sits within the potential for wider development of the Cambridge East area

and responds to existing facilities in Cambridge city, especially Barnwell and Abbey Wards.

- 8.55 The location, size and quantum of uses in the local centre and other community uses was informed by engagement at pre-application “Enquiry by Design” events hosted by the applicant, and discussion with Councils’ officers. A detailed local community audit was carried out by the applicant (included with the planning application as technical appendix C3 of the EIA), showing that existing community facilities could be reached by Wing residents (and that facilities at Wing could be reached by existing residents). Policy CE/9 supports the principal of collocating community facilities.
- 8.56 Whilst the exact quantum of community space, its build specification and future management would be detailed in the final S106, the Planning Statement submitted as part of the planning application contains details of the proposed floor areas for community facilities. This would include 200 sqm of community hall space (equivalent in size to a main hall at a primary school), a parish office, a sports pavilion and a pavilion to include a café.
- 8.57 The Cambridge City and South Cambridgeshire District Council Infrastructure Delivery Strategy (2012), prepared as part of the evidence base for the emerging Local Plans, notes that 111 sqm of community space is expected per 1,000 population. The relevant section of the planning statement that accompanied the planning application comments that assuming a population in the region of 3,185 people (i.e. 2.45 people per house), this generates a requirement for 354 sqm. The community hall, sports pavilion, and parish office would provide 460 sqm of space. The proposed community floor space is considered to be acceptable to support the development of a successful community. Proposed condition no. 6 would ensure that the internal floor space proposed in the Planning Statement would be secured as part of reserved matters planning applications.
- 8.58 Discussions between the applicant and officers have considered the potential for some of the community space (specifically the community hall) to be accommodated within the primary school. This would be with a view to delivering flexible and adaptable school buildings that could be used

daily for primary education and in the evenings and weekends, serving as a space for all-ages education, community groups and clubs. If the school buildings were to accommodate the community hall, it is recommended that the S106 would include a requirement for a community access agreement to ensure community access to the facility in evenings/weekends/outside of term time. An indicative design for the school prepared by the applicant proposes for a separate entrance to allow this happen. The County Council has confirmed in their comments that any uses beyond those that could be accommodated by the school building needed for education purposes would then require a land take of more than 2.3 ha proposed in the parameter plans.

- 8.59 The land use parameter plan would allow for a community hall to be part of the school buildings or as a separate building at the local centre. Which of these options is considered to be most appropriate and achievable would be considered further in the preparation for detailed proposals to be submitted for the school and local centre.
- 8.60 The location of a community hall facility may influence its management arrangements. If it were co-located with the school, it could be managed by the school operator (yet to be confirmed). A separate facility would require a different management approach. However, at this stage, it is proposed that the developer will need to provide a detailed management and maintenance strategy including community access arrangements, proposed hours of opening, charging strategy etc to be secured through the S106 agreement.
- 8.61 Whatever is finally agreed it is recognised that the layout of the local centre has sufficient flexibility to accommodate the necessary community provision. Fen Ditton Parish Council has indicated that it may consider having a parish office in the local centre. Such a use would not be a planning requirement and as such it would need to be progressed further with the applicant and the Parish Council. Art studios or a gallery are also proposed as part of the local centre and potentially a micro library.
- 8.62 The CEAAP recognises that community services and facilities to support new development need to be properly and effectively managed and maintained if they are to

provide high quality facilities for the community in the long term. It is also important that a feeling of community ownership is developed for all community facilities and that they are managed to ensure accessibility for all. The Planning Statement submitted as part of the planning application includes a commitment from the applicant (Marshall) to retain long term involvement and stewardship of the development. In addition to managing the design and delivery process, Marshall intends to retain ownership of the public spaces and community facilities. Details of the management approach have not been finalised, and the Planning Statement makes reference to the potential for some form of community trust or estate management company. The full details of this would need to be secured through the S106 and it is recommended that the objectives suggested in the Planning Statement, including that any costs passed onto residents (for example through a service charge) are not prohibitive, are adhered to in drafting the S106.

- 8.63 Policy CE9(11) of the CEAAP requires the incorporation of a planning obligation to include early provision of community development workers and youth workers for Phase 1 North of Newmarket Road. A contribution towards provision of a combined community development worker/youth worker has therefore been secured (on the basis of overall viability implications), as set out in the S106 Heads of Terms appendix E. The expectation is that this resource would be managed by South Cambridgeshire District Council, with detailed arrangements for management to be secured through the S106.

Library

- 8.64 In relation to Policy CE/9 of the CEAAP, paragraph D5.25 considers library provision for Phase 1 North of Newmarket Road either through a temporary facility or through expansion or improvement of existing libraries at Barnwell Road and Cherry Hinton, subject to assessment.
- 8.65 No justification has been provided by the County Council for a specific off-site improvement / extension scheme to serve this proposed development. Accordingly, no financial obligation is being sought through the S106 process; this position has been arrived at through negotiation based on

temporary / mobile provision to serve the needs of the residents of the proposed development. The applicant has expressed an interest in setting up a micro-library within the site and if appropriate this would be progressed when reserved matters applications for the local centre are considered in more detail. It is also notable that a number of potential uses for the pavilion building on the western edge Beta Square are proposed. These include a community café, gym and office space and would be considered in more detail when a reserved matters application for the building is submitted.

- 8.66 Any proposals for development across the wider airfield site or further large scale planning applications within the Cambridge East Area Action Plan area would need to be considered individually in relation to their potential impacts and requirements.

Health

- 8.67 Health provision in the area has been raised as a concern by a number of the public responses and the NHS recognises that the East Barnwell Health Centre is close to capacity. The advice from the NHS property is that they would not support a satellite surgery on Wing or the relocation of the existing facility to the new development. This is based on the fact that the greatest need for medical services comes from the Abbey Ward. Therefore any new or enhanced facility needs to be located within that Ward.
- 8.68 The draft S106 includes a contribution of £200,000 towards off-site primary health provision. This is a figure that has been negotiated between officers and the applicant in the context of the overall S106 package of community facilities. NHS Property is in discussions about the relocation of the existing facility to the Abbey Stadium site as part of the emerging Grosvenor sporting village/Abbey Stadium linked proposals. However, the sporting village proposals would be a Departure application and the current proposed phasing of the Abbey Stadium proposals means that delivery of an NHS health facility on the Stadium site is not assured and could be a number of years away. Whether the Wing contribution is spent enhancing the existing facility or would go towards a new facility elsewhere in the Ward is dependent on the outcomes of these negotiations.

- 8.69 The needs for improvements to the existing Health Centre, or a replacement facility, are recognised. Through a S106 contribution the applicant would mitigate the impact of Wing based on a specific project identified by NHS property. The S106 will be drafted to ensure that the contribution could go towards alternative projects, which would mitigate the impact of the development, depending on the outcomes of the aforementioned negotiations.
- 8.70 In conclusion, the proposed mix of uses is considered to be acceptable in principle and to be in accordance with relevant CEAAP and SCDP policies, subject to further details coming forward through reserved matters. On this basis, the submitted Land Uses Parameter Plan is considered to be acceptable.

Open Space, Landscape, Ecology

Open Space

- 8.71 The CEAAP sets out the open space standards for the development within Appendix 3. These are set out in the table below and the proposed open space provision highlighted against this. A total of 23.6ha of green space is proposed across the site, which would be made up of the following:

Type of Open Space	Amount proposed/compliance with CEAAP standards	CEAAP standard
Formal Open Space/outdoor sports facilities: Outdoor Sports	3.8 ha – potentially accommodating 5 football pitches/	1.2ha per 1,000 people = 3.74 ha based on 2.4 people per house.

Formal Open Space: Provision for Children and Teenagers	1.0ha - 24 LAPs (non- equipped Local Areas of Play) 3 LEAPs (Local Equipped Areas of Play) 1 NEAP (Neighbourhood Equipped Area of Play)	0.3 ha per 1,000 people = 0.936 ha
Allotments	1.7ha - equates to approximately 68 allotments (at 250 sqm each)	0.4 ha per 1,000 people = 1.248 ha
Informal Open Space	12.0ha	1.8 ha per 1,000 people = 5.616 ha
Water features and SuDs	0.5ha	
Tree Belts / Woodland	4.6ha	
Total	23.6ha	

- 8.72 The table shows that the CEAAP standards for open space are met in all aspects by the proposed development.
- 8.73 The informal open spaces would include a linear park threaded through the centre of the site (Gregory Park), urban squares, a managed woodland with informal openings for play (Kingsley Woods), a continuous walking cycling route and an informal open space between the northern woodland and the built development edge.
- 8.74 CEAAP policy CE/13 (Landscape Strategy) requires the retention and enhancement of the existing tree belt that defines parts of the northern and western boundaries of the site and would separate the residential areas from the sport pitches to the east. It is proposed to manage the eastern section of the tree belt as more of a parkland setting in order to provide greater natural surveillance of the sports pitches, and the LEAP that is to be located within it. Even managed in this way the tree belt would still provide significant screening of the residential properties when viewed from the east.

- 8.75 The retention of the tree belt would also help to reduce the visual impact of the site from the north and mitigate the impact upon the character and appearance of Fen Ditton village. Although the existing open space presently has a visual amenity value the development of the site to meet the strategic housing needs of the sub-region have been accepted and the development would provide a range of public spaces across the site that will be more accessible than agricultural land. It is recommended that a condition (condition number 12) is imposed to ensure details of landscaping are submitted for approval for local authorities.
- 8.76 The largest public open space is the westernmost square, referred to as Beta Square. There were discussions about whether this should be located further east so that it had more of a relationship with Market Square including during the Quality Panel meetings.. However, the applicant expressed a strong preference for the square to be located nearer to the aerospace buildings so it could also be of amenity value to their staff. Given the fact that there are no details of the car showroom area the Quality Panel questioned whether the western edge of Beta Square would be suitably enclosed. As a result of this Beta Square now includes a tall, mixed use pavilion building that would help to better define the public space and provide greater activity throughout the day. It is therefore considered that the location of the square is acceptable in the context of the masterplan.
- 8.77 In order to reduce the amount of surface car parking it is proposed to accommodate an underground car park underneath Beta Square to serve some of the residential units that would surround it. This would allow better use of land and should result in greater active frontages surrounding the public space as there would be less private driveways serving individual units or communal parking courts. The numbers of units for the site has been worked out based on a number of parking spaces being accommodated underground. The size of the underground car park has been reduced during the course of the application process. If this underground car park could not be achieved, then it is likely to have an impact upon the number of dwellings that could be delivered across the site and require the masterplan to be revisited to accommodate the additional car parking capacity

- 8.78 The Market Square is proposed to have more hard-landscaping than the other open spaces, which would then serve as an extension to some of the uses within the local centre such as the primary school, cafes, etc. There would be pedestrian access from Market Square through to the P&R, which should result in more custom for the uses within the local centre from P&R users.
- 8.79 Policy CE/20 Public Open Space and Sports Provision of the CEEAP sets out that a development of 1300 homes (approx. 3,185 people) shall generate a requirement of 1 ha of play areas. The Wing masterplan incorporates 0.54ha of 'local areas of plays' (LAPs) for two to six year olds, 0.23ha of 'local equipped areas of play' (LEAPs) for two to eight year olds and 0.22ha of 'neighbourhood equipped areas of play' (NEAPs) for eight to fourteen year olds so this is in accordance with CEAAP policy CE/20.
- 8.80 An illustrative plan in the Landscape Strategy chapter in the submitted Design and Access Statement shows that the development will meet the requirements of walking distance to the LAPs, LEAPs and NEAPs to be in accordance with CEAAP policy CE/20. This provision for children and teenagers will be secured primarily through the requirement for a strategy for youth provision and children's play for the whole site (condition number 15), and through Condition 7 (part g) site-wide Phasing Plan, Condition 8 (part k) Design Code and Condition 14 Local areas of play.

Formal Sports/Outdoor Sports Facilities

- 8.81 The proposal includes on-site provision for outdoor sport, equating to 3.8 hectares, on the area known as 'The Plains'. The landscape masterplan indicates that this could accommodate two senior pitches and 3 junior/mini pitches. The Plains would also contain a pavilion and car parking.
- 8.82 Three tennis courts are proposed to the southern part of the application site that is located within the City Council boundary. The tennis courts will occupy 0.3ha in total and they form part of the outline application made to the City Council.

- 8.83 These tennis courts are strongly supported as they will improve the quality, accessibility and capacity of sports facilities in the local area. They are also in line with national and local planning policies; both the NPPF and the Cambridge City Local Plan 2006 recognise the importance of access to high quality sport and recreation opportunities to the health and well-being of communities.
- 8.84 In order to maximise the use of the site that falls outside of the public safety zone at the end of the runway, and prevent any significant built development east of the tree belt, all of the sports provision is proposed to the east of the site. The rectangular shaped Plains area would allow the optimal layout of sports pitches.
- 8.85 A shallow earth bund is proposed to the east of the sports pitches to protect the nearby watercourse from disturbance. It would also provide a feature for spectators to watch sports from and would be kept low enough for grass cutting and maintenance of the adjacent award drain. The sports pitches would not be floodlit because any lighting would be too close to the runway lights and could impact upon the operation of the airport.
- 8.86 As mentioned previously the layout of the site, and the location of the sports pitches in particular, has been influenced by the operational requirements of the airport. Sport England has suggested a condition relating to the management of the playing fields, which will be dealt with as part of the S106 obligation relating to public open space maintenance and management.
- 8.87 The applicants have made it clear that they would like to retain ownership of the tennis courts but no details are known about how it will be managed or maintained. Therefore, S106 provision will be made to ensure this information is secured through a management strategy for open space and sports facilities.

Allotments and open space

- 8.88 To the north of the sports pitches would be the allotments, which would act as a buffer to the properties on High Ditch Road. Concerns have been raised about the security of this area and the isolated nature of the allotments and sports

pavilion. The parameter plans allow for residential units to be accommodated above the sports pavilion and allotment building and the impact of this in terms of the scale of the buildings and their visual impact would be considered at the detailed design stage. Sport England recognised that this would help to reduce the potential for any anti-social behaviour associated with the pavilion.

- 8.89 As part of the city application, 0.3ha of land has been set aside (located directly above the tennis courts) for allotment space. It is also proposed to include a store room and toilet facilities for the allotment uses, and ancillary car parking space.
- 8.90 Allotment space is a valuable community asset that provides a sustainable source of food, a resource for health, social inter-action and a resource for bio-diversity. Ensuring that there is adequate open space and allotments is a key aim of the Cambridge Local Plan 2006, and the Cambridge East Area Action Plan. This aspect of the proposal, therefore, complies fully with policy CE/20 of the Cambridge East Area Action Plan
- 8.91 The public open/green space represents another limb of the proposal to the City Council that is also welcomed. Green spaces play a vital role in providing opportunities for leisure and exercise which benefit the physical and mental health of residents, workers and visitors. Green spaces also make a significant contribution to improving, protecting and enhancing biodiversity, mitigating climate change and counteracting the consequences of the urban heat island effect. The green space provided here is in accordance with the standards set out in Appendix 3 of the Cambridge East Area Action Plan.
- 8.92 In addition, the applicants have also identified (in the Design and Access Statement) two areas of land (one within the open space and the other adjacent to the tennis courts) where local areas of play can be accommodated. This is something that is supported because it will mean that the resident children will not have to travel too far to use their nearest play facilities.
- 8.93 Whilst the applicant's commitment to delivering play space on site is very commendable, it should be noted, that neither

none of the outline documents define what each play area will be and what age group they will cater for. A condition is therefore required to ensure that complete details of the play spaces are submitted for the Council's approval during the reserved matters application. Condition numbers 7 (Phasing part (g)), 8 Design code part (k) and condition 14 Local areas of Play are proposed to achieve this. Similarly, and as with the tennis courts, a condition will be attached that ensure that the management, maintenance and security details of the allotments and open space form part of the reserved matters application (condition number 15).

Off Site Sports

- 8.94 Wing provides sufficient sports pitches within the site to meet the CEAAP open space and recreation standards. Therefore, no contribution to off-site sports facilities has been sought.

Indoor Sports Provision

- 8.95 The CEAAP does not contain indoor sports standards. However, there is an expectation that the Cambridge East development as a whole will deliver a range of indoor sports facilities (for instance, paragraph 4 of policy CE/20 requires that the main public indoor sports facility will be based at the secondary school), Consideration was given to the potential for an off-site S106 contribution towards indoor sport (including a contribution towards swimming pool facilities, partly in response to the consultation comments given by Sport England). Although Sport England provided indicative figures for a S106 contribution, no development in the vicinity has been identified to mitigate the potential impact of the proposed Wing development and therefore the recommendation is that no payment is sought. The same is true for other potential off-site indoor sports facilities.

Management/maintenance of open space and sports facilities

- 8.96 The CEAAP recognises the importance of appropriate long term management arrangements for open space and sports facilities. It is recommended that the S106 agreement includes provision for this to ensure that appropriate measures are in place for ongoing management and

maintenance, including how community access is secured for all facilities.

- 8.97 Although Cambridge City Council would normally seek to secure management of open space within its boundary, in this instance, given that the development proposals within the Cambridge City Council administrative area form a smaller element of a much larger development, the City Council's Streets and Open Spaces Team have confirmed that it would be more practical for this open space to be managed in conjunction with that within the wider Wing Development, subject to securing details including community access arrangements and fall back provisions through the S106 agreement.
- 8.98 It is recommended that details of the management and maintenance arrangements are agreed between officers and the applicant for inclusion in the S106 agreement.

Ecology and Biodiversity

- 8.99 The main areas of ecological interest within or adjacent to the site are the tree belt alongside High Ditch Road and those of the P&R. The existing ditch running through the centre of the site is to be retained and managed for its ecological value as a wildlife corridor and as a water attenuation feature. At the detailed planning stage further consideration can be given to features such as bird and bat boxes on some of the buildings and condition 17 will require the submission of a scheme of ecological enhancement for each of the individual land parcels as they come forward.
- 8.100 The County Council's Ecology Officer questioned whether an area of land near to the site, within the applicant's ownership, could be used as a habitat for wildlife. Unfortunately, due to the operational requirements of the airport this was not an option as it could encourage flocking birds in close proximity to the runway. The impacts upon ecology are considered to be acceptable and with appropriate measures once built out the site has the potential to increase biodiversity above that of the intensively managed agricultural land.

Emergency Services

- 8.101 Cambridgeshire Constabulary and Cambridgeshire Fire and Rescue have not sought any contributions from the S106.

Drainage and Utilities

- 8.102 A surface water strategy was submitted with the Outline application. The strategy explains how it will incorporate a number of SUDs features to ensure the best practice. The site is located in flood zone 1 by the EA, a flood zone 1 is defined by having less than 1 in 1,000 annual probability of river or sea flooding. The SUDs proposal which have been integrated into the proposed landscape are designed to control the surface water from the site, providing storage for surface water up to and including the 1 in 100 year plus an allowance of 30% for climate change event.
- 8.103 Gregory Park would provide the main water attenuation feature within the development site. The proposals are not considered to have a detrimental impact upon the water environment and surface water will be retained on site during heavy rain events so as not to result in flooding outside the site.
- 8.104 Additionally the proposed SUDs mitigate the existing flooding issue in Thorpe Way Ditch by providing storage for surface water and discharging at a reduced rate. It is proposed to construct the surface water attenuation structures associated with the catchments and ensure that it is operational before any development takes place in area. . It is proposed that maintenance will be carried out regularly by an Estate Management Company or a Community Trust of all the proposed SUDS features, details to be secured through the Section 106 agreement.
- 8.105 The Cambridge City Council drainage Officer advised that a site wide surface water drainage strategy to be secured by condition will be needed. This will be secured through condition 10: Site-wide surface water drainage strategy which states that with the submission of the first reserved matters application(s) a detailed site-wide surface water drainage strategy for the site. Condition number 38 will require a drainage strategy for each Reserved Matters application area; this condition requires that management arrangements for all SUDS infrastructure are clarified for approval by the Local Planning Authority.

- 8.106 Although one of the public representations raised concerns about flooding of High Ditch Road the drainage proposals for the site would ensure that any impact of surface water flooding are effectively mitigated through the attenuation of water on site.

Transport

- 8.107 Chapter 12 Traffic and Transport of the submitted Environmental Statement includes a traffic assessment for the land north of Newmarket Road. The applicant's traffic assessment shows that the main areas affected once the development is completed will be users of bus network and users of walking and cycling networks however the traffic assessment concludes that these impacts will be minor beneficial and minor to moderate beneficial. While the magnitude of impact on changes in traffic flow, congestion and delays on local road networks will be negligible. The applicant's traffic assessment used sensitivity of receptors to traffic effects in relation to traffic flows in certain key areas (e.g. schools, shopping area with roadside frontage, roads with narrow footways etc.) combined with percentage of change in total traffic, HGV or hazardous load flows in order to create the significance criteria. So the criteria relies on various strands of information and factors but if looked at in the simplest form of change in total traffic:

- Large = change in flows exceeding 90%
- Medium = change in flows of 60%-90%
- Small = 30%-60%
- Negligible = less than 30%

Further on in the Traffic and Transport chapter, it explores the mitigation for these impacts. It will be mitigated by a range of improvements to surrounding infrastructure which will include:

- A contribution to a new crossing on the Ditton Lane arm of the junction with Newmarket Road
- Upgrading the existing Pelican crossing on Ditton Lane immediately south of its junction with Fison Road to a Toucan crossing
- A contribution towards the River Cam pedestrian and cycle bridge near to the proposed Cambridge Science Park Station.

- 8.108 The traffic assessment concludes with this mitigation, the proposed development will have a minor to moderate impact positive impact on pedestrian and cycling facilities. The sensitivity of users of the local road network to changes in traffic flows, congestion and delays is medium, however the expected magnitude of the effect on users following mitigation, particularly at the Airport Way/ Church Road junction, is negligible. So the conclusion reached from the assessment is that there will be a negligible effect on users of the local road network.
- 8.109 The transport consequences of Wing have been assessed using data extracted from the County Council's Cambridge Sub-Regional Model (CSRM), with flows from this then feeding into local junction models developed by the applicant. Forecasts have been prepared for 2026. The modelling shows that, due to Newmarket Road being close to capacity at peak times, traffic from Wing may displace some traffic to elsewhere on the network at peak times. One of the routes that would be impacted upon is Airport Way, to the east of the airport. A planning condition (number 56) requires the applicant to provide a roundabout or signalised junction on Airport Way at the junction with Church Road, Teversham, the details of which will need to be agreed with the County Council through the usual technical approvals processes.
- 8.110 Other off-site improvements mainly relate to cycling infrastructure and include provision of toucan crossings at the Ditton Lane/Newmarket Road junction and at Ditton Lane/Fison Road, and potential improvements to the 'Horse Paddocks' path linking Ditton Lane to Stourbridge Common. Toucan crossings should be secured by conditions (conditions numbers 57 and 58). The S106 Heads of Terms also includes a contribution of £475,000 towards the new cycle bridge across to the north Cambridge Station and £2.27m towards public transport, pedestrian and cycle improvements for Newmarket Road. There is also a contribution of £250,000 over 7 years towards public transport to allow provision of a bus service to the Biomedical Campus and Hills Road area of the City in order to mitigate the impact of the development through the promotion of sustainable forms of transport. This service would complement the existing services provided to the City Centre from the adjacent park and ride site.

- 8.111 One of the fundamental reasons for releasing land on the fringes of Cambridge for development is that new residents would have more sustainable transport options to meet their daily needs. Although it is accepted that not all residents would use sustainable means of transport they would at least have the option to walk, cycle or catch the bus when travelling into Cambridge. The submission and approval of a Travel Plan, followed by implementation and monitoring would be secured through the S106 to promote the use of sustainable means of transport to encourage a modal shift away from lone occupancy motor vehicles.
- 8.112 It is recognised that to secure enhancements to the Jubilee Way heading in the direction of Cambridge it would require third party land to widen sections of it. This is not something that can be secured through the S106 as it would be out of the applicant's control. Alternative ways of crossing Ditton Lane were discussed with the County Council, including an underpass, but there was not sufficient land available. In response to the Local Access Forum's comments the toucan crossing identified in conditions 57 and 58 is the only improvement that could be delivered based on the constraints around the existing crossing point.

Car and Cycle Parking

- 8.113 The Design and Access Statement includes a parking strategy including an indicative sketch of the underground car park beneath Beta Square that could accommodate up to 300 vehicles. The strategy proposes that the majority of the parking spaces would be provided 'on plot' with a range of parking typologies being proposed. Parking would be provided at one space for 1 and 2 bed dwellings and two spaces for larger dwellings, in accordance with the standards set out in the CEAAP.
- 8.114 Similarly, non-residential parking provision would be provided in accordance with the parking standards set out in the CEAAP. Further details of how parking would be accommodated on plot and in the streets would be secured through the design code process.
- 8.115 The applicant proposes to promote cycling as an important part of Wing and it is proposed to provide two high quality,

secure cycle spaces for the first bedroom of each residential unit with an additional space for each extra bedroom. Again, details of these spaces would be secured through the design code process.

S106, Affordable Housing and Viability

- 8.116 It is essential that Wing delivers an appropriate percentage of affordable housing as well as provision of services and infrastructure to meet the needs of the new community to ensure that development is acceptable in planning terms. Other Fringe Site residential developments have all delivered 40% affordable housing in accordance with policy target. The Cambridge sub-region is an area of acute housing need, with a significant gap between average incomes and house average house prices.
- 8.117 The CEAAP policy CE/7 (Cambridge East Housing) identifies that “The starting point for negotiations concerning the provision of affordable housing at Cambridge East will be 40% or more However, this is a major and complex development which has a wide variety of requirements covering infrastructure and services, and a balance may need to be struck between competing requirements, in the light of economic viability.”
- 8.118 The balance referenced above means that in the event of development viability issues, the quantum of S106 /infrastructure requirements including affordable housing provision, as well as the phasing of such requirements, have been taken into account.

Section 106 Contributions

- 8.119 Discussions surrounding the S106 contributions for Wing started in summer 2013 and the latest S106 draft Heads of Terms document (see Appendix E) contains a list of requirements that officers believe would mitigate the impacts of the development. The current S106 package of approximately £28m works out at approximately £22k per dwelling, which is comparable with other Cambridge fringe sites.
- 8.120 A summary of the key issues relevant to the S106 is presented below. The requested S106 contributions have

been closely scrutinised to ensure that they are appropriate and meet the CIL tests in mitigating the likely impacts of the development, particularly given the pressure on viability and affordable housing, as explained below.

8.121 In this context, the relevant CIL tests (as set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 as amended are legal tests for when S106 may be used. The tests are:

- necessary to make the development acceptable in planning terms;
- directly related to the development, and;
- fairly and reasonably related in scale and kind to the development.

8.122 To ensure that the CIL tests were met and that the funding for infrastructure sought through the S106 process related solely to that infrastructure that is required to mitigate the anticipated impacts of the proposed development, a number of initial requests for funding were removed from the overall package (indoor sports contribution for instance).

8.123 The phasing of payments was also carefully considered by officers to ensure that trigger points to be included in the S106 agreement for the provision of facilities by the developer or for payment of funds, were at the point at which facilities/funding was required and not too early.

Affordable Housing

8.124 The following sections detail the negotiations that have taken place to allow a recommendation to be put forward by officers in relation to the level of affordable housing the proposed development could deliver. Several documents are included as appendices to this report that have informed the discussions between officers and the applicant.

Appendix Title	Appendix Reference
Simon Bird QC advice 2015	H
Simon Bird QC advice 2016	I
Report from Councils' viability consultants December 2015	J
Letter from Councils' viability consultants March 2016	K
Revised affordable housing statement	L

8.125 These appendices are advice from the QC Simon Bird, a comprehensive report from the Councils' viability consultants (Carter Jonas and Bespoke Properties Ltd) and a letter from the same consultants. The report from the Councils' viability consultants contains a letter received from the applicant setting out their view of the viability position for the proposed development. Also included as an appendix is the applicant's amended affordable housing statement.

8.126 Initially, the applicant requested whether priority could be given to lower earning employees of the applicant for some of the affordable housing units. There have also been meetings with Fen Ditton Parish Council to discuss whether a Local Lettings Policy could be used to accommodate people on the waiting list for affordable properties in Fen Ditton on Wing. As the Cambridge East site has been released from the Green Belt to meet the strategic housing needs of the Cambridge sub-region the affordable housing would go towards meeting the wider needs of SCDC and the City Council via the joint allocation process of Homelink. Therefore, it would not be appropriate to seek to prioritise people on the Fen Ditton waiting list or employees of the applicant. Notwithstanding this there is nothing to prevent these people applying for affordable housing via the Homelink Housing register and their applications would be considered alongside other people in housing need. This is the approach that has been taken on previous Fringe site developments.

8.127 This site has a particular set of characteristics that make it different to the other Cambridge fringe sites developments due to the large area of brownfield land and requirement to relocate existing businesses for the site, coupled with the costs of demolition and decontamination. The CEAAP

policy CE/7 acknowledges this and anticipated that these factors may affect the overall viability and affordable housing position for the site.

8.128 The original application submission proposed 40% affordable housing, based on a 50/50 tenure split affordable rented/intermediate housing. However, subsequently, during the course of the application process, the applicant identified that the relocation costs for the North Works site, which would be required to enable the site to be developed, would have an impact upon the viability of the development if it were required to provide 40% affordable housing at a 50/50 tenure split. In addition to the North Works relocation costs the existing engine testing facility also needs relocating, which would further impact upon the viability of the scheme.

8.129 Accordingly, to ensure that policies CE/7 and CE/33 were properly applied, officers have investigated a number of aspects to allow the determination of an appropriate S106 and affordable housing package. The following sections of this report give details of these aspects and, summarise the advice received, and provide officer recommendations.

Relocation Costs

8.130 The relocation costs identified have a significant impact on the overall viability of the development. Policy CE/33 (Infrastructure Provision) of the CEAAP states “The appropriate level of contributions sought from the development will take into account costs which fall to the development, including the relocation of the airport and associated activities and elements of the North Works site.” This wording reflects the fact that the CEAAP was drafted at a time when the relocation of the airport was a “live” possibility then being explored. Therefore, the wording was drafted in the context of the wider comprehensive Cambridge East development coming forward, assuming a site-wide S106 strategy, including in relation to relocation costs. Since the CEAAP was adopted, the position has changed and the airport will not be relocated in the immediate future but is safeguarded for development post 2031. This has meant that the relocation costs such as the North Works can only be considered in the context of this development specifically.

- 8.131 The Councils and the applicant sought joint expert legal advice on the interpretation of this policy and what was appropriate to be included as relocation costs. Simon Bird QC advised that it was the role of the Council to reconcile the competing objectives of relocation costs and planning requirements as well as what were 'allowable costs' under the viability review and the balance between alternative tenures of affordable housing. These costs are those that are required to facilitate the relocation and not the costs that might be incurred at some stage in the ordinary run of business, which are not sensibly allowable. This point is relevant to the future of the engine testing bay as discussed below.
- 8.132 The independent cost consultants appointed by the Councils have scrutinised the relocation costs and believe that the costs are broadly reasonable, given the level of understanding at this stage, and should therefore be included in the viability assessment.
- 8.133 The financial model produced by the applicant includes costs of all the replacement buildings that would have to be provided either on another part of the airport site or elsewhere as a result of the relocation strategy and an allowance for land purchase costs. These relocation costs, identified in policy CE/33, are necessary to provide the incentive for the applicant to deliver the site.
- 8.134 The NPPG advises that a site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken. The modelling demonstrates that although the site could deliver 40% affordable housing that would be with a tenure split of 5% affordable rent with 95% intermediate housing. It is considered that this tenure split would not be acceptable due to the acute need to maximise deliverer of affordable rent properties. The model also demonstrated that an overall figure of 25% affordable housing could be delivered with a tenure split of 30% affordable rent with 70% intermediate housing.
- 8.135 In October 2015, the applicant put forward a 'Without Prejudice offer' to the Councils whereby they are prepared

to go beyond the 25% affordable housing (30/70 split in favour of intermediate housing), which represents their view on the true viability position as presented in the submitted viability appraisal, to offer an overall percentage of 30% affordable (30/70 split in favour of intermediate housing). In doing so, the applicant is prepared to accept a reduction in land value in return for certainty, on the basis that any permission is not subjected to a periodic review of viability. This is explained further below in the section on review mechanisms.

Construction Costs and Sales Income

- 8.136 The Councils' cost consultants have identified a number of potential differences in scheme costs. The majority of these have been accepted by the applicant but there are some areas within the site wide infrastructure costs and relocation costs where there are residual areas of uncertainty. However, the consultants recognise that there are some areas where the costs identified by the applicant appear to be slightly low, more particularly in relation to the acquisition of land costs and refurbishment car showroom works, whilst other work areas such as demolition are slightly high. On balance, the Councils' consultants consider the costs to be broadly reasonable.

Market Land Value

- 8.137 The applicant has provided a Red Book valuation of the site, which includes the value of both the greenfield and brownfield land that could be achieved if it were to be sold as a single plot. The valuation of the land includes a reduction in the overall land value based on the presence of the engine testing bay, which whilst in situ would prevent the south-eastern part of the site being considered acceptable for residential development.
- 8.138 Although the applicant is also the land owner it is standard practice for any developer to achieve the value of a development site, as well as a profit from the development, when considering the viability of a scheme. Without the applicant receiving the value of the land then it is unlikely that there would be sufficient incentive for bringing the site forward for development.

‘Betterment’

8.139 The Councils’ consultants have raised a query in relation to perceived ‘betterment’ to the applicant arising from the occupation/ownership of the new buildings that would accommodate the relocated businesses, which may not be reflected when looking only at scheme costs and revenues. This is in the context that some of the existing buildings on the site would have on-going maintenance costs due to their age and would possibly need to be replaced at some point in the future. If this were a material consideration, then the value of the new buildings could be used to offset some of the costs of relocation.

8.140 Counsel advice to the Councils concluded that whilst there may have been an initial attraction of seeking to argue that the relocating business should give credit to reflect the enhanced capital value benefit which relocation could result in, there is no sound or proper basis for requiring such credit to be given and there is no policy support in the Cambridge East Area Action Plan for seeking offset of this kind.

8.141 There are no precedents of where such ‘betterment’ has been secured elsewhere and expert legal advice has been sought as to whether it should be a material consideration. This legal advice sought by the applicant and the Councils concludes that it is not reasonable to pursue any form of ‘betterment’ through enhanced capital value arising from the provision of the required new build relocation facilities. The Councils were also advised that unless proper allowance is made for those costs the relocation would not take place and it means ensuring that the applicant is provided with sufficient incentive to relocate. The Councils’ viability consultants concurred with this view.

Review Mechanism

8.142 The Councils’ viability consultants and the initial advice from Simon Bird QC (January 2015) originally recommended that a review mechanism be built into the S106 if the percentage of affordable housing being offered by the applicant was below the policy target of 40%. A number of S106 agreements for major housing development sites across the UK now include viability review mechanisms,

designed to allow for the potential for the scheme to offer additional S106 benefits at a future date. This is particularly relevant in the case of affordable housing as in most cases it is this element of a S106 package that is directly affected (i.e. reduced from the policy target) to allow for other generally financial and infrastructure based requirements to be provided.

- 8.143 It is also clear from the NPPG that S106 obligations should not be an impediment to development being brought forward and it is therefore balancing the need to encourage/expedite development and securing the maximum reasonable amount of S106 obligations that must be achieved.
- 8.144 A viability review mechanism within the S106 could be used to allow the potential to secure a higher percentage of affordable housing, or an improved tenure split, in later phases of the development, should the overall viability of the scheme improve over time (i.e. if the return to the developer was more than currently estimated by the viability model as a result of house values increasing by more than costs).
- 8.145 The applicant has questioned the appropriateness of including a viability review mechanism for the Wing project, and the applicant's 'Without Prejudice offer' (at 30% affordable housing), is conditional on the explicit exclusion of such a periodic viability review. The applicant advanced a number of grounds which they claim, taken together, would make it inappropriate to include any periodic review mechanism in the S106 agreement. In summary, these grounds are:
- The applicant's viability appraisal assumes a shortfall in land value. Any such review would need to first allow recovery of this land value;
 - Given that the major infrastructure (save the Engine testing facility) is heavily phased towards the end of the programme, conventional review mechanisms would operate too late in the development process to deliver any meaningful benefit in terms of on site delivery of affordable housing; and

- The North Works relocation costs (which are the principal rear-end loaded cost) will not be understood fully until the relocations are complete.

8.146 Officers recognise that the Wing scheme is very different to other strategic developments, which more commonly experience significant up front costs, to deliver site infrastructure, including roads, utilities and drainage. In this case, the abnormal costs are very significant and late in the project programme, in addition to more common upfront infrastructure costs.

8.147 In light of this legal advice was sought as to the reasonableness of requiring a review mechanism and the risks associated with such a mechanism and Counsel, in this case, deferred to the Councils' viability consultants. The Councils' consultants considered that whilst they recognised the risk that the early phases of development may be delivered with a level of affordable housing below the policy target, and that the costs of the North Works relocation might then result in even further reductions in the later stages of development, they accept that reviews against individual phases would not be workable and that the omission of a review mechanism would give greater certainty to the developer which, in turn, would speed up the delivery of the site.

8.148 Given the complexity of the development a simple review mechanism based only on construction costs and sales income would not be appropriate as a significant cost of the development relates to the relocation costs. Certainty over the exact level of relocation costs would only come towards the end of the development; for a review mechanism to consider all of these costs it would have to operate once these costs were known, which would potentially only be once the development is largely completed, by which point there may be no opportunity to deliver any increase in affordable housing levels on site.

8.149 Although Counsel was not aware of any such mechanism finding support in relevant policy or in any decision of the Secretary of State, or any application appeal, he advised that officers took advice from the Councils' viability consultants as to whether there may be some form of 'claw back' mechanism that would operate late in the

development and that would allow, subject to viability, for an affordable housing commuted sum to be paid to the Councils to reflect earlier below-policy-target level of affordable housing.

- 8.150 The Councils' consultants advised that such a mechanism might be appropriate for smaller, less complex schemes, but would not be suited to a scheme that included such extensive relocation costs and infrastructure issues. Further, based on the applicant's claim that they are offering affordable housing at a level well above that which is presently viable, the Councils' consultants advised that any such claw back review mechanism would need to recover this 'shortfall' first before any commuted sum would be payable, thus reducing the chances of such a commuted sum payment being made. In conclusion, the Councils' consultants agreed with Counsel and advised that any such claw back mechanism would not be practicable.
- 8.151 For the reasons explained above and based on the complexities and unique circumstances associated with the Wing development the Councils' consultants do not consider that it would be practical to require a conventional viability review mechanism within the S106.

Start on site mechanism

- 8.152 As a commitment to early delivery, the applicant is offering a mechanism which would trigger a full re-run of the viability assessment in the event of certain development timescales not being met. This would be triggered if the applicant failed to deliver a specific amount of development (for instance a certain number of dwellings to be constructed to floor slab level) within an agreed period (for example two years from the approval of the Design Code, first stage Reserved Matters for the relevant units and discharge of all relevant planning conditions). This development milestone would ensure the timely delivery of the site by necessitating the investment in infrastructure that would be needed to deliver the development.
- 8.153 The Councils' viability consultants independently recommended this approach and Counsel advised that the approach had merit and would provide a safeguard in the event of a delay.

- 8.154 The specific amount of development required within an agreed period would need to achieve an appropriate balance between ensuring that swift progress was made with delivery of the site, and allowing for the complexities of the first stages of construction, for example archaeological work and the relocation of the Engine Run-up Bay (see section below).
- 8.155 Officers recommend that such a delivery mechanism is included in the S106 to accompany any planning permission granted and that the exact wording of the obligation can be finalised as part of the drafting of the S106.
- 8.156 Counsel also raised the prospect of this delivery mechanism continuing throughout the course of the development such that a review mechanism would apply in the event of any delay in bringing forward later phases. The Councils' viability consultants also considered that this might have merit, i.e. to effectively extend the delivery mechanism to future phases of development but for the reasons explained earlier in this report, the applicant does not think this is workable in practice and has not accepted this. Officers have considered the risk that the applicant simply develops the greenfield parts of the site without carrying out the costly relocation and demolition works necessary to allow the brownfield parts of the site to be delivered. To guard against this a negative covenant restricting the occupations of properties would be included in the S106 based on milestones for the demolition and remediation of the North Works site.

Cascade Mechanism

- 8.157 The applicant has suggested the use of a cascade mechanism to enable the tenure split on individual phases of the development to be flexed through agreement between the applicant and the Councils. This flexibility would allow for:
- 1) the applicant/developer to submit an alternative tenure mix for the affordable housing in a development parcel for the Councils' approval;

- 2) if the applicant/developer proposed the inclusion of Starter Homes (instead of a proportion of intermediate housing), the applicant/developer would need to demonstrate how any additional income arising from the introduction of Starter Homes would be used to increase the proportion of affordable rented units (again, instead of a proportion of intermediate housing).

8.158 The principle of including a cascade mechanism in the S106 is supported by the Councils' viability consultants and the legal advice the Councils took; a cascade mechanism would allow for the potential to achieve a higher percentage of affordable rented units. This flexibility would need to be within the context of the overall value of affordable housing and could potentially result in the overall percentage of affordable housing reducing to provide a tenure split with a higher percentage of affordable rent.

8.159 Any variation from the headline figure, of 30% affordable housing at a tenure split of 30% affordable rent and 70% intermediate units, would require approval from the Councils. It is suggested that any such formal request should come back to the JDCC for determination.

8.160 If a cascade mechanism were used and some of the phases secured an alternative tenure split then the overall level of affordable housing across the site would potentially change. The advice from the Council's viability consultants is that any cascade mechanism should be worded so that should the opportunity arise for the agreed value of affordable housing to deliver a higher percentage of affordable rent, within the overall 30% of affordable housing, then this would not be precluded.

8.161 Simon Bird questioned whether alternatively the cascade mechanism could also allow for the overall percentage of affordable housing to increase above 30%. The applicant is prepared to agree to flexibility in tenure split within any given phase, but does not accept an increase in the headline percentage affordable within that phase. This is for the reasons stated previously including the applicant's offer of a reduction in land value in the 'Without Prejudice offer' in exchange for certainty. In addition, the applicant has said that due to the restriction on sales values of starter homes, any increase in affordable housing value is likely to be

limited and therefore can be addressed most appropriately through changes in tenure split.

- 8.162 The number of affordable rent units that would be delivered can be seen in the context of the overall percentage of affordable housing. As mentioned above, if a higher number of affordable rent units were proposed, this would be achievable through the cascade mechanism, though it could result in a reduction in the overall percentage of affordable housing.

Engine Run Up Bay (ERUB)

- 8.163 In order to enable residential units to be occupied in the south-eastern part of the site noise from the existing arrangements for ERUB needs to be mitigated. The existing facility is a large earth bund to the south of Newmarket Road, which when used to test aircraft undergoing maintenance at the airport results in significant noise being generated. This activity presently has a detrimental impact upon existing City and South Cambs residents.
- 8.164 As a result of Wing it is proposed to relocate engine testing to elsewhere within the airport site, which would require a purpose built structure in order to attenuate the effect of noise from engine testing. This would need to be subject to a separate planning application which would be assessed on its merits.
- 8.165 The viability model includes the cost of this new facility and there is still some uncertainty about the final cost as it would be a bespoke structure that would likely to be enclosed on all sides and large enough to accommodate the aircraft that use the existing facility. The document prepared to identify the cost of the new facility assumed a facility that would allow business as usual in terms of hours of operation with comparable levels of activity that would ensure that the operation of the runway is not impaired. Simon Bird advised that there is no evidence to suggest that what is proposed exceeds what would be required in any sensible relocation of the facility and that he can see no reasonable grounds for disallowing the reasonable costs of the proposed facility.

- 8.166 As this is such a significant piece of infrastructure Simon Bird has questioned whether there is merit in the Councils considering a review mechanism that would be triggered once the actual costs of the new facility are known. However, he identified that any review would need to work 'both ways' and could result in a reduction in the percentage of affordable housing should the cost of the engine testing facility be more than is currently estimated in the viability assessment. Alternatively, he advised that there may be merit in the Councils securing details of the specification of the new facility to ensure that what is built reflects that which have been appraised in the viability assessment.
- 8.167 Consultants have advised that the Councils' should seek to secure that engine testing at the existing facility ceases and to secure the relocation of the ERUB with reference to the specification of the new facility rather than seek to include a viability review mechanism in the S106 related to the ultimate cost of the facility. The consultants consider that the uncertainty related to the cost of the new facility is too great for this to be a reasonable approach. The applicant has agreed to this approach and it is recommended that a suitably robust specification is agreed and included within the S106 agreement such that the Councils have confidence that the facility will be delivered to the required specification.

Revised Affordable Housing Statement

- 8.168 In line with the applicant's 'Without Prejudice offer' of October 2015, the applicant has indicated that they would provide 30% affordable housing overall with a split of 30% affordable rent and 70% intermediate housing subject to there being no periodic review mechanism in the S106. Essentially in exchange for avoiding the risk associated with a review mechanism, the applicant is accepting the risk of delivering 5% more affordable housing (or 65 units) than is demonstrated as being viable based on the submitted model. This would be achieved by accepting a reduction in the market land value of the site.

Overall % affordable housing	Units	Affordable Rent	Shared Ownership
40	520	26 (5%)	494 (95%)
30	390	117 (30%)	273 (70%)
23	299	149 (50%)	150 (50%)

8.169 Although the Councils' consultants do not specifically agree with all aspects of the viability appraisal they recognise that on a development of this scale only small adjustments would be necessary in a sensitivity analysis to demonstrate that such a shortfall is possible. In that case they point out that should a review mechanism be required then the 'shortfall' would need to be recovered before any additional value from the site was realised. The table below shows the potential levels of affordable housing that could be delivered by the proposed development.

8.170 If a review mechanism was required, then the applicant has indicated that the appropriate baseline level of affordable housing would be 25% with a 30% affordable rent and 70% intermediate tenure split.

8.171 Although the percentage of affordable housing and tenure split proposed would be below that of the policy target, and those achieved on the other fringe sites, it is recognised that this is a result of the significant abnormal costs associated with the scheme – including the North Works relocations and the delivery of a purpose built ERUB.

8.172 The viability assessment demonstrates that if the scheme were to deliver the target percentage of affordable housing it would be unviable, such that there would be no incentive for the applicant to bring the site forward for development. Given the significant amount of businesses that need to be relocated to allow Wing to be delivered, and the policy requirement for those costs to be taken into consideration, on balance, officers consider the percentage of affordable housing to be acceptable. This position is recommended only in the context of the mechanisms described above being secured through the S106.

Affordable Housing Conclusion

8.173 After a comprehensive consideration of the viability position of the scheme and the complexities of the site itself, and

having regard to the legal advice sought, the Councils' consultants consider that it would not be practicable to require a conventional viability review mechanism within the S106. The consultant's view is that the offer clarified by the applicant in the Affordable Housing Statement addendum is within an acceptable range of possible outcomes. Whilst it might be possible to seek further alterations to improve the overall position, there is no guarantee that this would be successful, and the consultants advise that this could cause considerable delay.

8.174 Accordingly, the advice is that a S106 agreement should be structured such that it secures the following:

- A headline percentage of 30% affordable housing (with a tenure split of 30/70 in favour of intermediate housing);
- A 'cascade mechanism' to provide the opportunity to adjust the tenure split to increase the level of affordable rent units by either replacing a proportion of intermediate units (this would result in an overall reduction in the percentage of affordable housing) or, should alternative affordable housing products result in increased income to the scheme, increase the percentage of affordable rent units whilst maintaining the overall percentage of affordable housing at 30%;
- A 'start on site' mechanism that would trigger a full re-run of the viability assessment in the event of certain development timescales not being met. It is proposed that the exact wording of this mechanism will be finalised as part of drafting of the S106 agreement;
- A negative covenant restricting the occupations of a quantum of properties (including market and affordable homes) based on milestones for the demolition and remediation of the North Works site;
- A mechanism to secure the relocation of the Engine Run-up Bay to an agreed specification and the cessation of the use of the existing earth bund for engine testing.

Other S106 contributions or requirements

8.175 The S106 Heads of Terms also includes contributions towards maintenance of the award, air quality monitoring community development works, community chest and requirements for fibre optic to the home and marketing of a nursery within the site.

- 8.176 The applicant is seeking there to be an obligation in the S106 to submit a local labour scheme for each phase to the Council for approval prior to the commencement of construction of that phase. The obligation would require the developer to use reasonable endeavours to promote the objectives of the scheme during the construction of that phase subject to employment law and other restrictions. The target of the scheme is for 25% of construction workers to be from the local area unless otherwise agreed with the Council. Further details will be provided at the detailed drafting stage of the S106.

Archaeology and Heritage

- 8.177 Policy CE/18 and CE/19 relate to archaeology and built heritage and recognise the importance of ensuring a full understanding of the site and its context and ensuring that the full archaeological implications of the proposed development are understood and measures put in place to mitigate these.
- 8.178 Parts of the site are of high archaeological interest and appropriate investigations would be secured by way of a condition (number 49) to take place before the site is developed.
- 8.179 The nearest heritage asset to the site is the art deco style Grade II listed former Airport Control Building to the south of Newmarket Road. Notwithstanding the fact that it is outside the application site the development has been designed to provide distance views of the listed building and the proposed works to Newmarket Road, forming part of the development, would have the potential to enhance the setting of the building. The development does not harm the building or its setting but preserves and has the potential to improve the setting of the building. Due to the existing tree belt and the distance of the site from Fen Ditton village the development would not impact upon the setting of the Fen Ditton Conservation Area or any of its listed buildings.
- 8.180 Subject to the imposition of the condition relating to an archaeological mitigation strategy (condition number 49), the proposals are considered to be acceptable in planning terms.

Waste and bin storage

- 8.181 Waste collection would be carried out using standard wheelie bins and money would be secured on a phase by phase basis for the necessary bins through the S106. The draft S106 includes a contribution towards public bins and dog waste bins, which would be located within the public areas.
- 8.182 The County Council originally sought a contribution towards the Household Waste Recycling Centre at Milton. However, due to restrictions on the pooling of S106 contributions this contribution can no longer be sought.
- 8.183 A 'bring site' is also proposed within the Local Centre and a S106 obligation is included within the draft S106 heads of terms to secure funding for this.

Construction

- 8.184 A condition (number 39) would be used to secure a Construction Environment Management Plan (CEMP) to ensure that construction activities and construction traffic do not have an unacceptable impact upon neighbour amenity and highway safety. This would be more of a detailed document than the outline CEMP that was submitted with the application.
- 8.185 The access to the sports pitches is proposed to be the main access for heavy construction vehicles during the build out of the site. Given the existing and proposed landscape buffer between properties on High Ditch Road and the Fison Estate adherence to an appropriately worded CEMP should be able to successfully mitigate any impact upon neighbour amenity resulting from construction noise and dust.
- 8.186 The CEMP would need to detail an agreed route for heavy construction vehicles and given the location of the haul road access, and the often congested nature of Ditton Lane, it would be most appropriate for this construction traffic to access the site from east by travelling westwards along Newmarket Road. The impact of construction traffic coming through Fen Ditton has been raised as a concern

and can be addressed through the submission of a CEMP.

Public Art

- 8.187 At the pre-application stage a public art group was established, which led to the submission of a detailed public art strategy as part of the outline application. As a result of the 2014 amendments this strategy has since been replaced with a less detailed document, which allows greater flexibility for the delivery of public art across Wing as it develops. As a result of the viability discussions no contribution is being sought towards public art. Instead the delivery of public art across the site will be conditioned (condition number 35) to be in accordance with the submitted strategy.

Impact on Adjacent Properties and Neighbour Amenity

- 8.188 The nearest residential properties are several houses on High Ditch road to the northeast and those of the Fison Road estate to the west. The condition (condition 39) requiring details of the Construction and Environment Management Plan would reduce the impact upon nearby residential properties during the construction phase. The proposed location of the haul road to the southeast of the site means that the impact of construction traffic on neighbor amenity would be reduced.
- 8.189 In terms of noise from the occupation of the development the retention of the perimeter tree belt would allow for a generous, green buffer between any of the proposed residential properties and existing ones. The lack of floodlighting means that the sports pitches would only be used intensively during daylight hours. The allotments to the north would act as a buffer between the sports pitches and the High Ditch Road properties and the retained tree belt to the east would reduce any impact of noise from the pitches on the future residents.
- 8.190 The consolidation of the car showrooms to the southwestern corner of the site would not result in any change to the use of that part of the site and the impact

upon the nearby residential properties resulting from the use of the existing access road would remain the same.

Renewable Energy and Sustainable Construction

- 8.191 The applicant's aim is to create an 'exemplar community' by create flexible spaces via the adoption of London Space standards, embed climate resilience into the design via landscaped SUDS measures and a fabric first approach to buffer extreme temperatures. They also proposed to adopt the aims and objectives of BREEAM Communities to guide the latter design stages and ensure that quantifiable goals are set where possible. The County BREEAM standard for the primary school would be 'Very Good' and the S106 contributions would deliver a school to these standards. If the aspiration is to achieve 'Excellent' then those additional costs and requirements would need to be met by the applicant in full.
- 8.192 The water consumption modelling shows that the target reductions can be met via efficient fixtures. Rainwater harvesting would also be included on the commercial buildings. The applicant is looking at rainwater harvesting schemes, particularly for the commercial buildings, and a condition (condition 11) will be used to secure a water minimisation strategy across the site. In addition, conditions will secure details of how each individual development parcel will ensure water usage is minimised (condition 29).
- 8.193 The fabric first approach adopted in the Energy Statement would move the development's carbon footprint 2% beyond the building regulation's required Target Emission Rate. Meeting the current carbon reduction targets set out in building regulations without renewables would be a challenge and moving beyond them is a significant improvement on current best practice. The Energy Statement includes options to incorporate renewable technologies such as ground source, air source and solar thermal panelling on commercial and apartment buildings. This would deploy renewable sources of energy where they can have the greatest impact and would have the potential to reduce the development's carbon emissions by a further 2-3%.

- 8.194 Initially a Photo Voltaic (PV) array was proposed on land adjacent to the airport runway. The applicant has since confirmed that this is no longer an option due to the operational requirements of the airport.
- 8.195 Officers recognise that whilst the proposals go significantly beyond the intent of CEAAP policy CE/24 (Energy) they do not adhere fully to the wording of detailed requirements (i.e. 10% renewable energy delivered on site). The proposed approach would reduce on site emissions by approximately 5% (via passive design measures and on site technologies). Had the proposed PV come forward then it would have off-set a further 25-30% of emissions. In the absence of this part of the proposal a condition (condition number 11) will be attached to the consent requiring the submission of a site wide sustainability strategy. This strategy would require the consent of the Local Planning Authority and would need to build on the proposals in the Sustainability Statement, Energy Statement and Water Conservation Strategy submitted with the application and demonstrate that the aims of CEAAP policies CE/22 (Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal) and CE/24 would be met.
- 8.196 The greater clarity requested by Fen Ditton Parish Council about what would be delivered in terms of renewable energy would be detailed in the proposed sustainability strategy.

Noise and Contamination

- 8.197 The CEAAP (policy CE/26 Noise) recognises that for development north of Newmarket Road a major noise source would be the aircraft engine run-up bay currently located immediately south of Newmarket Road.
- 8.198 The impact of noise on the amenity of new residents has been identified as a concern with regards to the proposed properties along the Newmarket Road frontage and those nearest to the Market Square. This noise is presently generated by traffic on Newmarket Road and operations at the airport. Without the relocation of the engine testing bay the noise levels experienced by the south-eastern corner of the site would mean that residential units would

not be permitted. Therefore, the residential use of this part of the site would only be acceptable once the existing engine testing bay is no longer in use.

- 8.199 Noise contours based on the use of the airport runway and Newmarket Road have demonstrated that noise levels experienced by new residents living around the Market Square and Newmarket Road would be higher than elsewhere in the site but would still be acceptable. The proposed modifications to Newmarket Road would mean that the residential units along the frontage would be set back behind the parallel road from the carriageway of Newmarket Road.
- 8.200 As a result of the historic use of parts of the North Works site ground work contamination has been identified as a result of exploratory works to inform the Wing Environmental Impact Assessment. Environmental Health officers from SCDC and the City Council have been working with the applicant's consultants and are confident that the redevelopment of the site would not result in an adverse impact upon human health to new or existing residents. This view is dependent on conditions (46 and 47) being attached to the planning consent requiring additional survey and investigations to be carried out and to secure mitigation measures.
- 8.201 Subject to appropriate conditions (specifically numbers 21, 22 and 23 relating to noise impact assessments and identification of mitigation measures required) the proposals are considered to be satisfactory and meet the requirements of relevant policies in the CEAAP.
- 8.202 It is further recommended (as discussed above in the Section 106 sections of this report) that the cessation of aircraft testing at the existing run-up bay and the construction of a new facility are controlled through the S106.

Phasing of the Development

- 8.203 It is anticipated that the proposed development would be delivered over a number of years (expected to be around three years of enabling works and demolition and around nine years of homes and associated infrastructure

construction). Policies CE/33 and CE/34 require the timely delivery of infrastructure, services, landscaping and open spaces so that the new community's needs are met as they arise. Policy CE/30 requires the early delivery of strategic woodland, tree and hedgerow planting at the beginning of each major phase. This principle is considered to be reflected in the applicant's intention to build from the east, starting with the local centre and adjacent blocks, and working northwards and westwards. This would allow time for the relocation of businesses from the North Works site.

- 8.204 As is standard practice with large scale housing sites, it is recommended that a phasing plan is secured by condition (condition number 7); further, that the discharge of this condition is not delegated to officers but is brought to the Joint Development Control Committee for consideration.

Matters Raised by Fen Ditton Parish Council

- 8.205 A number of the matters raised by the Parish Council are addressed in the relevant sections of this report. Those that have not been covered previously are considered below.
- 8.206 The Parish Council has questioned the capacity of the parish cemetery to accommodate additional burials that might occur as a result of Wing. Further information has been requested from the Parish Council about the capacity of the existing cemetery. There has not been any clarity as to whether there is capacity or not and what land could be used to accommodate an extension of the existing burial ground. In the absence of this information it has not been possible to secure money towards a burial ground extension. Moreover, it is not clear whether it would be necessary to make the development acceptable, especially as no such provision has been secured for the other fringe sites.
- 8.207 Previously the Parish Council has questioned whether it could have a role in the management of community facilities and land. Although not detailed in the application documents the S106 could be drawn up to allow for this eventuality. This is a matter that would need to be discussed between the Parish Council and the applicant.

From a planning point of view an appropriate mechanism is required for the maintenance and management of community facilities and this would be secured through the S106.

- 8.208 The proposal connects into footpath 9 which links the site to Fen Ditton village. In addition, the proposal includes a potential access to Fen Ditton road by way of a footpath to the northwest of the site. To access the village this footpath would need to cross land not owned by the applicant. The applicant is reviewing whether this link can be achieved. It has been questioned whether parking could be provided near to this footpath. Although there would be a leisure route through the tree belt the provision of parking on the Fen Ditton side of the tree belt, on land not owned by the applicant, is not considered necessary.
- 8.209 The Parish Council has requested that S106 contributions from Wing not go towards the proposed cycle bridge over the river. Although not part of the proposed development the Transport Assessment identifies that the bridge would be used by Wing residents to access the new station. On that basis the County Council has requested a contribution towards it. If, for some reason the bridge were not delivered then there would be a mechanism in the S106 to ensure that the contribution went towards another scheme to enhance cycle infrastructure or if no such scheme were identified then it could go towards affordable housing.

Third Party Representations

- 8.210 The majority of representations related to the impact of traffic, primarily on Newmarket Road and Airport Way. Although one of the representations questions the transport modelling data in terms of trips by different modes the Transport Assessment has been accepted by the County Council. A number of the other comments relating to building density, building heights, the ERUB, flooding, cycling infrastructure, impact upon the character of Fen Ditton, visual impact, impact upon wildlife, loss of open space, scale of retail provision, primary and secondary education and the access onto Newmarket Road have been considered in the relevant sections of this report.

- 8.211 There will be an obligation in the S106 to promote a nursery on site and the provision of Lifetime Homes and 2% of wheelchair accessible homes will also help address the needs of elderly and disabled residents. An indicative parking strategy has been included in the Design and Access Statement and more detailed matters such as parking provision, bin and cycle storage and building design will be addressed through the Design Coding, to be secured through a condition (condition 8), which will then influence the detailed designs of the individual land parcels.
- 8.212 Although raised by a third part reduction in house prices would not be a material planning consideration and there is no reason to believe that the development would result in an increase in antisocial behaviour. The Police Architectural Liaison Officer supports the master plan and will be consulted at the Design Code and detailed applications stage to ensure that spaces where antisocial behaviour could occur are designed out.
- 8.213 A S106 contribution will secure air quality monitoring equipment to ensure that the impact upon new and existing resident during construction is limited. The Construction and Environment Management Plan would also reduce the impact of noise and dust during construction. The documents of the Environmental Statement are considered acceptable and the potential impact upon residents of further traffic along Newmarket Road would not be significant enough to outweigh the benefit of providing additional housing on an allocated site. There is no policy requirement for the development to provide a direct access onto the A14 and there is no requirement based on the traffic modelling that has been carried out. Similarly, there is presently no policy requirement for plots for self-builders to be provided on the site.
- 8.214 No details of bus services to serve the development would be provided at the outline stage but a contribution towards bus service enhancements have been included in the S106 Heads of Terms. Moreover, the width of the primary road network is such that it could accommodate buses should a bus service be routed through the development

in the future. Further details of the road networks will be secured through the Design Code.

Other Matters

- 8.215 The Fire and Rescue Service has requested that adequate provision be made for fire hydrants. This will be secured by way of a condition (condition 53) requiring details to be submitted at the detailed planning stage.
- 8.216 A number of detailed issues were raised by the City Council in their original comments on the outline application. These have largely been addressed through the submission of further information and discussions. The concerns raised about the impact of the larger food store have been addressed by the GVA report and issues in relation to affordable housing provision are addressed in the affordable housing section earlier in the report. Any additional matters will either be subject to conditions or secured through the S106 agreement.

9.0 CONCLUSION

- 9.1 The proposals are considered to be in accordance with the Cambridge East Area Action Plan (2008) vision and policies in that the proposals would contribute to the creation of a distinctive sustainable community on the eastern edge of Cambridge.
- 9.2 The proposals are for the first phase of development on land north of Newmarket Road and it is considered that in accordance with the Cambridge East Area Action Plan (2008) the proposals would ensure that this phase of Cambridge East could function independently as a stand-alone neighbourhood whilst the airport is still operating but is also capable of integrating with wider development in the longer term.
- 9.3 Accordingly, officers are seeking delegated authority to agree any amendments to the access drawings based on the proposals for the new Petrol Filling Station and delegated authority to negotiate the detail of the S106 and further minor changes to wording of the conditions with the applicant.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

11.0 PROPOSED CONDITIONS

Wing, Land north of Newmarket Road

Explanatory notes and terms:

“Development Parcel” means a phase or part of the development excluding “Enabling Works” and “Strategic Engineering and Landscape Elements”. For instance this would include housing, employment, local centre, primary school site, allotments, playing pitches.

“Enabling Works” include, but are not exclusively limited to, surveying, environmental and hazardous substance testing and sampling (including the making of trial boreholes, window sampling and test pits in connection with such testing and sampling), soil tests, remediation works, pegging out, tree protection, ecological survey and mitigation works, archaeological investigation, demolition and removal of buildings and other structures, and similar related works

“Strategic Engineering and Landscape Elements” include principal foul and surface water drainage infrastructure works, other utilities provision, accesses from Newmarket Road, primary roads, the linear attenuation feature, land re-profiling and ha-has, strategic landscape works and planting, and similar related works.

Development in accordance with plans

- 1. The development hereby permitted shall be carried out in accordance with the following approved plans save for only minor variations where such variations do not deviate from this permission nor have any additional or materially different likely significant environmental effects to those assessed in the Environmental Statement accompanying the application:
12-592_PL_01_Location_Plan Revision B
12-592_PL_02_Aerial_Plan Revision A
12-592_PL_03_Demolition_Plan Revision A**

0060_GA_005K_Boulevard_east (sheet 1 of 2)
0060_GA_005K_Boulevard_west (sheet 2 of 2)
0060_GA_006E_Construction_Access
12-592_PL_04_Land Use_PP Revision F
12-592_PL_05_Building_Heights_PP Revision C
12-592_PL_06_Access_Movement_PP Revision D
12-592_PL_07_Landscape_Open_Space_PP Revision C
REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990 and to ensure the details of the development are acceptable to the Local Planning Authority.

Time limits

- 2. The first application for approval of 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 commencement of each Development Parcel pursuant to this outline permission shall begin before the expiration of two years from the date of the last reserved matter of that Development Parcel to be approved.**
REASON: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.
- 4. Application(s) for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of 12 years from the date of this permission.**
REASON: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004 and provide a consistent approach to the development of the site alongside adjoining developments.

Reserved matters

- 5. No development on any individual Development Parcel or Strategic Engineering and Landscape Element shall commence, apart from Enabling Works, until approval of the details (where appropriate) of the appearance,**

landscape, layout and scale (hereinafter called the reserved matters) within that Development Parcel or related to that Strategic Engineering and Landscape Element 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

6. The development pursuant to this permission of the uses listed below shall not exceed the following development levels:

Use class / type of use - Quantum

- **Primary school (D1), potentially including community hall**
- 2.3 ha primary school site
- **Community hall of 200 m² gross internal floorspace**
- **Foodstore (A1) - Up to 1,500sqm gross internal floorspace**
- **Petrol Filling station**
- **Flexible mixed-use units (A1 – 5, B1, D1, D2) - Up to 3,000 m² gross internal floorspace**
- **Park pavilion comprising: café, public wc's, park store, offices, and gym (A1 – 5, B1, D1, D2) - 2,600 m² of which 1,600 m² offices gross internal floorspace**
- **Sports pavilion (D2) - 200 m² gross internal floorspace**
- **Allotment clubhouse and amenities (D2) - 200 m² gross internal floorspace**
- **Replacement car dealerships (sui generis) - Up to 4 ha**

REASON: To ensure that the development is implemented within the approved parameters upon which the Environmental Statement is based, in accordance with LDF policies DP/1, DP/2 and DP/3.

Prior to or concurrent with first reserved matters application

Phasing

- 7. Prior to, or concurrently with the submission of the first reserved matters application(s) a site-wide Phasing Plan which accords with the S106 triggers shall be submitted to the Local Planning Authority for approval.**

No development shall commence apart from Enabling Works until such time as the site-wide Phasing Plan has been approved in writing by the Local Planning Authority.

The site-wide Phasing Plan shall include the sequence of providing the following elements:

- a) Re-provision of the Petrol Filling Station**
- b) Major infrastructure including all accesses, primary roads, segregated footpaths and cycleways and timings of such provision.**
- c) Residential development parcels (including numbers and reference to indicative delivery dates);**
- d) The local centre**
- e) The primary school and children's nursery**
- f) Surface water drainage features, SUDS and foul water drainage network;**
- g) Formal and informal public open space, provision for children and teenagers, playing fields, and allotments**
- h) The sports pavilion, allotment club house and pavilion building in Beta Square**
- i) Strategic electricity, telecommunications, potable water mains provision and gas networks.**
- j) Structural landscape planting.**
- k) Environment mitigation measures**

The site-wide Phasing Plan shall also include a mechanism for reviewing and amending the sequencing of the above elements.

The development shall be carried out in accordance with the site-wide Phasing Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that the community spaces are provided in time to cater for the needs and impacts arising out of the development in accordance with Cambridge East Area Action Plan policies CE1 and CE2,

which set out the vision and development principles for the delivery of the community

Design Code

- 8. Prior to, or concurrently with, the submission of the first of the reserved matters application(s), a site-wide Design Code shall be submitted to the Local Planning Authority for approval.**

No development shall commence apart from Enabling Works and Strategic Engineering and Landscape Elements (save for strategic landscaping) until the Design Code has been approved in writing by the Local Planning Authority.

The Design Code shall be prepared in accordance with the approved parameter plans established in this outline permission and having regard to the Design and Access Statement and the approved parameter plans and shall include the following:

- a) The overall vision of the development;**
- b) The character and heights established through the approved parameter plans, reference to the phasing of Development Parcels.**
- c) The street hierarchy, including the principles and extent of the highway that would be potentially be offered for adoption, along with traffic calming measures;**
- d) Typical street cross-sections which will include details of tree planting, tree species, underground utility/service trenches, and on street parking;**
- e) How the design of the streets and spaces takes into account mobility and visually impaired users;**
- f) Block principles to establish use, density and building typologies. In addition, design principles including primary frontages, pedestrian access points, fronts and backs and threshold definition shall be provided;**
- g) Key groupings and other key buildings including information about height, scale, form, level of enclosure, building materials and design features;**
- h) Approach to incorporation of ancillary infrastructure/buildings such as substations, pumping stations, pipes, flues, vents, meter**

- boxes, external letterboxes, fibres wires and cables required by statutory undertakers as part of building design;
- i) Details of the approach to vehicular parking across the site including the location and layout of parking for people with disabilities and for each building type, including details of a design approach for access points into and the ventilation of any undercroft/underground parking;
 - j) The approach to cycle parking for all uses and for each building type, including the distribution (resident/visitor parking and location in the development), type of rack, spacing and any secure or non-secure structures associated with the storage of cycles;
 - k) The approach to the character and treatment of the retained woodland, and new structural planting in the key public open spaces and along the primary and secondary streets;
 - l) Outdoor sports and children's play space strategy including the formal playing fields, NEAP, LEAPs and LAPs;
 - m) The approach to the treatment of footpaths, cycleways and bridleways through the site;
 - n) The conceptual design and approach to the public realm (making reference to the public art strategy, materials, signage, utilities and any other street furniture);
 - o) The conceptual design and approach to the lighting strategy and how this will be applied to different areas of the development with different lighting needs, so as to maximise energy efficiency, minimise light pollution and avoid street clutter, in general accordance with the lighting statement approved as part of this outline permission;
 - p) Details of waste and recycling provision for all building types and recycling points;
 - q) Utility routes, type and specification;
 - r) Measures to demonstrate how the design can maximise resource efficiency and climate change adaptation through external, passive means, such as landscape, orientation, massing, and external building features;

- s) **Details of measures to minimise opportunities for crime;**
- t) **Measures to show how design will address/minimise the impact of noise (from traffic, aircraft etc.) on future residents;**
- u) **Details of the Design review procedure and of circumstances where a review of the Design Code shall be implemented.**

The Design Code shall explain its purpose, structure and status and set out the mandatory and discretionary elements where the Design Code will apply, who should use the Design Code, and how to use the Design Code.

All subsequent reserved matter applications shall accord with the details of the approved Design Code and be accompanied by a statement which demonstrates compliance with the code.

REASON: To ensure high quality design and coordinated development in accordance with policies CE/1, CE/2, CE/13, CE/14 of the Cambridge East Area Action Plan 2008; and to facilitate continuity through cumulative phases of development in accordance with Policy DP/5 of the South Cambridgeshire Development Control Policies Document, Local Development Framework, 2007

Site-wide Strategies

Site-wide Biodiversity Management Plan

9. **Prior to, or concurrently with, the submission of the first reserved matters application(s) a site-wide biodiversity management plan shall be submitted to the Local Planning Authority for approval. The plan shall set out how the development will secure the ecological measures and mitigation set out in paragraphs 9.164 – 9.166 and 9.205-9.220, and tables 13.1 and 13.2 of the Environmental Statement, dated December 2013.**

REASON: To enhance ecological interests in accordance with policies CE/16 and CE/17 of the Cambridge East Area Action Plan 2008.

Site-wide surface water drainage strategy

10. **Prior to, or concurrently with, the submission of the first of the reserved matters application(s) a detailed site-**

wide surface water drainage strategy shall be submitted to the Local Planning Authority for approval. This shall complement the Site Wide Phasing Strategy and generally accord with the Strategic Surface Water Drainage Strategy for the site as set out in Chapter 11 and Technical Appendix H of the Environmental Statement, dated December 2013 and within paragraph 1.24 and Figure 11.3 of the Addendum to Environmental Statement dated August 2014, and be based on sustainable drainage principles.

The surface water drainage strategy shall include:

- Evidence based details of existing and proposed drainage routes.
- Details of existing infiltration rates where appropriate.
- Detailed calculations for any proposed storage requirements, including precautionary factors for biodiversity habitat requirements, if ponds are proposed, and for potential future impermeable expansion areas or extensions that may connect to the system. The calculations must include an appropriate allowance for climate change in accordance with the NPPF.
- Detailed calculations for any proposed discharge rates to the receiving watercourse.

Any drainage details including SUDS must comply with Advice Note 6 'Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS) (available at www.aoa.org.uk/policy-campaigns/operations-safety/). Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality.

The scheme shall be implemented in accordance with the phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority. All reserved matters applications shall be designed in accordance with the approved scheme and the development shall be carried out in accordance with the approval details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To prevent the exacerbation of flooding outside the site by ensuring the satisfactory storage and disposal of surface water from the site in accordance with policy CE/22 of the Cambridge East Area Action Plan 2008.

Site-wide Sustainability Strategy

- 11. Prior to, or concurrently with, the submission of the first reserved matters application for the first Development Parcel, a site-wide sustainability strategy shall be submitted to the Local Planning Authority for approval addressing renewable energy, carbon emissions and water conservation. It will have regard to sections 4.4 and 4.6, and chapter 5 of the Sustainability Statement and Water Conservation Strategy (December 2013) and section 4 of the Energy Statement (December 2013) as updated by pages 1 and 2 of the Sustainability Statement and Water Conservation Strategy and Energy Statement Addendum (August 2014). The strategy will also explain the measures that will make the development an exemplar community having regard to page 1 of the Addendum to the Sustainability Statement and Water Conservation Strategy and Energy Statement (August 2014).**

REASON: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with policies CE/22, CE/24 and CE/28 of the Cambridge East Area Action Plan 2008.

Details required with reserved matters submissions

Landscape details

- 12. Within any reserved matters application for landscape submitted pursuant to this permission the details required by condition 5 shall include detailed landscape designs and specifications for the Development Parcel or Strategic Engineering and Landscape Element to which the reserved matters application relates. The details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).**

The details shall include such of the following as are relevant to the submission for that Development Parcel or Strategic Engineering and Landscape Element:

Soft Landscape

- 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 relevant area of the site.
- c) The landscape treatment of roads (primary, secondary, tertiary and green) through the relevant area of the site.
- d) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.), tree pit details and details of the species, number and spacing of trees and shrubs.
- e) The planting and establishment of structural landscape to be provided in advance of all or specified parts of the relevant area of the site as appropriate.
- f) Full details of any proposed alterations to existing watercourses/drainage channels and details of any water features.
- g) Drainage details including SUDS – such schemes must comply with Advice Note 6 ‘Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS) (available at www.aoa.org.uk/policy-campaigns/operations-safety/).
- h) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works.
- i) A specification for the Topsoil Strip, storage, re-spread and remediation in accordance with Defra :

Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

Hard Landscape

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

No subsequent alterations to the approved landscape details are to take place unless submitted to and approved in writing by the Local Planning Authority. The landscape within each Development Parcel and each Strategic Engineering and Landscape Element shall be implemented in accordance with the approved landscape details for that Development Parcel or Strategic Engineering and Landscape Element.

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 of the site and its surroundings, and to ensure a suitable relationship and integration of the built development with its surroundings and to avoid endangering the safe movement of aircraft and the operation of Cambridge Airport through the attraction of birds and an increase in the bird hazard risk of the application site in accordance with policies CE/14 and CE/15 of the Cambridge East Area Action Plan 2008.

Tree protection

- 13. Any reserved matters application for a Development Parcel or Strategic Engineering and Landscape Element shall include details of the trees to be removed and retained within that Development Parcel or Strategic Engineering and Landscape Element; and the tree protection measures to be put in place in respect of those trees to be retained within that Development**

Parcel or Strategic Engineering and Landscape Element, in accordance with BS5837:2012. Tree removal within that Development Parcel or Strategic Engineering and Landscape Element shall be in general accordance with plans Arbtech AIA 01 (West) Arbtech AIA 01 (East) of the Arboricultural Impact Assessment or as otherwise agreed in writing with the Local Planning Authority. The development of a Development Parcel or Strategic Engineering or Landscape Element shall be carried out in accordance with the tree protection measures approved for that Development Parcel or Strategic Engineering and Landscape Element

REASON: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with policies DP/1 and NE/6 of the adopted Local Development Framework 2007.

Local areas of play

- 14. Any reserved matters application for a Development Parcel containing residential development shall include details of any LAP(s) (Local Area of Play) to be provided within that Development Parcel together with details of the dwellings served by each LAP and the timetable for laying out the LAP(s) for approval. The LAP(s) shall be laid out in accordance with the details and timetable approved by the Local Planning Authority.****REASON:** To ensure that appropriate facilities for youth and children's play provision are provided in relation to the development of the site, in accordance with policies SF/10 and SF/11 of the adopted Local Development Framework 2007.

Youth facilities and children's play provision

- 15. Prior to or concurrently with the submission of the first of the reserved matters application(s) for residential development, a Strategy for Youth Facilities and Children's Play provision, in accordance with the principles set out in the Design and Access Statement and Planning Statement, shall be submitted to the Local Planning Authority for approval. The strategy shall include sufficient details to demonstrate the implementation of that strategy including specifications, location and phasing. Development shall take place in accordance with the approved strategy.**

REASON To ensure that appropriate facilities for youth facility and children's play provision are provided in relation to the development of the site. Cambridge East Area Action Plan Policy CE/20

Allotments

16. Any reserved matters applications for a Development Parcel or Strategic Engineering and Landscape Element which incorporate allotment provision shall where appropriate include the following details:

- a) A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders; areas for communal storage of, for example, manure and compost**
- b) Proposed management arrangements**
- c) Access and parking arrangements to allow easy and safe access to the allotments**
- d) Details of the allotment clubhouse / store;**
- e) Boundary treatment, including security arrangements for the allotments;**
- f) Water supply, including use of stored rainwater and SuDS for watering crops.**

The provision of allotments shall be carried out in accordance with the approved details and in accordance with the approved phasing programme.

REASON: To ensure that appropriate allotments are provided in relation to the development of the site in accordance with policy CE/2 of the Cambridge East Area Action Plan 2008.

Biodiversity Measures

17. Any reserved matters application for a Development Parcel or Strategic Engineering and Landscape Element shall include details of the ecological measures and mitigation incorporated into that Development Parcel or Strategic Engineering and Landscape Element in accordance with the approved site-wide biodiversity management plan and a timetable for their implementation. The ecological measures and mitigation within that Development Parcel or Strategic Engineering

and Landscape Element shall be implemented as approved in accordance with the approved implementation programme for that Development Parcel or Strategic Engineering and Landscape Element.

REASON: To ensure that the development enhances the biodiversity value of the site in accordance with policy CE/16 of the Cambridge East Area Action Plan 2008.

Lighting

- 18. Concurrently with each reserved matters application for a Development Parcel or Strategic Engineering and Landscape Element which includes any form of illumination an artificial lighting scheme for that Development Parcel or Strategic Engineering and Landscape Element, to include details of any external lighting of that Development Parcel or Strategic Engineering and Landscape Element such as street, floodlighting, security / residential lighting and a programme for their delivery, as well as an assessment of impact on any sensitive residential premises on and off site, shall be submitted to the Local Planning Authority. The scheme shall include layout plans / elevations with luminaire locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the Development Parcel or Strategic Engineering and Landscape Element and on the boundary of the Development Parcel or Strategic Engineering and Landscape Element and at future adjacent properties, including consideration of Glare (direct source luminance / luminous intensity in the direction and height of any sensitive residential receiver) as appropriate, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals “Guidance Notes for the Reduction of Obtrusive Light GN01:2011” including resultant light intrusion / trespass, source glare / luminaire intensity and building luminance.**

No development shall commence on a Development Parcel or Strategic Engineering and Landscape Element

which includes any form of lighting until the artificial lighting scheme for that Development Parcel or Strategic Engineering and Landscape Element has been approved in writing by the Local Planning Authority.

The approved lighting scheme for a Development Parcel or Strategic Engineering and Landscape Element shall be installed, maintained and operated in accordance with the approved details / measures for that Development Parcel or Strategic Engineering and Landscape Element unless the Local Planning Authority gives its written consent to any variation.

REASON: To protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with National Planning Policy Framework (NPPF) paragraphs 120, 125 and policy CE/2 of the Cambridge East Area Action Plan 2008. It is also necessary to control the permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Cambridge Airport. For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).

Walking and cycling provision

- 19. Each reserved matters application for a Development Parcel or Strategic Engineering and Landscape Element shall include details of the pedestrian and cycle routes for that Development Parcel or Strategic Engineering and Landscape Element. No building shall be occupied or activity brought into use within the relevant Development Parcel or Strategic Engineering and Landscape Element until the approved pedestrian and cycle routes relating to that building or activity (as appropriate) has been carried out.**

REASON: To ensure that the development promotes walking and cycling in accordance with policy CE/11 of the Cambridge East Area Action Plan 2008.

Parking

- 20. Each reserved matters application for a Development Parcel or Strategic Engineering and Landscape Element**

shall include details of car parking for that Development Parcel or Strategic Engineering and Landscape Element. No building shall be occupied or activity brought into use within the relevant Development Parcel or Strategic Engineering and Landscape Element until the approved parking provision relating to that building or activity (as appropriate) has been laid out.

REASON: To ensure an appropriate level of car parking provision, and to ensure that highway safety and amenity is not compromised by unsightly on street parking in accordance with policy CE/11 of the Cambridge East Area Action Plan 2008.

Noise

- 21. With any reserved matters application for layout of a Development Parcel containing residential development there shall be submitted to the Local Planning Authority for approval either: (i) a noise statement explaining why a noise assessment and noise attenuation/insulation scheme is not required in respect of the residential units within that Development Parcel or (ii) a noise assessment and if necessary a noise attenuation/insulation scheme for the residential units in that Development Parcel to protect occupants from noise emanating from the A1303 Newmarket Road, primary internal roads, the local centre and petrol filling station, and flying operations at Cambridge Airport, as appropriate.**

Where required, the noise attenuation/insulation scheme for a Development Parcel containing residential units shall demonstrate that the internal noise levels recommended in British Standard 8233:2014 “Sound Insulation and noise reduction for buildings-Code of Practice” (or as superseded) shall be reasonably achieved in respect of the residential units within that Development Parcel and shall include a timescale for the phased implementation of the scheme, as necessary. If a noise attenuation/insulation scheme is required for a Development Parcel the said scheme as approved shall be fully implemented in respect of a residential unit within that Development Parcel before that residential unit is occupied and shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that sufficient noise attenuation is provided to all residential properties to protect residents from the impact of the A1303 Newmarket Road and continued flying operations at the airport, to safeguard the amenity and health of future residents in accordance with policy CE/2 of the Cambridge East Area Action Plan 2008.

- 22. Prior to the commencement of construction, full detail of a mitigation scheme to address the impacts on air quality arising from the development shall be submitted to, and approved in writing by the Local Planning Authority. The Air Quality mitigation scheme approved shall be implemented in accordance with the approved details before the first occupation of the development and shall thereafter be retained as such.**

REASON: To protect human health in accordance with policy CE/27 of the Cambridge East Area Action Plan (2008)

- 23. No development, hereby approved, shall commence in relation to any Development Parcel incorporating uses other than residential dwellings or landscaping, until an operational noise impact assessment for that Development Parcel including, where appropriate, a scheme for the insulation of any building(s) or use(s) and associated plant / equipment, and / or noise mitigation measures within that Development Parcel to minimise the level of noise emanating from the said building(s) or use(s) and associated plant / equipment has been submitted to and approved in writing by the Local Planning Authority.**

The approved scheme of insulation / mitigation for a Development Parcel incorporating uses other than residential dwellings and landscaping shall be fully implemented in respect of a particular use, building or plant / equipment in that Development Parcel before that relevant use, building or plant / equipment is commenced (in relation to uses), occupied (in relation to buildings) or used (in relation to plant / equipment) and shall thereafter be maintained in accordance with the approved details.

REASON: To protect the health and quality of life / amenity of nearby properties in accordance with policy in accordance with National Planning Policy Framework (NPPF)

paragraphs 109, 120, 123 and policy NE/15 of the adopted Local Development Framework 2007.

Waste

- 24. Prior to or concurrently with any reserved matters application for a Development Parcel the details required by condition 5 shall be accompanied by full details of the appropriate on-site storage facilities for waste (including waste for recycling) within that Development Parcel, including where appropriate:**
- a) The detailed position and layout of bin stores and confirmation of acceptable drag distances**
 - b) The provision of home composting facilities**
 - c) For apartments, confirmation of the capacity of the communal bins**
 - d) Proposals for lighting of the communal bin compounds**
 - e) Confirmation, including a tracking diagram, that all bins can be accessed by waste collection vehicles**
 - f) Arrangements for the provision, on-site storage, delivery and installation of waste containers for each dwelling prior to occupation of that dwelling.**
- The RECAP Waste Management Design Guide will be utilised to ensure the development design will provide adequate space for internal and external waste storage.**

No development shall commence on a Development Parcel until the details of on-site storage facilities for waste for that Development Parcel have been approved in writing by the Local Planning Authority.

The approved facilities for each building that will be used for residential, commercial or employment purposes within a Development Parcel shall be provided prior to the occupation, use or opening for business of that building and shall be retained thereafter unless alternative arrangements are agreed in writing by the Local Planning Authority.

REASON: To ensure the provision of waste collection infrastructure on site and to protect the amenities of nearby residents/occupiers and in the interests of visual amenity in accordance with policy CE/2 of the Cambridge East Area Action Plan 2008.

Affordable housing

- 25. Any reserved matters application for a Development Parcel including housing shall include a plan showing the distribution of market and affordable units (all tenures), including a schedule of dwelling type and size (by number of bedrooms) within the Development Parcel for which approval is sought. The affordable housing units shall be provided in accordance with the approved details.**

REASON: To ensure that there is a mixed and balanced distribution of tenure types across the development in accordance with policy CE/7 of the Cambridge East Area Action Plan 2008.

Market Housing Mix

- 26. The submission of any reserved matters application relating to a Development Parcel which includes residential development, pursuant to this outline permission, shall be accompanied by a schedule of the mix of market dwellings proposed within that Development Parcel demonstrating how the proposed mix relates to the overall mix of market dwellings within all Development Parcels which already have reserved matters approval and taking into account the indicative mix of dwellings detailed within the Planning Statement and local knowledge of market demand. The market dwellings within each Development Parcel for residential development shall be constructed in accordance with the approved market mix for that Development Parcel.**

REASON: To ensure that the overall mix of dwellings across the site as a whole is based on the indicative housing mix stated in the Planning Statement, which seeks to ensure development contains a mix of residential units providing accommodation in a range of types, sizes and affordability, to meet local needs, in accordance with policy CE/7 of the Cambridge East Area Action Plan 2008.

Sustainable Design and Construction

- 27. All non-residential buildings, except for those exempt from BREEAM standards and the primary school, shall**

achieve BREEAM 'Excellent'. The primary school shall achieve a minimum of BREEAM 'Very Good'. 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.

Unless otherwise agreed by the Local Planning Authority, each reserved matters application containing a non-residential building which is not exempt from BREEAM standards will be accompanied by a pre-assessment setting out how the standard will be met.

REASON: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with policies CE/22, CE/24 and CE/28 of the Cambridge East Area Action Plan 2008.

- 28. Prior to the occupation of any non-residential building which is not exempt from BREEAM standards, or within 6 months of occupation of that building, a certificate following a post-construction review, shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the relevant BREEAM rating has been met in respect of that building. Where the certificate shows a shortfall in credits for the required BREEAM rating, a statement shall be submitted identifying how the shortfall will be addressed.**

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 Policies CE22, 24 and 28.

- 29. Prior to the occupation of the first dwelling within a Development Parcel, a water efficiency specification for each dwelling type within that Development Parcel, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings within that Development Parcel are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development of that Development Parcel shall be carried out in accordance with the agreed details for that Development Parcel.**

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction. Cambridge East Area Action Plan Policy CE22.

- 30. No development of a residential dwelling within a Development Parcel shall take place until evidence, carried out by a Licensed Code for Sustainable Homes/HQM Assessor or equivalent, has been submitted to the local planning authority demonstrating that all proposed dwellings within that Development Parcel meet only the energy requirements associated with Level 4 of the Code for Sustainable Homes (Ene 01) and that the development of that Development Parcel shall be carried out in accordance with the agreed energy requirement details for that Development Parcel.**

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 CE22, 24, 28.

- 31. Prior to or concurrently with any reserved matters application for a Development Parcel containing residential units a statement shall be submitted to and approved in writing by the Local Planning Authority which demonstrates how the residential units within that Development Parcel achieve a standard equivalent to level 4 of the Code for Sustainable Homes.**

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.

No residential units within a Development Parcel shall be occupied until the statement for that Development Parcel has been approved in writing by the Local Planning Authority. The residential units within that Development Parcel shall be constructed in accordance with the approved statement.

REASON: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with policies CE/22, CE/24 and CE/28 of the Cambridge East Area Action Plan 2008.

32. Any reserved matters applications for residential, employment, retail, education, community buildings or the local centre shall include details of how the proposals accord with the site-wide sustainability strategy.

REASON: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with policies CE/22, CE/24 and CE/28 of the Cambridge East Area Action Plan 2008.

Local centre

33. Within any reserved matters application that includes the local centre or part thereof, details shall be provided of the car and cycle parking provision to serve the local centre or relevant part thereof, and where relevant, details of the 'bring' recycling facility, and pedestrian and cycle access to the park and ride site.

REASON: To ensure adequate parking provision, connectivity and provision of recycling facilities in accordance with policies CE/3, CE/6 and CE/11 of the Cambridge East Area Action Plan 2008.

Cycle storage

34. Any reserved matters application for a Development Parcel or Strategic Engineering and Landscape Element containing a residential unit, non-residential building or public open space shall include details of facilities for the parking of bicycles. The facilities relating to a residential unit, non-residential building or public open space shall be provided in accordance with the approved details before the use of that residential unit, non-residential building or public open space 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 in accordance with policy CE/11 of the Cambridge East Area Action Plan 2008.

Public Art

35. Prior to or concurrently with any reserved matters application for a Development Parcel a Public Art

Delivery Plan for that Development Parcel shall be submitted to the Council for approval which accords with the approved Addendum to the Public Art Strategy dated August 2014. If no Public Art is proposed within a Development Parcel then the Public Art Delivery Plan for that Development Parcel should comprise a short statement explaining this and referring back to the Public Art Strategy.

No building on a Development Parcel shall be occupied until the Public Art Delivery Plan for that Development Parcel has been approved in writing by the Council.

Where the approved Public Art Delivery Plan for a Development Parcel contains the provision of Public Art, that Public Art Delivery Plan shall be implemented in accordance with the details and programme approved as part thereof.

REASON: To ensure that the site provides public art in a satisfactory way that relates to the agreed Public Art Strategy in accordance with policy CE/9 of the Cambridge East Area Action Plan 2008.

Access to High Ditch Road Ditch

36. A 5m wide maintenance strip will be provided to the west of the High Ditch Road Ditch for maintenance purposes (as shown on figure 11.3 of the ES Addendum, August 2014). The proposed sports field bund will not be located within 5m of the western bank of High Ditch Road Ditch in order to comply with maintenance requirements.

Any reserved matters applications for the Development Parcel or Strategic Engineering and Landscape Element which includes land proposed for the maintenance strip immediately to the west of the High Ditch Road Ditch shall include details of this maintenance strip and access to it. Following its provision, the approved access shall then thereafter be retained, unless otherwise agreed in writing with the Local Planning Authority.

REASON: to allow maintenance in order to safeguard against the risk of flooding in accordance with policy NE/11 of the adopted Local Development Framework 2007.

Access to Thorpe Way Ditch

37. Details of an access to Thorpe Way Ditch for maintenance purposes shall be submitted to and approved in writing by the Local Planning Authority as part of the reserved matters application for the relevant Development Parcel or Strategic Engineering and Landscape Element which includes land adjacent to the Thorpe Way Ditch. The approved access shall thereafter be delivered and retained at all times, unless otherwise agreed in writing with the Local Planning Authority.

REASON: to allow maintenance in order to safeguard against the risk of flooding in accordance with policy NE/11 of the adopted Local Development Framework 2007.

Detailed Strategies

Detailed surface water proposals

38. Any reserved matters application for a Development Parcel or Strategic Engineering and Landscape Element shall include details of surface water drainage in relation to that Development Parcel or Strategic Engineering and Landscape Element, which must be in accordance with the approved detailed site-wide surface water drainage strategy.

The proposals for a Development Parcel or Strategic Engineering and Landscape Element shall include in respect of that Development Parcel or Strategic Engineering and Landscape Element where appropriate:

- details of the design, location and capacity of all such SUDS features including where appropriate the ha-ha and central water feature**
- ownership, long-term management/maintenance and monitoring arrangements/responsibilities, including detailed calculations to demonstrate the capacity of receiving on-site strategic water retention features without the risk of flooding to land or buildings.**
- Drainage details including SUDS – such schemes must comply with Advice Note 6 ‘Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS) (available at www.aoa.org.uk/policy-campaigns/operations-safety/).**

- **The strategy should also demonstrate that the exceedence of the designed system has been considered through the provision of overland flow routes.**

The development on a Development Parcel or Strategic Engineering and Landscape Element shall be carried out in accordance with the approved details for that Development Parcel or Strategic Engineering and Landscape Element and no building pursuant to the particular reserved matters for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures for that building have been fully completed in accordance with the approved details.

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 in accordance with policy NE/11 of the adopted Local Development Framework 2007.

Prior to commencement of development

Site-Wide Construction Environmental Management Plan (CEMP)

39. Prior to the commencement of development, a site-wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles included in sections 5 – 10 of the Outline CEMP dated December 2013 and paragraph 1.26 of the environmental statement addendum (August 2014) submitted with the outline planning application and shall include, but not be limited to:

- a) **Construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers.**

- b) Location of contractors compound and method of moving materials, plant and equipment around the site.**
- 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 procedures for deviation.**
- d) Prior notice and agreement procedures for works outside agreed limits and hours.**
- e) Delivery and collection times for construction purposes.**
- f) Ecological restrictions and considerations including:
 - a. Any removal of trees, scrub or hedgerow shall not take place in the bird-breeding season between 15 February and 15 July inclusive, unless a mitigation scheme for the protection of bird-nesting habitat has been submitted to and approved in writing by the Local Planning Authority.**
 - b. No building shall be demolished or tree removed which has been identified as having the potential to support roosting bats until a detailed bat survey has been carried out of that building or tree. Should any buildings or trees be found to support bats, a detailed mitigation strategy will be developed and implemented under licence from Natural England.**
 - c. Details of the precautionary measures to ensure that contravention of legislation does not occur with respect to badgers****
- g) 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.**

- h) Dust suppression management and wheel washing measures, including the deposition of all debris on the highway**
 - i) Material management strategy - soil will be stripped, handled, stored and reinstated using best practice procedures, in accordance with appropriate guidelines, such as DEFRA's 2009 Code of Practice for the Sustainable Use of Soils on Construction Sites. Any material used for landscaping, piling or engineering, purposed should be free of contamination and suitable for use.**
 - j) Lighting details during construction.**
 - k) Drainage control measures including the use of settling tanks, oil interceptors and bunds**
 - l) Screening and hoarding details.**
 - m) Access and protection arrangements around the site for pedestrians, cyclists and other road users during construction.**
 - n) Arrangements for community liaison, complaints, and identification of a dedicated point of contact**
 - o) Consideration of ecological and other sensitive receptors**
 - p) Membership of the Considerate Contractors Scheme**
 - q) Details of cranes and other tall construction equipment (including the details of obstacle lighting) – Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/policy-campaigns/operations-safety/)**
 - r) Control of activities likely to produce dust and smoke etc**
 - s) Details of temporary lighting – Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).**
 - t) Height of storage areas for materials or equipment**
 - u) Control and disposal of putrescible waste to prevent attraction of birds**
 - v) Site restoration**
- 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 in accordance with policy CE/2 of the Cambridge East Area Action Plan 2008; to avoid causing harm to nesting birds in accordance with their protection under the Wildlife and Countryside Act 1981; to comply with the National Planning Policy for Waste October 2014 and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012; to ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger aircraft movements and the safe operation of the aerodrome; and to ensure the development does not endanger the safe movement of aircraft or the operation of Cambridge Airport through interference with communication, navigational aids and surveillance equipment.

Site wide construction waste management plan (SWMP)

- 40. Development shall not commence until a site-wide Construction Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority. This shall be in general accordance with the outline construction site waste management plan submitted as part of the outline planning application. The SWMP 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.**

Unless otherwise agreed in writing, thereafter the management and monitoring of construction waste shall be undertaken in accordance with the agreed details.

REASON: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.

Foul Drainage

- 41. No development shall commence, apart from Enabling Work, until a Foul Water Strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy should include a programme phasing the delivery of such works. The said works shall be constructed and completed in accordance with the approved plans/specification and the approved programme for their phased delivery.**

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 in accordance with policies NE/8, NE/9 and NE/10 of the adopted Local Development Framework 2007

Prior to commencement on a specified part of the site

Bird Hazard Management Plan

- 42. Development shall not commence on any Development Parcel or Strategic Engineering and Landscape Element until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority for that Development Parcel or**

Strategic Engineering and Landscape Element. The submitted plan shall include details of:

- monitoring of any standing water within the Development Parcel or Strategic Engineering and Landscape Element temporary or permanent**
- if relevant sustainable urban drainage schemes (SUDS) within that Development Parcel or Strategic Engineering and Landscape Element – such schemes shall comply with Advice Note 6 ‘Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at www.aoa.org.uk/policy-campaigns/operations-safety/).**
- if relevant the management of any flat/shallow pitched/green roofs on buildings within the Development Parcel or Strategic Engineering and Landscape Element which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ (available at www.aoa.org.uk/policy-campaigns/operations-safety/)**
- the reinstatement of grass areas**
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow**
- which waste materials can be brought on to the Development Parcel or Strategic Engineering and Landscape Element/what if any exceptions e.g. green waste**
- monitoring of waste imports**
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste**
- signs deterring people from feeding the birds.**

The Bird Hazard Management Plan for a Development Parcel or Strategic Engineering and Landscape Element shall be implemented as approved from the commencement of development on that Development Parcel or Strategic Engineering and Landscape Element, and shall remain in force for the life of the development on that Development Parcel or Strategic Engineering and Landscape Element. No subsequent alterations to

the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport in accordance with policy DP/2 of the adopted Local Development Framework 2007

Detailed construction waste management and minimisation plan

43. Prior to the commencement of development on any Development Parcel or Strategic Engineering and Landscape Element a Detailed Waste Management and Minimisation Plan (DWMMP) in respect of that Development Parcel or Strategic Engineering and Landscape Element shall be submitted to and approved in writing by the Local Planning Authority. The DWMMP shall include details of such of the following as are relevant to that Development Parcel or Strategic Engineering and Landscape Element:

- a) construction waste infrastructure, including an inert / construction material recycling facility to be in place during all phases of construction**
- b) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste.**
- c) measures and protocols 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 a/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.**

The Detailed Waste Management and Minimisation Plan for each Development Parcel or Strategic Engineering and Landscape Element shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.

Odour and noise management from North Works prior to its demolition

- 44. No development (apart from Enabling Works) shall commence on any Development Parcel until an odour and noise management and monitoring plan has been submitted to and approved in writing by the Local Planning Authority for that Development Parcel.**

The plan shall provide for the management and monitoring of odour and noise levels arising from the aircraft and vehicle spraying facilities whilst these operations continue at the existing North Works site in so far as they impact upon the relevant Development Parcel. The plan shall include a methodology and programme for its delivery. The approved plan for a Development Parcel shall be implemented from the first occupation of that Development Parcel.

REASON: To ensure that an appropriate environment is created for residents in accordance with policy DP/2 of the adopted Local Development Framework 2007.

- 45. Prior to, or coincident with the submission of any Reserved Matters Application for any non-residential buildings within a Development Parcel details of equipment relating to that non-residential building within that Development Parcel for the purpose of extraction and/or filtration and/or abatement of fumes and or odours including the operation of any in vessel composting, shall be submitted to and approved in**

writing by the Local Planning Authority. The approved extraction/filtration/abatement scheme/s for a particular non-residential building within a Development Parcel shall be installed before the use of that non-residential building hereby permitted is commenced and shall be and retained thereafter. Any approved scheme / system shall not be altered without prior approval.

Any approved fume filtration/extraction system installed, shall be regularly maintained in accordance with the manufacturers specification to ensure its continued satisfactory operation to the satisfaction of the Local Planning Authority.

REASON: To ensure that an appropriate environment is created for residents in accordance with policy DP/2 of the adopted Local Development Framework 2007.

Ground conditions and remediation works (EA)

46. No development, apart from Enabling Works on a Development Parcel or Strategic Engineering and Landscape Element shall take place until a remediation strategy for that Development Parcel or Strategic Engineering and Landscape Element which includes the following components to deal with the risks associated with contamination within that Development Parcel or Strategic Engineering and Landscape Element has been submitted to and approved, in writing, by the Local Planning Authority:

- 1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the relevant area of the site indicating potential sources, pathways and receptors, including those off site. A proposed scope of intrusive investigation works for that development parcel based on the conceptual model shall be included.**
- 2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.**
- 3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long-term monitoring and maintenance plan as necessary.**

No occupation of any building within a Development Parcel or use of a Strategic Engineering and Landscape Element shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3) (other than any long-term monitoring and maintenance plan) for that Development Parcel or Strategic Engineering and Landscape Element has been submitted to and approved in writing by the Local Planning Authority.

For each Development Parcel or Strategic Engineering and Landscape Element any long term monitoring and maintenance plans deemed necessary in (3) shall be updated and be implemented as approved.

REASON: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

- 47. If, during development of a Development Parcel or Strategic Engineering and Landscape Element, contamination not previously identified is found to be present at the site of that Development Parcel or Strategic Engineering and Landscape Element then no further development of that Development Parcel or Strategic Engineering and Landscape Element (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.**

REASON: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

Construction method statement (CMS)

- 48. Prior to the commencement of development on any Development Parcel or Strategic Engineering and**

Landscape Element, a detailed Construction Method Statement (CMS) relating to that Development Parcel or Strategic Engineering and Landscape Element shall be submitted to and approved in writing by the Local Planning Authority. The CMS shall demonstrate how the construction of that Development Parcel or Strategic Engineering and Landscape Element accords with the Construction Environmental Management Plan (CEMP). In addition the CMS shall in respect of that Development Parcel or Strategic Engineering and Landscape Element also provide a specific construction programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; site lighting; wheel washing and dust suppression measures; the need or otherwise for a concrete crushing machine on site; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices. Thereafter the development of that Development Parcel or Strategic Engineering and Landscape Element shall be undertaken in accordance with the agreed details for that Development Parcel or Strategic Engineering and Landscape Element.

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 in accordance with policy DP/2 of the adopted Local Development Framework 2007.

Archaeology

49. No development, apart from Enabling Works, in each of the Areas identified as A, B or C in the Archaeological Mitigation Strategy (Technical Appendix D5 of the Environmental Statement) shall commence until a programme of archaeological fieldwork has been carried out in respect of that particular Area in accordance with a written scheme of investigation that has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the implementation of an appropriate archaeological Investigation, recording, reporting and

publication in accordance with policy CH/2 of the adopted Local Development Framework 2007.

Playing Fields

50. The playing pitches shall not be laid out unless and until:

- a) A detailed assessment of ground conditions of the land proposed for the new playing pitches identified on the approved Landscape Open Space Parameter Plan has been undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and**
- b) Based on the results of this assessment to be carried out pursuant to (a) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality (including appropriate drainage where necessary) has been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The works shall be carried out in accordance with the approved scheme.**

REASON: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field in accordance with policy CE/2 of the Cambridge East Area Action Plan 2008.

High Ditch Road Ditch

51. Prior to the commencement of development on any Development Parcel or Strategic Engineering and Landscape Element which includes the proposed headwall along High Ditch Road Ditch a detailed mitigation strategy for the protection of water voles will be submitted to and approved in writing by the Local Planning Authority for the element of the Ditch that is within that Development Parcel or Strategic Engineering and Landscape Element.

Mitigation and compensation measures likely to be included in the water vole mitigation strategy are:

- Suitable design and location of the proposed headwall along High Ditch Road Ditch to avoid**

- **• killing/injuring/disturbance of water voles; or damage/destruction to water vole habitat**
- **Habitat management prior to works to that section of the Ditch to displace water voles from the working area, if present in that section of ditch**
- **Construction activities to the headwall at an appropriate time of year so as to avoid sensitive times of the year for water voles, such as the breeding season (March to October)**
- **Identification of as smaller working area as possible to minimise damage and disturbance of water vole habitat**

The development of the proposed headwall along High Ditch Road within that Development Parcel or Strategic Engineering and Landscape Element shall be carried out in accordance with the approved details.

REASON: To ensure that sufficient mitigation is in place for the protection of water voles and the enhancement of their habitat REASON: To ensure that an appropriate environment is created for residents in accordance with policy NE/6 of the adopted Local Development Framework 2007.

Petrol Filling Station

52. The re-provision of the Petrol Filling Station hereby permitted shall not commence, apart from Enabling Works, until such time as a scheme to install underground tanks has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include the full structural details of the installation, including details of: excavation, the tanks, tank surround, associated pipework and monitoring system. The underground tanks shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the Local Planning Authority.

REASON: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

Prior to occupation

Fire hydrants

53. No building within any Development Parcel shall be occupied until a scheme for the provision and location of fire hydrants to serve that Development Parcel to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in accordance with the phasing and delivery programme contained therein.

REASON: To ensure an adequate water supply is available for emergency use.

Access

54. No dwelling shall be occupied until a road and/or footway linking that building to a public highway network is complete to binder course level; and main services are installed and are available for connection to the said building.

REASON: To ensure a safe means of access to residential properties in accordance with policy DP/2 of the adopted Local Development Framework 2007.

55. No dwelling shall be occupied until details of the proposed cycleway forming part of the development along the disused railway linking the site to the B1047 (as shown on parameter plan 12-592_PL_06_Access_Movement_PP) together with a programme for its delivery have been submitted to and approved in writing by the Local Planning Authority. The cycleway shall be constructed in accordance with the approved details and the approved delivery programme.

REASON: To promote the use of cycling throughout the development in accordance with policy CE/11 of the Cambridge East Area Action Plan 2008.

Off Site Works

56. No dwelling shall be occupied until details of the proposed improvement to the junction of Airport Way with Church Road Teversham together with a programme for its delivery have been submitted to and

approved in writing by the Local Planning Authority. The junction improvement shall be constructed by the applicant in accordance with the approved details and the approved delivery programme.

REASON: To ensure that sufficient measures are in place to mitigate the impact from vehicular traffic from the development in accordance with policy CE/10 of the Cambridge East Area Action Plan 2008.

57. No dwelling shall be occupied until details of the proposed Toucan Crossing at the junction of Ditton Lane with Fison Road together with a programme for its delivery have been submitted to and approved in writing by the Local Planning Authority. The Toucan Crossing shall be constructed by the applicant in accordance with the approved details and the approved delivery programme.

REASON: To promote the use of cycling throughout the development and beyond in accordance with policy CE/11 of the Cambridge East Area Action Plan 2008.

58. No dwelling shall be occupied until details of the proposed Toucan Crossing at the junction of Ditton Lane with Newmarket Road together with a programme for its delivery have been submitted to and approved in writing by the Local Planning Authority. The Toucan Crossing shall be constructed by the applicant in accordance with the approved details and the approved delivery programme.

REASON: To promote the use of cycling throughout the development and beyond in accordance with policy CE/11 of the Cambridge East Area Action Plan 2008.

Parking

59. No dwelling within each Development Parcel hereby permitted, shall be occupied until the parking spaces for that dwelling have been laid out in accordance with the details approved as part of the relevant reserved matters approval.

REASON: In the interests of highway safety in accordance with Policies DP/3 and TR/2 of the adopted Local Development Framework 2007.

Other requirements

- 60. All planting, seeding or turfing in the approved soft landscaping details shall be carried out in the first planting season following the completion of the appropriate element of development.**
Any trees, plants, turf or seeded areas which within a period of 10 years from planting for strategic planting and 5 years from planting for all other planting are removed or are noticeably damaged or diseased, or have failed to establish or make reasonable growth, shall be replaced in the next planting season with others of the same size and species, unless the LPA gives written approval of a variation to the type of planting.
REASON: In the interests of accurately establishing the quality and value of trees and hedges on or adjacent to the site and the implications for development in accordance with policies CE/14 and CE/15 of the Cambridge East Area Action Plan 2008.

Piling

- 61. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be 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 groundwater. The development shall be carried out in accordance with the approved details.**
REASON: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

Foodstore

- 62. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any other Order amending, revoking and re-enacting that order), the foodstore premises in the local centre shall not be used other than for a limited assortment discount retail foodstore only and for no other purpose within Class A1.**

REASON: To ensure that the development does not have an impact upon the provision of retail at the nearby local centres in accordance with policy CE/6 of the Cambridge East Area Action Plan 2008.

Access

63. There will be no motor vehicle access to the site from High Ditch Road to the north, or from the Fison Road Estate to the west of the site unless otherwise agreed with the Local Planning Authority.

REASON: To ensure that private motor vehicle traffic would not have an adverse impact upon the highway safety and amenity of Fen Ditton village in accordance with policy CE/12 of the Cambridge East Area Action Plan 2008.

Playing Fields

64. The playing fields hereby approved shall be used for outdoor sport and for no other purpose (including without limitation any other purpose in Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) , or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON: To protect the playing facilities from loss and/or damage, to maintain the quality of and secure the safe use of sports facilities in accordance with policy CE/20 of the Cambridge East Area Action Plan 2008.

Informatives

To satisfy the noise insulation scheme condition for the residential building envelope and traffic noise, the applicant / developer must ensure that the residential units are acoustically protected by a noise insulation scheme, to ensure the internal noise level within the habitable rooms, and especially bedrooms comply with British Standard 8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice" derived from the World Health Organisation Guidelines for Community Noise: 2000. The code recommends that a scheme of sound insulation should provide internal design noise levels of 30 LAeq (Good) and 40 LAeq (Reasonable) for living rooms and 30 LAeq (Good) and 35 LAeq (Reasonable) for bedrooms. Where sound

insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

S23 Land Drainage Act consent will be required for all connections to the award drain. The relevant consenting authority in this case is Cambridgeshire County Council – Flood and Water Management section.

The Food & Health & Safety Team, South Cambridgeshire District Council, for advice concerning the proposed premises design/layout, Food and Occupational Safety/Welfare Regulations/requirements and Food Premises Registration, Tel No: 01954 713111.

Anglia Water, Tel No: 0800 145145 regarding the installation of a grease trap for the foul water. If drains are to be altered the foul water from the kitchen should be passed through fat/oil/grease interceptor facilities (prior to entering any shared private drain and/or the public sewer), designed and constructed to the satisfaction of the Local Planning Authority (LPA).

It is suggested that documentary evidence including receipts, invoices and copies of any service contracts in connection with the maintenance of the extraction equipment, is kept, preferably at the premises and is available for inspection by officers of the Local Planning Authority, to facilitate monitoring of compliance with condition 38.

A limited assortment discounter is a retailer as defined in Part 1 of the Groceries Market Investigation (Controlled Land) Order 2010

By certification evidence, condition 29 means the information required to be submitted to demonstrate compliance with the requirements of ENE 01 of the Code for Sustainable Homes.

Conditions for 13/1837/OUT

1. Development shall be carried out in accordance with plans

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

- 12-592A_PL_01_Location_Plan Revision B
- 12-592A_PL_02_Aerial_Plan Revision A
- 12-592A_PL_03_Demolition_Plan Revision A
- 0060_GA_006E_Construction_Access
- 12-592A_PL_04_Land Use_PP Revision B
- 12-592A_PL_05_Building_Heights_PP Revision B
- 12-592A_PL_06_Access_Movement_PP Revision B
- 12-592A_PL_07_Landscape_Open_Space_PP Revision B

REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990 and to ensure the details of the development are acceptable to the Local Planning Authority.

2. Time limits

Application(s) for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of 12 years from the date of this permission.

REASON: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004 and provide a consistent approach to the development of the site alongside adjoining developments

3. Time limits

The commencement of this outline permission shall begin before the expiration of two years from the date of the last reserved matter to be approved.

REASON: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

4. Reserved matters

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

5. Allotments

Any reserved matters application pursuant to the outline permission, which incorporates allotment provision shall include an allotments strategy with the following details:

- a) Management guidelines to show how the allotments will be managed and how the provision of plots will potentially adapt following the occupation of the allotments and community gardens to meet the needs of future plot holders and local residents;**
- b) A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders and access to areas for the communal storage of, for example, manure and compost.**
- c) Shadow studies to the allotments, taking into account proposed landscaping and boundary treatment and buildings both within and adjacent to the site demonstrating that adequate levels of sunlight, rainfall and nutrition will be available to the allotments;**

- d) Provision of good quality soil to British Standard or equivalent for the allotments, with structure and texture to allow free drainage and cropping;**
- e) Access and parking arrangements to allow easy and safe access to the allotments, including regular access by plot holders and for the occasional delivery of bulk goods. This should include vehicular access and a turning area, access for those with disabilities and cycle and vehicle parking on site and / or within the adjacent residential area;**
- f) Permeability of the sites to encourage access to communal areas, enjoyment of biodiversity and natural surveillance whilst maintaining security and integrity of food growing areas and standing crops;**
- g) Location and form of the communal buildings including secure storage for tools, seeds and crops serving allotments and community gardens, provision for administration with toilet provision, possibly including a composting toilet;**
- h) Boundary treatment, including security arrangements for the allotments;**
- i) Location of communal areas;**
- j) Water supply, including use of stored rainwater and SuDS for watering crops;**
- k) A programme for delivery of the allotments**

No development apart from enabling works agreed in writing by the local planning authority shall commence until such time as the Allotments Strategy has been approved in writing by the local planning authority. The provision of allotments shall be carried out in accordance with the approved details and in accordance with the approved programme for delivery contained within the approved allotments strategy. Following

their provision, the allotments shall be managed in accordance with the management guidelines contained in the approved allotments strategy unless the local planning authority gives its written consent to any variation

REASON: To ensure that appropriate allotments are provided in relation to the development of the site, in compliance with policy CE20 of the Cambridge East Area Action Plan 2008

6. Tennis courts and open space management plan

Any reserved matters application pursuant to this outline permission which incorporate tennis courts and/or open space shall provide a tennis courts and open space management plan with the following details (where appropriate):

- a) Management guidelines to show who will manage the tennis courts**
- b) How the tennis courts will be managed**
- c) How the tennis courts will be clean and maintained**
- d) showing how the tennis courts will be safe and secure**
- e) landscape maintenance for the open space**
- f) Hours of use of the tennis courts**
- g) Access and parking arrangements to allow easy and safe access to the tennis courts. This should include vehicular access and a turning area, access for those with disabilities and cycle and vehicle parking on site and / or within the adjacent residential area;**
- h) A programme for delivery of the tennis courts and open space**
- i)**

No development apart from enabling works agreed in writing by the local planning authority shall commence until such time as the tennis courts and open space management plan has been approved in writing by the local planning authority. The provision of tennis courts and open space shall be carried out in accordance with the approved details and accordance with the approved programme for delivery contained within the approved management plan. Following their provision, the

tennis courts and open space shall be managed in accordance with the approved management plan unless the local planning authority gives its written consent to any variation

REASON: To ensure that appropriate sports facilities and open space are provided in relation to the development of the site, in compliance with policies CE20 of the Cambridge East Area Action Plan 2008

7. Local areas of play

Any reserved matters application shall include details of any LAP(s) (Local Area of Play) to be provided within the development together with a timetable for laying out the LAP(s) for approval. The LAP(s) shall be laid out in accordance with the details and timetable approved by the Local Planning Authority.

REASON: To ensure that appropriate facilities for youth and children's play provision are provided in relation to the development of the site, in accordance with policies CE/20 of the Cambridge East Area Action Plan

8. Walking and cycling provision

Each reserved matters application shall include details of the pedestrian and cycle routes for the development. No building shall be occupied or landscape area brought into use until the approved pedestrian and cycle routes relating to that building or landscape area (as appropriate) has been carried out.

REASON: To ensure that the development promotes walking and cycling in accordance with policy CE/11 of the Cambridge East Area Action Plan 2008.

9. Drainage

No development shall commence, apart from Enabling Work, until a Foul Water Strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy should include a programme phasing the delivery of such works. The said works shall be constructed and completed in accordance with the approved plans/specification and the approved programme for their phased delivery.

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 in

accordance with policies NE/8, NE/9 and NE/10 of the adopted Local Development Framework 2007

10. Environment Agency

No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

- 1) A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.**
- 2) The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.**
- 3) Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.**

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3) (other than any long term monitoring and maintenance plan) has been submitted to and approved in writing by the local planning authority. Any long term monitoring and maintenance plan deemed necessary in (3) shall be updated and be implemented as approved.

REASON: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

11. Construction Environmental Management Plan (CEMP)

Prior to the commencement of development, a 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:

- a) Construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers.**
- b) Location of contractors compound and method of moving materials, plant and equipment around the site.**
- 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 procedures for deviation.**
- d) Prior notice and agreement procedures for works outside agreed limits and hours.**
- e) Delivery and collection times for construction purposes.**
- f) Ecological restrictions and considerations including:**
 - i. Any removal of trees, scrub or hedgerow shall not take place in the bird-breeding season between 15 February and 15 July inclusive, unless a mitigation scheme for the protection of bird-nesting habitat has been submitted to and approved in writing by the Local Planning Authority.**
 - ii. No building shall be demolished or tree removed which has been identified as having the potential to support roosting bats until a detailed bat survey has been carried out of that building or tree. Should any buildings or trees be found to support bats, a detailed mitigation strategy will be developed and implemented under licence from Natural England.**

- iii. Details of the precautionary measures to ensure that contravention of legislation does not occur with respect to badgers
- g) 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.
- h) Dust suppression management and wheel washing measures, including the deposition of all debris on the highway
- i) Soil management strategy - soil will be stripped, handled, stored and reinstated using best practice procedures, in accordance with appropriate guidelines, such as DEFRA's 2009 Code of Practice for the Sustainable Use of Soils on Construction Sites
- j) Lighting details during construction.
- k) Drainage control measures including the use of settling tanks, oil interceptors and bunds
- l) Screening and hoarding details.
- m) Access and protection arrangements around the site for pedestrians, cyclists and other road users during construction.
- n) Arrangements for community liaison, complaints, and identification of a dedicated point of contact
- o) Consideration of ecological and other sensitive receptors
- p) Membership of the Considerate Contractors Scheme
- q) Details of cranes and other tall construction equipment (including the details of obstacle lighting) – Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/policy-campaigns/operations-safety/)
- r) Control of activities likely to produce dust and smoke etc
- s) Details of temporary lighting – Such details shall comply with Advice Note 2 'Lighting Near

- Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).**
- t) Height of storage areas for materials or equipment**
 - u) Control and disposal of putrescible waste to prevent attraction of birds**
 - v) Site restoration.**
Development shall be carried out in accordance with the 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 in accordance with policy CE/2 of the Cambridge East Area Action Plan 2008 and to avoid causing harm to nesting birds in accordance with their protection under the Wildlife and Countryside Act 1981. To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger aircraft movements and the safe operation of the aerodrome. To ensure the development does not endanger the safe movement of aircraft or the operation of Cambridge Airport through interference with communication, navigational aids and surveillance equipment.

12. Submission of Preliminary Contamination Assessment

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

- (a) Desk study to include:**
 - Detailed history of the site uses and surrounding area (including any use of radioactive materials)**
 - General environmental setting.**
 - Site investigation strategy based on the information identified in the desk study.**
- (b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.**

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the

interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

13. Submission of site investigation report and remediation strategy

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

14. Implementation of remediation

Prior to the first occupation of the development or (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

15. Completion report

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

16. Material Management Plan

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

a) Include details of the volumes and types of material proposed to be imported or reused on site

b) Include details of the proposed source(s) of the imported or reused material

c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.

d) Include the results of the chemical testing which must show the material is suitable for use on the development

e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

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

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public

safety in accordance with Cambridge Local Plan 2006 policy 4/13.

17.Unexpected Contamination

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

Informatives

The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution> .

Hard copies can also be provided upon request

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. Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons **prior** to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

Contact details

To inspect any related papers or if you have a query on the report please contact:

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APPENDIX A: 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

APPENDIX B: CAMBRIDGE EAST AREA ACTION PLAN AND SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL LOCAL DEVELOPMENT FRAMEWORK PLAN POLICIES

Cambridge East Area Action Plan 2008

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/6	Local Centres
CE/7	Cambridge East Housing
CE/8	Cambridge East Employment
CE/9	Community Services, Facilities, Leisure, Arts and Culture
CE/10	Road Infrastructure
CE/11	Alternative Modes and Parking
CE/12	Transport for North of Newmarket Road
CE/13	Landscape Principles
CE/14	Landscaping within Cambridge East
CE/15	Linking Cambridge East to its Surroundings
CE/16	Biodiversity
CE/17	Existing Biodiversity Features
CE/18	Archaeology
CE/19	Built Heritage
CE/20	Public Open Space and Sports Provision
CE/21	Countryside Recreation

CE/22	Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal
CE/23	Telecommunications Infrastructure
CE/24	Energy
CE/25	Sustainable Building Methods and Materials
CE/26	Noise
CE/27	Air Quality
CE/28	An Exemplar in Sustainability
CE/29	Construction Strategy
CE/30	Early Delivery of Strategic Landscaping
CE/31	Management of Services, Facilities, Landscape and Infrastructure
CE/32	Cambridge Airport Safety Zones
CE/33	Infrastructure Provision
CE/34	Timing/Order of Service Provision

South Cambridgeshire Local Development Framework 2007

DP/1	Sustainable Development
DP/2	Design of New Development
DP/3	Development Criteria
NE/6	Biodiversity
NE/14	Lighting Proposals
CH/4	Development Within the Curtilage or Setting of a Listed Building

South Cambridgeshire draft Local Plan 2013

SS/3	Cambridge East
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APPENDIX C: SUPPLEMENTARY PLANNING DOCUMENTS AND MATERIAL CONSIDERATIONS

Supplementary Planning Documents

Cambridge City Council (January 2008) - Affordable Housing
Cambridge City Council (January 2010) – Public Art

Material Considerations