

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

**Report by:** Head of Planning Services

**Date:** 18 May 2016

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<b>Application Number</b>	16/0208/REM	<b>Agenda Item</b>	
<b>Date Received</b>	26 February 2016	<b>Officer</b>	Tom Webster
<b>Target Date</b>	27 May 2016		
<b>Ward</b>	Arbury and Castle		
<b>Site</b>	Darwin Green One Land Between Huntingdon Road and Histon Road Cambridge		
<b>Proposal</b>	Reserved Matters application pursuant to outline approval 07/0003/OUT for first housing phase (known as BDW1) including 173 market and affordable dwellings with associated internal roads, car parking, landscaping, amenity and public open space.		
<b>Applicant</b>	BDW Eastern Counties & The NW Cambridge Consortium of Landowners		
<b>Application Type</b>	Major reserved matters	<b>Departure:</b>	No

The above application has been reported to the Joint Development Control Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

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<b>Summary</b>	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"><li>1) This scheme complies with the general principles of the outline planning permission, the parameter plans and Design Code.</li><li>2) The design and appearance of the development will create a high quality, varied residential area for Darwin Green.</li><li>3) Together, with the parallel local centre reserved matters application, the scheme provides 40 % affordable housing in accordance with policy)</li></ol>
<b>Recommendation</b>	APPROVAL

## APPENDICES

Ref	Title
A	Strategic conditions which have been discharged
B	Summary of Design Code compliance statement
C	Cambridgeshire Quality Panel Report
D	Plan Pack

### 0. **INTRODUCTION**

- 0.1 This is a Reserved Matters application for 173 dwellings with associated roads, car parking spaces, landscaping amenity and public open space.
- 0.2 On the 18 December 2013 outline permission (with an accompanying S106 Agreement) was granted for a mixed use development of up to 1593 dwellings, primary school, community facilities, retail units, transport infrastructure and open space. Full permission was also granted for the balancing pond and access from Histon Road
- 0.3 A number of strategic conditions attached to the outline permission have been discharged, as shown in Appendix A. All reserved matters applications must comply with the documents approved through these conditions. The site wide infrastructure reserved matters and the public square (that the local centre surrounds) reserved matters has also been approved.
- 0.4 This reserved matters application is the first housing parcel on the wider development and is known as BDW1.
- 0.5 At the time of writing this report some enabling works have commenced on the Darwin Green site.

### 1. **SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site, known as Darwin Green 1 (DG1, previously NIAB), is a 52.87 Ha site situated on land between Huntingdon Road and Histon Road. It is located on the northwest fringe of the City bounded by Huntingdon Road to the southwest, Whitehouse Lane and a public footpath to the northwest. Histon Road is to the north and residential development forms the existing urban edge along the eastern boundary. To the north of the site is the Darwin Green Two site within South Cambridgeshire District Council (SCDC), which has yet to come forward.
- 1.2 The DG1 site was previously used for large-scale crop trials run by the National Institute of Agricultural Botany (NIAB). The southern corner of the

site consisted of playing fields for Christ's and Sidney Sussex Colleges' Sports Ground. The site is not within a Conservation Area, and does not contain any listed buildings or protected trees.

- 1.3 The DG1 site is allocated for housing within proposals site 9.03 in the Cambridge Local Plan 2006. The Draft Cambridge Local Plan 2014 allocates the site as an area of major change, proposals site R43. The entire site benefits from outline approval (07/0003/OUT) and a Design Code.
- 1.4 This reserved matters site covers 4ha of land, has an irregular shape and is located on the southern part of the DG1 site.
- 1.5 As this parcel will be accessed from Huntingdon Road it will form the entrance or 'gateway' into the wider development.
- 1.6 It is bounded to the north by the recently approved Primary School and also by the 'live' application for the new local centre buildings (15/1671/REM) that will enclose the already approved new square (15/1670/REM).
- 1.7 To the east lies an area that will become an allotment (as approved through the infrastructure application) and to the south east the parcel is bounded by Howes Place a private cul-de-sac.
- 1.8 The southern edges are bounded by the existing retained land of the National Institute of Agricultural Botany (NIAB) headquarters, which benefits from an implemented (but partly built out) consent for office, laboratories, glass houses and decked car park, as well as the part completed residential development known as the 'NIAB frontage'. The remaining land of the part completed frontage scheme, abuts the south and western edges of the parcel and is retained by NIAB, currently being used as part of their operational land.

## **2. THE PROPOSAL**

- 2.1 The submission is a reserved matters (access, appearance, landscaping, layout and scale) application for 173 dwellings, including 39.9% (69) affordable homes, associated car parking, roads, footways, cycle ways and drainage infrastructure. The development would have an overall density of 43 dwellings per hectare (gross). The storey heights across the parcel range from 2 to 4 storeys.
- 2.2 The scheme contains 3 character areas, which are:
  - Urban Quarter – High Density
  - Southern Quarter –Medium Density
  - Southern Quarter –Lower Density

2.3 Of the 173 residential properties, 47% are apartments and 53% are houses. The apartment blocks (82 apartments in total) are made up of one bed (16) and two bed flats (66). There will be 91 houses, 15 of which will be two beds, 44 will be three bed and 32 will be four bed. Just over 15% of the affordable properties will meet Lifetime Homes Standards, and 15% of the private residential units will be Lifetime Homes compliant.

2.4 The proposals include secondary, tertiary and private roads (including areas of shared surface). There will be 265 associated parking spaces, which will be delivered through on plot garages and driveways, and private courtyards for the apartment blocks. In addition to this, there will also be 15 visitor parking bays. The proposal also includes complementary infrastructure in terms of bin stores and cycle spaces.

2.5 There will also be a Local Area of Play.

2.6 The application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement
- Design Code Compliance Statement
- Affordable Housing site wide phasing plan
- Detailed Waste Management Plan
- Detailed Surface Water Strategy
- Landscape Management & Maintenance Plan
- Sustainability Statement
- Statement of Community Involvement
- Transport Statement
- Daylight and Sunlight Analysis
- Lighting Design Documents
- Light Design Drawing
- Ecological Survey
- Noise Assessment
- Arboricultural Assessment
- Interim-Parking Management Strategy
- Vehicle tracking diagrams
- Levels and drainage details
- Plans, elevations and sections

2.7 In addition to this Reserved Matters Application, a number of conditions that were applied to the outline approval have been submitted for determination in parallel. The information to discharge the conditions is included within the submitted drawings and within the suite of documents above. The conditions being discharged as part of this application are:

- Condition 8 Design Code Compliance
- Condition 10 Youth Facility and Children's Play Provision
- Condition 14 Soft and Hard Landscaping
- Condition 17 Trees and Hedges assessment

- Condition 18 Tree Protection
- Condition 25 Affordable Housing
- Condition 26 Accessible Dwellings
- Condition 27 Renewable Energy
- Condition 29 Code for Sustainable Homes
- Condition 35 Detailed Surface Water Strategy
- Condition 40 Ecological Conservation Management Plan Statement
- Condition 49 Secure Parking of Bicycles
- Condition 58 Noise Assessment for future residents
- Condition 62 Domestic and Trade Waste
- Condition 66 Lighting

2.8 Assessment of the details within the submission for these conditions is considered within the relevant sections of the report where appropriate.

### 3. **RELEVANT SITE HISTORY**

<b>Reference (City Council)</b>	<b>Description</b>	<b>Decision</b>
07/0003/OUT	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Approved
14/0063/FUL	Construction of vehicular road link across the north-west green corridor of consented development 07/0003/OUT to provide access to the proposed secondary school parcel of land within South Cambridgeshire District Council.	Approved
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site.	Approved
14/1410/REM	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT	Approved
<b>Reference (South Cambridgeshire DC)</b>	<b>Description</b>	<b>Decision</b>
S/0001/07/F (SCDC)	Formation of vehicular, pedestrian and cycleway access from Histon Road to serve the urban extension of the city between Huntingdon Road and Histon Road, Cambridge, together with drainage	Approved



## 5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 - The Use of Conditions in Planning Permissions.</p> <p>Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Cambridge City Council Affordable Housing (January 2008)</p> <p>Cambridge City Council Public Art (January 2010)</p>
	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Balanced and Mixed Communities – A Good Practice Guide (2006)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p><u>Information Guidance</u></p>

	Darwin Green Square Design Brief June 2014 Informal Planning Policy Guidance: Food Store Provision in North West Cambridge
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## **Status of Proposed Submission – Cambridge Local Plan**

### **5.3 Status of Proposed Submission – Cambridge Local Plan**

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

### **5.4 For the application considered in this report, the policies in the emerging Local Plan that are of relevance to this proposal are addressed in the assessment section below.**

## **6. INTERNAL AND EXTERNAL CONSULTATIONS**

### **External**

#### **County Highways**

### **6.1 The Highways officer has requested that the following amendments are made to the plans**

- Public Highway should be demarked as such.
- The location of the visitor parking spaces will form part of the consultation process for the Traffic Regulation Order and as such the locations are not as yet fixed.
- All the proposed parking spaces to the dwelling houses should have 5m separation distance from the public highway.
- The gates that allow access to the adjacent allotments (that falls outside the boundary line) should be shown as being set back at least 5m from the boundary of the proposed adopted public highway to avoid any future confusion over what has and what has not been approved.

The Highways officer has also asked that conditions are imposed that require there to be:

- proposed drive ways that are to accessed from the proposed adopted public highway be constructed so that their falls and levels



are such that no private water from the parking areas drains across or onto the adopted public highway (**see condition 5**)

County Council as Lead Flood Authority

- 6.2 The applicant has met the requirements of the NPPF and therefore the application is acceptable
- 6.3 The applicant has demonstrated that surface water can be dealt with on site by using green roofs and permeable paving and is in accordance with the site wide surface water drainage strategy.

Architectural Liaison Officer

- 6.4 The architectural liaison officer, has no comments or observations to make in regarding community safety and crime.

Fire and Rescue Services

- 6.5 Adequate provision for fire hydrants should be made. This can be secured by way of condition. (Outline condition 71 requires this detail).

Natural England

- 6.6 No comments received.

Sports England

- 6.7 As the proposal does not affect existing playing fields or sports facilities, and this phase does not include new facilities for indoor or outdoor sport, Sport England does not wish to make any comments on this application.

Cambridge Airport

- 6.8 Cambridge Airport has raised no objection to the proposal, although it is requested that the Airport be informed of any construction plan for the use of cranes so that they can be assessed to ensure they do not penetrate the airports safeguarded surfaces.

Histon and Impington Parish Council

- 6.9 They would request that construction traffic accessing and leaving the site via the haul road is limited to within the hours of 10am – 3pm.
- 6.10 They have concerns about construction vehicles turning right into the site during peak hours, as it could congest the already busy junction during peak hours.

## Internal

### Strategic Housing

- 6.11 The housing officer supports the application, whilst acknowledging that future reserved matters applications will need to re-address the imbalance in the current proposed mix of dwelling bed spaces to achieve requirements site wide and demonstrate deliverability.
- 6.12 These re-assurances will need to be provided by the applicant and their Registered Provider (RP) for affordable homes across Darwin Green 1. The selected RP will need to be in place very soon.
- 6.13 Without providing lifts across any of the residential blocks, the access to anything but the ground floor units is impaired for wheelchair users or those with mobility issues. However, all flats on the ground floor have full access and future parcels will have less flatted accommodation.

### Access Officer

- 6.14 The Access Officer is not satisfied with the Lifetime Homes apartments in this reserve matters application.
- 6.15 In this application there is no specialist provision of older people's accommodation or wheelchair housing.
- 6.16 The current application does not meet Lifetime homes in the following ways.
- To be Lifetime Homes all the specified homes must be on the ground floor. This is not the case.
  - To meet the Local Plan all apartment blocks should have lifts.
  - The second and third floor corridors in the apartment blocks are difficult to use because of an excess of doors.
  - The design should provide for a reasonable route for a potential hoist from a main bedroom to the bathroom. It doesn't at present.
  - No thought has been given to how disabled people will take rubbish to the bin store.

### Sustainability officer

6.17 The overall approach to sustainable design and construction, renewable energy provision and construction waste management is supported, although clarification is sought on the following points:

- Clarification on the maintenance arrangements for the photovoltaic panels being provided for the affordable units.
- Clarification that all houses with gardens will be provided with water butts to ensure that credit Wat02 from the Code for Sustainable Homes is achieved for houses.
- Clarification as to whether green/sedum roofs are to be included on the apartment blocks with flat roofs in addition to the photovoltaic panels.

#### Biodiversity Officer

6.18 The Biodiversity Officer is satisfied that the Ecological Conservation Management Plan produced by Applied Ecology Ltd, dated January 2016 accords with the requirements of Condition 40 of the outline permission (07/0003/OUT).

6.19 The proposed ecological enhancements and the specification, number and locations of the bird and bat box provision are supported.

#### Environmental Health

6.20 The Environmental Health officer supports the submission in principle, but would like vertical illuminance drawings to determine how intrusive the lighting will be on the surrounding properties before and after curfew (11pm) lighting. This information will be secured by condition.

#### Landscape

6.21 The landscape officer is pleased with the quality of the submission but has suggested the following amendments:

#### Drainage

6.22 The proposals are in accordance with the site wide surface water drainage strategy and it is, therefore, acceptable to discharge outline condition 35.

6.23 The proposals utilise rain gardens and permeable paving. As the proposals are reliant on these features he has suggested an appropriate condition to ensure these features remain and are well managed and maintained (**see condition 3**).

### Cycling and Walking officer

6.24 The Cycling and Walking officer has suggested the following amendments to the plans

- Links across tertiary streets and car park courtyards should be consistent – continuing the footway material across with no kerb lines as for the entrance to block A car park.
- The footway opposite school square should be all footway (flagstones) material otherwise there appears to be priority for motor vehicles across the footway.
- Seats need to go on edge of path next to play area linking to orbital cycleway, rather than in the middle.
- *Tertiary roads* - the pinch points created by visitor parking bays and tree planting should be narrower to avoid the temptation of drivers trying to overtake or pass cyclists at the pinch point. Width should be between 2.6m 2.8m.
- The access plan shows the links to the orbital cycle route and the paths either side of the tree in the middle of the tertiary street as pedestrian connections. This should be changed to pedestrian and cycle connections. The paths either side of the tree should be a minimum of 2m wide.
- Dimensions shown in compliance statement for Garden design 2/3 bike store are not consistent with the plans. The width length of the cycle store should be 2200m for more than 2 bikes.
- There are too many gates to negotiate to access cycle parking for some of the housing. The gate at the entrance to side paths should be removed.
- Given the location of cycle parking at the back of gardens which is not convenient for short term access, a wall bar or Sheffield stand should also be provided at the front/side of the house where possible.
- The apartment blocks should provide another visitor rack behind the one proposed.
- Garages/ driveways need to be 3.3m width

- Access from the cycle stores to the entrances for blocks K & H need to be shown – the cycle parking for these blocks doesn't appear to be very convenient.
- Block F – pillars make some of the cycle parking inaccessible.

#### Waste Strategy

6.25 No comments received

#### Urban Design

- 6.26 Overall, the Urban Design Team consider that the proposed application has the potential to create a high quality and well-designed scheme at the gateway to the new wider Darwin Green One development. They have, however, requested a few adjustments be to the plans to allow for private amenity space for the ground floor apartments and additional windows are inserted in some of the properties to allow for greater levels of surveillance
- 6.27 Subject to these amendments being made, the application is supported in Urban Design terms.

#### Conservation

- 6.28 It is considered that there are no material Conservation issues with this proposal.

#### Cambridgeshire Quality Panel

- 6.29 The Panel was generally very supportive of the scheme but encouraged the applicant to improve and rethink the so-called Bedford Square blocks, and pursue pedestrian and cycle routes to existing communities. The full report is reproduced in appendix C at the end of this report

#### Disability Panel

- 6.30 The Panel stressed the need for the grass verge to be punctuated by areas of hard standing providing wheelchair users on the footpath with regular access points to the road. They were also concerned about access to bins for the disabled residents.

## **7. NEIGHBOUR REPRESENTATIONS**

- 7.1 The application has been publicised with four site notices, a press advertisement and 213 neighbour letters.

- 7.2 One letter of objection was received. A resident of Tavistock Road objected to the proposal on the following grounds:
- Overshadowing
  - Loss of privacy
  - Noise
  - Can the roads cope with additional traffic?

## **8. ASSESSMENT**

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

1. Principle of Development
2. Compliance with Parameter Plans
3. Compliance with Design Code
4. Layout and Movement
5. Scale and Massing
6. Elevations
7. Materials
8. Housing Mix and Typology
9. Lifetime Homes and Accessibility
10. Residential amenity
11. Sustainable Design and Construction
12. Drainage and Flood Risk
13. Landscape, Ecology and Open Space
14. Transport Impact, Car and Cycle Parking
15. Walking and Cycling
16. Highways
17. Waste and recycling
18. Public Art
19. Residential Amenity
20. Third party comments
21. Conditions Submitted in Parallel

### **Principle of Development**

- 8.2 The principle of residential development within this parcel of land was established by the outline permission. This is a reserved matters application submitted pursuant to the outline consent and therefore provided that it complies with the outline parameters and associated design code then it is acceptable in principle.
- 8.3 All strategic impacts of this proposal such as impact on the surrounding transport network, impact on open space, sports facilities, education, community and health facilities were assessed previously and the necessary mitigation measures were provided for through the wider

development on site and/or off site provision set out in the Section 106 agreement.

### **Compliance with Parameter Plans**

- 8.4 The parameter plans and associated statements, which were approved as part of the outline application, fix the key principles for the development. The Parameter Plans relevant to this application are:
- Land Use (3.1)
  - Number of storeys (3.2)
  - Landscape (3.3)
  - Access (3.4)
  - Urban Design Framework (3.6)
- 8.5 *Land Use Parameter Plan (3.1)*: This parameter plan identifies the BDW1 site as being a parcel suitable for entirely residential use. The proposals are for an entirely residential scheme and, therefore, accord fully with the parameter plan.
- 8.6 *Number of Storeys Parameter Plan (3.2)*: This parameter plan controls the upper and lower heights of buildings across the BDW1 site. Most of the site has an allowance of up to 4 storeys (15.5m). The south east part of the site is then reduced to a maximum of 3 storeys (12.8m) before sliding down to 2 storeys (9.7m) along the boundary. This application complies with the heights specified in the parameter plan.
- 8.7 *Landscape Parameter Plan (3.3)*: This parameter plan outlines the landscape corridors, open space and SUDS and surface water network, which are located along the western edge of the BDW1 site.
- 8.8 *Access Parameter Plan (3.4)*: This parameter plan identifies the main traffic routes (the Primary Streets) and the key pedestrian and cycle routes. The main roads run through the heart of the site and will connect up with the Local Centre and the future parcels on Darwin Green 1. All of the key vehicle routes were included within the approved Infrastructure reserved matters (14/0086/REM). The proposed layout of the BDW1 accords with these broad parameters.
- 8.9 *Urban Design Framework Parameter Plan (PP6)*: This parameter plan requires there to be key building frontages along the main roads in the BDW1 site. The proposals that form this reserved matters application reflect this design principle.
- Integration with approved infrastructure application 14/0086/FUL and Square application 14/1410/REM*
- 8.10 The infrastructure application approved in June 2014 included all principal access roads linking Huntingdon Road and Histon Road (Primary Street

North and South). The square application approved in December 2014 includes all the public realm area between the proposed local centre buildings including the access road details, parking bays, soft landscaping and drainage. A plan has been provided with this reserved matters application to identify each application site boundary plan relates to each other.

- 8.11 The principle of the development is acceptable and in accordance with the approved parameter plans approved under 07/0003/OUT.

### **Compliance with Design Code**

- 8.12 The Design Code includes design objectives and requirements for all the site wide elements which are key to ensuring consistency and coordination across the site. This includes movement and streets and landscape. The code sets out best practice principles, which all Reserved Matters applications will need to adhere to.
- 8.13 With regards to the design code, the BDW1 parcel sits within three character areas: Urban Quarter (high density), Southern Quarter Medium density, and Southern Quarter lower density. The submitted Design and Access Statement (DAS) contains a Design Code Compliance Statement (Section 5). This statement provides an analysis of the scheme against the approved design code, providing a clear explanation as to how the scheme has responded to the more detailed 'character areas' guidance within the approved code.
- 8.14 Overall, the scheme is compliant with the approved design code. A minor variation to the block layout and street hierarchy is proposed, whereby two low order 'tertiary streets' have been deleted because the perimeter blocks in these areas have been rationalised to provide a more legible and overlooked network of streets. The removal of these streets does not negatively impact upon the permeability of the proposal. Furthermore, the scheme has developed through detailed site masterplanning which has evolved with the input of the highway authority and in our view, with these minor adjustments the street hierarchy and layout still accords with the overall principles set out in the design code.
- 8.15 The other minor deviation relates to a small area at the north western corner of the parcel, whereby the urban quarter character area is proposed to extend west along the Tertiary Street, which is likely to front the supermarket car park. The design code identifies through the character area guidance that buildings in this area should be up to 3 storeys. The variation in approach taken along this frontage where Block G has been proposed at 4 storeys (one additional storey) was discussed at pre-application stage and the proposed form of the buildings is considered an acceptable approach. Furthermore Block G steps down to 3 storeys along the green corridor frontage, providing a pleasing transition between the 3 storey gabled houses proposed along this edge. Whilst there is an additional storey, the proposed buildings along the supermarket frontage act as unified group and are considered to respond well to the varying



edges they front onto and are still within the overall building heights parameter plan agreed as part of the outline application.

### **Layout and Movement**

- 8.16 The evolution and justification of the schemes layout is well illustrated and summarised within the DAS along with the submitted plans. The proposed layout follows the guidance set out in the code and the arrangement of buildings creates a legible structure that provides well defined edges and 'fronts' to adjacent streets and spaces.
- 8.17 The proposal links well with the existing context and key routes and linkages approved through the infrastructure application. The application proposes a connection at the north western corner that will provide pedestrian/cycle access onto the City Orbital Cycle Route which was approved through the infrastructure application.
- 8.18 Whilst the highway authority will be providing more detailed comments, overall the design of the streets meets the requirements of the design code. Streets have been designed to help reduce vehicle speeds and reinforce the changing characters throughout this parcel. The proposed car parking solutions relate well to the various typologies; on plot frontage parking for all house types will help to reduce the risk of rogue parking within the public realm, and where parking courts are provided for the apartment buildings, the design approach to these spaces is well considered. Good levels of defensible space is proposed in front of ground floor apartments, trees have been carefully positioned to structure spaces and respond to glimpsed views in, and generally the integration of landscape has been considered to soften these spaces.
- 8.19 The layout of the scheme has been refined over the course of a number of productive pre-application discussions with the applicant and their design team and is supported in urban design terms.

### **Scale and massing**

- 8.20 The proposed height and massing strategy for this parcel is supported, as it responds well to key contextual factors (established within the code) and good placemaking principles. Heights range from 2-4 storeys, with taller elements located at key corners to help terminate views, define key routes and spaces, and reinforce the legibility of the scheme. The range of building forms proposed (e.g. pavilion blocks, gabled house types etc.) create a massing and roofscape that is sufficiently varied. The series of pavilion buildings along Primary Street North is supported which will help to create a strong frontage and pleasing rhythm to the street. Elsewhere, 3 storey gabled house types with setbacks that accommodate the parked car, respond well to the design code character requirements. Off the main street, a mixture of 2 and 3 storey forms are proposed through a series of

linked courtyards creating a more informal character. 2 storey buildings are appropriately located along the southern boundary.

- 8.21 None of the proposed buildings on the site breach the heights established by the parameter plans and overall, the scheme accords with the principles set out the design code relating to height and massing.

### **Elevations**

- 8.22 The overall approach to the design of the elevations is supported. Facades of all buildings are well ordered and proportioned which will provide a degree of rhythm and vertical emphasis to the street. The combination of different roof forms; pitched, gable ended and flat roof will create a varied and articulated roofscape. These are all characteristics that are encouraged by the approved design code. Overall, in our view the proposed elevations, materials and detailing will combine to create a well-designed scheme.

### **Materials**

- 8.23 The applicant has identified the general approach to materials which is supported. The palette of materials, which includes three different brick types, has the potential to create a rich and textured character. Sample panels are proposed to be conditioned (**see condition 2**). The urban design officer is also unsure about the use of horizontal roller slatted garage doors so details of garage doors are also proposed to be conditioned (**see condition 2**)

### *Conclusion*

- 8.24 The design of the revised proposals will create a high quality scheme within the centre of the wider Darwin Green development. The proposals are therefore considered compliant with the design code and Local Plan policies 3/4, 3/7 and 3/12

### **Housing Mix and Typology**

- 8.25 The 173 dwellings proposed in the application are a range of 1 to 4 bedroom units as shown in table 1 below. Condition 25 of the outline consent requires reserved matters to include the distribution of dwellings and a schedule of dwelling sizes. It also requires that the clustering of apartment blocks should be consistent with the City Council's affordable housing SPD. The location of the proposed units and tenure split is shown in plan AA5301/2022 in Appendix D.

*Housing mix for the BDW1 Reserved Matters Site – Table 1*

	<b>Market</b>	<b>Affordable</b>	<b>Total</b>
1 Bed Apartment	5	11	<b>16</b>
2 Bed Apartment	31	35	<b>66</b>
2 Bed House	0	15	<b>15</b>
3 Bed House	17	8	<b>25</b>
4 bed House	51	0	<b>51</b>
<b>Total Units</b>	<b>104</b>	<b>69</b>	<b>173</b>
<b>%</b>	<b>60.1%</b>	<b>39.9%</b>	

- 8.26 The percentage of affordable housing on this parcel, at 39.9%, is slightly below the policy target of 40%. However, the Local Centre reserved matters application (which is also being determined in parallel by this committee), which will link up with this proposal is proposing to deliver 40.35% affordable housing. Therefore, when the two schemes are taken together, the overall provision of affordable housing will achieve the 40% requirement. See table 2 below:

*Combined Affordable Housing Percentage for BDW1 & the Local Centre – Table 2*

<b>Sites</b>	<b>Total affordable 40%</b>
BDW1	39.9%
Local Centre	40.35%
<b>Combined total</b>	<b>40.12%</b>

- 8.27 The S106 agreement that accompanies the outline application gives an indicative mix of unit sizes. This indicative mix is set out in table 3 below. The reason that this indicative mix was put in the s106 agreement was to ensure there is a balanced, mixed community with a range of sizes that meet the housing needs within the overall Darwin Green site.

*S106 (Schedule 17) Indicative Affordable Housing Mix – Table 3*

<b>Affordable Housing mix</b>	<b>1 bed apartment</b>	<b>2 Bed apartment</b>	<b>2 bed house</b>	<b>3 Bed units</b>	<b>4 bed house</b>
<b>S106</b>	10%	15%	25%	40%	10%
<b>Proposed</b>	16%	51%	22%	11%	0

- 8.28 Table 3 above shows that the mix of unit sizes has a higher percentage of 1-bedroom affordable units (11 units) than required by the S106 agreement, as well as a significantly higher percentage of 2-bedroom affordable units (35 units). It also shows that there is an under provision of 3 bed properties and no 4 bed houses.
- 8.29 The reason for this departure from the S106 indicative mix is because the design code sets out high density requirements for the character zone known as 'urban quarter', which allows for a density of up to 125 dpha.
- 8.30 The rationale for a high density urban quarter is that, when combined with the local centre, it helps form the urban core of the DG1 development. Having a high number of 1 and 2 bed apartments and less and 3 and 4 bed dwellings helps achieve a high density (78dpha in this instance) and meet the vision of the Design Code.
- 8.31 Additionally, according to the design code, some of the future /phases parcels which will be lower density will be able to deliver a greater number of 3 and 4 bed houses, which will help DG1 meet the overall indicative mix set out in the S106 agreement.
- 8.32 Each reserved matters application the mix of unit sizes will need to be carefully monitored, though, to ensure that an even balance of units is provided across the site in accordance with the S106.
- 8.33 At this stage the applicant has not confirmed a registered housing provider. They have had discussions with 'Circle' and are looking to secure delivery of the affordable housing with them for the local centre and BDW1 phases and potentially future phases of the site. The Section 106 requires that the City Council has approved the appointment of an approved affordable housing provider before the development for the local centre can be implemented. Therefore, the developer will need to appoint a Registered Provider as soon as possible to avoid this delaying implementation.
- 8.34 It would be expected that the approved registered provider would carry forward the plans, tenure mix and housing mix approved as part of this application.

- 8.35 Due to the design code density requirements, the mix of units for BDW1 is considered to be acceptable and accords with the design code and the affordable housing SPD

#### *Tenure Split and Clustering*

- 8.35 The S106 also requires an affordable housing tenure split of 75% social rented and 25% intermediate. For the BDW1 proposals, as seen in table 4 below, the split is 81.15% and 18.85 % respectively and is, therefore, not in compliance with the S106 tenure split requirement. However, when read in conjunction with the tenure split of the Local Centre proposal, the combined tenure split will be 77.52% social rented and 22.46% intermediate, which is in accordance with the Affordable Housing SPD requirements.

*Tenure Split and Clustering -Table 4*

<b>SPD and s106 requirement</b>	<b>Affordable rent 75%</b>	<b>Intermediate 25%</b>
<b>BDW1</b>	<b>81.15%</b>	<b>18.85%</b>
<b>Local Centre</b>	<b>73.9%</b>	<b>26.08%</b>
<b>Combined</b>	<b>77.52%</b>	<b>22.48%</b>

- 8.36 The draft affordable housing SPD sets out guidance on clustering with the recommended size of clusters of being no more 25 units. The layout and design of the scheme means that it accords fully with this guidance, as the apartment blocks range from 8 to 18.
- 8.37 The ground floor units in all the apartment Blocks (A- K) create active frontages on Primary Road North, and south. As 98% of all the flats are dual aspect, and as the two flats that are single aspect have generous balconies, it means that the clustering of apartments will result in their being good levels of surveillance
- 8.38 None of the apartment blocks have more than 4 flats per floor, and the majority of them have two flats per floor, all of which are accessed of centrally located staircases. This is seen as another positive element of the design as this layout encourages social cohesion and results in more dual aspect flats.
- 8.39 The proposals will deliver the requirements secured through the outline planning consent and Section 106 in terms of the affordable housing requirements and is compliant with the Affordable Housing SPD and Cambridge Local Plan policies 3/7, 5/5, 9/3 and 9/8.

## Long Term Housing Needs and Accessibility

### Long term housing needs

- 8.40 Condition 26 of the outline consent requires a minimum of 15% of all market housing and 15% of all affordable housing to be designed with external design, layout and access suitable for occupation by people with disabilities and capable of adaptation to meet long term housing needs. This equates to 15.6 of the market units and 10.35 of the affordable units.
- 8.41 The applicants have provided 16 market units that are Lifetime Homes compliant and 13 affordable units that are Lifetime Homes compliant. They are located in Blocks E, F and G.
- 8.42 As noted in the consultee section of this report, the Council's Access Officer is not supportive of the approach taken, and does not consider the plans to meet the Lifetime Homes standards, primarily because there will be no lifts in any of the residential blocks. He is also concerned about access to the waste storage facilities and difficult corridors in a couple of flats in Blocks E, F and G.
- 8.43 Whilst having lifts for all the apartments would undoubtedly be desirable, they are not a requirement of the Lifetime Homes criteria, which states that: *"All flats within a block without a lift, on whatever storey, are capable of achieving the Lifetime Home standard if the communal stairs achieve the above dimensional and specification requirements, and the features of each flat conform to other relevant criteria"*
- 8.44 In response to the access officer's other comments, the plans show that there are over 40 apartments able to provide for a reasonable route for a potential hoist from a bedroom to a bathroom, because the bathroom and bedroom are not only on the same floor, they are also next to each other in these instances. The plans also show, in compliance with condition 26 of the outline consent that they are capable of meeting long term needs, and this includes reconfiguring flats to allow for a greater number of bathrooms next to bedrooms.
- 8.45 The width of the corridors in the apartment blocks meet the width criteria of condition 6 of the Lifetime Homes Standards (1050mm wide with a clear opening of 800mm). As for the additional doors in the upper floors of Block G, they are in place to meet the Building Regulations fire safety and minimum escape distance to the stairs (Part B).
- 8.46 With regards to the access officer's concern over the route to the waste facilities, officers are of the view that, due to the width of the paths, coupled with the fact that there will be no change of levels, access to the bins is satisfactory for all the potential residents of these apartments.
- 8.47 As the applicant has demonstrated that above the 15% requirement can be met through lifetime homes standards the proposal is considered

acceptable in accordance with condition 26 and Cambridge Local Plan policy 5/9.

## **Residential Amenity**

### *Daylight/Sunlight for Future residents*

- 8.48 A summary of a sunlight assessment is included in the Appendix to the Design and Access Statement. This assessment has been made using the BRE good practice guidance.
- 8.49 The conclusion to the assessment is that the development proposals generally perform significantly better than the good practice recommendations with all amenity spaces tested receiving in excess of 2 hours of sunlight over 50% of the space on the 21st March.
- 8.50 An assessment has been undertaken to analyse the shadowing of proposed amenity spaces for future occupants. BRE guidelines recommend that amenity spaces receive a minimum of 2 hours of sunlight on the 21<sup>st</sup> March to achieve good practice. The assessment reveals that the development achieves good practice. This conclusion is supported by officers.
- 8.51 It is, therefore, considered that the amenity for the future occupiers is acceptable and complies with local plan policy 3/12.

### *Amenity Space*

- 8.52 Each of the houses on BDW1 has access to private amenity space that have depths ranging from 4.7m to 11m. Each garden will receive sunlight at different times of the day. The largest dwellings have the bigger gardens.
- 8.53 The applicants have also undertaken a study where they have pulled out all the smaller rear gardens and assessed them against the external amenity space in the emerging Local Plan 2013, and they meet all the standards, which are:

*“External amenity space should be sufficient to accommodate:*

- *a table and chairs suitable for the size of dwelling;*
- *where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible);*
- *space for refuse and recycling bins;*
- *an area to dry washing;*
- *circulation space; and*
- *an area for children to play in.”*

In addition to the garden space, some of the houses will also have access to terraced gardens.

- 8.54 All the apartments will have access to private amenity space. The upper floor apartments of Blocks G and F have projecting balconies either above the cycle stores or on the side, which face out onto the supermarket car park. Blocks A, B, C and D have inset balconies, which are good for noise and privacy. Blocks H and K have south facing inset balconies. Although there are two single aspect flats (one in Block G and one in Block J) they have access to the biggest private balconies.
- 8.55 Following a request from the Urban Design officer, revised plans have been submitted that show that all the ground floor apartments will have access to private amenity space in the form of front garden space on Primary Street North, Primary Street South and Tertiary Street respectively. The size of these spaces is comparable with those provided elsewhere on the southern fringe sites.

*Impact on existing residents/adjacent parcels*

- 8.56 As this is the first reserved matters application for a residential scheme on Darwin Green 1, and the planning permissions for the land to the south and west of this parcel have outline consent only, there are no detailed approved plans for this layout to assess against. However, the Local Centre reserved matters application is running concurrently with this one, the relationship between these properties and those in the Local Centre are known and have been assessed.
- 8.57 The separation distance between between Block K and housetypes 8sv2/2Sv2 and the flats in the local centre application that front onto the school square ranges from 20m to 30m. This is considered to be acceptable.
- 8.58 Of the existing properties that surround the BDW1 site (there are not many), the closest relationship is between plots 152 to 160 on the southern boundary line of this application site and 12 Howes Place. There is a 12.5m separation distance between plot 152 and 12 Howes Place. Privacy is not an issue here as plot 152c has been designed to only have one window at first floor level, which is for a bathroom. This window will be obscure glazed, which will be secured by condition **(see condition 12)**. As for the other plots, they won't be visible to the occupiers of 12 Howes Place as there is very tall, dense and mature conifer trees along the boundary line.
- 8.59 The only other existing properties in the local vicinity are those on Whitehouse Lane along the western side of BDW1. The closest building is, in fact a large greenhouse, but the nearest habitable property will have a separation distance of 23m, which is acceptable. Furthermore, the new dwellings on this part of BDW1 will be screened by 2m high fences.



8.60 Overall the proposals are considered to be acceptable in amenity terms.

## **Sustainable design and construction**

### *Renewable Energy provision*

- 8.61 Condition 27 of the outline permission requires each reserved matters application to be accompanied by a Renewable Energy Statement that demonstrates that a 10% reduction in carbon emissions can be achieved through the use of on-site renewable energy. Information regarding renewable energy provision has been included within the “Darwin Green: BDW1 Sustainability Compliance Report”, produced by Daedalus Environmental. This sets out the hierarchical approach to reducing carbon emissions for this phase of the Darwin Green development, an approach that is supported.
- 8.62 With regards to renewable energy provision, photovoltaic panels are proposed, with the roof masterplan showing the location of the proposed panels. This approach is supported.
- 8.63 Regarding the carbon reduction contribution of the photovoltaic panels, carbon calculations have been submitted, which establish a 10% requirement of 59,827 Kg/CO<sub>2</sub>/annum for both the apartments and the houses. Between 0.80 – 1.2 kW of photovoltaic panels are proposed for each unit. In total, these panels are predicted to result in 106,405 Kg/CO<sub>2</sub>/annum reduction in emissions, which equates to a 17.78% reduction. This approach, which exceeds the minimum requirements of condition 27, is supported.
- 8.64 Condition 27 also requires the submission of a maintenance programme for the renewable energy. The Sustainability Compliance Report includes a section on maintenance, which notes that for the apartments, the maintenance will rest with the management company appointed to manage the communal areas, with the cost of this to be covered in the annual service charge. Although this approach is supported, during the consultation period the Council’s sustainability officer requested further information be provided to clarify whether this will include the photovoltaic panels being provided for the affordable units, for example via a charge to the Registered Provider. This information has been provided and it is considered that the Sustainability compliance report complies with the Local Plan policy 8/16 and condition 27 can be discharged for this phase.

### *Code for Sustainable Homes*

- 8.65 Condition 29 of the outline consent requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes. It should be noted that, as the outline permission was granted prior to 27 March 2015, the legacy arrangements for the Code for Sustainable Homes apply to this site.

- 8.66 A Code for Sustainable Homes pre-assessment has been submitted, based on a typical property scenario, which shows a score of 70.69 is achievable, which provides a small buffer above the minimum score for Code Level 4 (68 credits). This approach is supported and the proposal is will be in accordance with the requirements of outline Condition 29.
- 8.67 Condition 29 requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes. It should be noted that as the outline permission was granted prior to 27 March 2015, the legacy arrangements for the Code for Sustainable Homes apply to this site. The Sustainability Compliance report includes a Code for Sustainable Homes pre-assessment has been submitted, based on a typical property scenario, which shows a score of 68.77 is achievable, which provides a small buffer above the minimum score for Code Level 4 (68 credits). This approach is supported, although the Sustainability officer recommends that some additional credits be identified to increase this buffer. It would also have been helpful to have seen a pre-assessment for a typical apartment (based on the worst case unit) and a separate pre-assessment for a typical house (again based on the worst case unit), and the Sustainability officer recommends that this approach be taken for future reserved matters applications.
- 8.68 There is one area on the pre-assessment where some clarification would be welcomed, related to credits for Wat02 (external water use). The pre-assessment notes that “this credit is awarded by default as there are no communal gardens – only balconies, to consider”. While this will be the case for the apartments on the BDW1 scheme, it is important to note that the houses with gardens will be provided with water butts as well, which ensures that this credit is achieved.
- 8.69 The overall approach to sustainable design and construction and renewable energy provision is supported proposal therefore complies with policy 8/16 of the Cambridge Local Plan 2006

### **Drainage and Flood Risk**

- 8.70 A strategic surface water drainage strategy has been approved under outline condition 34. The SUDs scheme for each reserved matters as required by outline Condition 35 and as set out in the design code sets three key drainage objectives to capture and treat surface water to minimise pollution, harvest rainwater and surface water runoff for reuse and reduce peak flows from the site. All car parking courts and vehicular entrances are permeable paving and it has been demonstrated by the applicant that surface water can be dealt with on site in this way. The proposals utilise best practice (rain gardens) to manage water quality/flows and also offer betterment over what was originally approved with the strategic surface water drainage strategy.

- 8.71 Overall it is considered that the proposals to manage surface water for BDW1 is well integrated into the landscape, and manage water as close to source as possible improving the quality of water as well as ensuring that the required run off rate is achieved it is therefore compliant with Condition 35, the design code and Local Plan policy 4/13 and national policy in this respect.

## **Landscape, Open Space and Ecology**

### *Landscape*

- 8.72 The accompanying Landscape Design Approach and the Design Code compliance statement, along with a planting schedule, show that there will be a diverse range of tree species throughout the site, which, as the trees mature, will add character to the development.
- 8.73 The residential properties will be bounded by a mixture of hard and soft landscaping, which will create calming and welcoming streetscenes and is supported by the Council officers.

### *Open Space*

- 8.74 In accordance with the Site Wide Youth and Play Strategy, this reserved matters application will deliver a new Local Area of Play (LAP) along the western boundary of BDW1. The applicants have addressed the concerns of the landscape officer and removed reference to glacial boulders on the plan and replaced them with wooden mushrooms. The landscape officer is happy with this amendment
- 8.75 In addition, there will be plenty of access to good pedestrian and cycle routes, level crossings at the road junctions and a shared surface area on one of the private roads (Tertiary Street Shared Surface).
- 8.76 The landscaping and open space strategy accords fully with the design code and Local Plan policies 3/7, 3/8 and 3/11.

### *Ecology*

- 8.77 Outline Conditions 17 and 18 relate to the survey, assessment and protection of hedgerows and trees. As BDW1 is sited on former agricultural fields this assessment is not required for the reserved matters application. The proposals identify the provision of swift and bat boxes within the proposed buildings in accordance with the Ecological Conservation Management Plan approved under outline condition 39. Subject to **condition 6** which requires a plan of the location and specification of the boxes the proposals are acceptable in mitigating the ecological impacts and in accordance with the outline consent and Local Plan policies 4/3, 4/6, and 4/8.

## Transport Impact, Car and Cycle Parking

- 8.78 Transport impact from this development has been assessed and mitigated for at the outline stage. A transport statement to identify how this reserved matters proposal complies with the outline application on transport grounds has been submitted.
- 8.79 The mix and quantum of uses were fully assessed as part of the outline planning consent and as the number of dwellings and amount of commercial space proposed fall within the envelope of the outline permission the proposal is considered acceptable in transport terms.
- 8.80 A Residential and Area Wide Travel Plan has been approved for the site under the requirements of the outline Section 106 Agreement. The aims of the residential travel plan (RTP) are to reduce car travel and maximise the use of the most sustainable modes, cycling and walking, for all journey types. Incentives to encourage car users to try alternative modes of travel and sustain this new travel of behaviour forms part of the RTP. A Travel Plan Coordinator will be appointed for the Darwin Green site as part of the implementation of the travel plan.
- 8.81 With well located, accessible cycle storage near to residential entrances, local facilities and nearby bus stops and good integration with pedestrian and cycle links to the wider site and the City, BDW1 will be an accessible site and should encourage sustainable mode trips. Car and cycle parking provision are further detailed in the next paragraphs.

### *Car parking*

- 8.82 Outline condition 48 requires car parking to be in accordance with the local plan standards and restricts the total number of overall spaces for the Darwin Green development to a maximum of 2389 spaces. Visitor spaces are also required (as appropriate), and should not be allocated to individual properties and marked as such.
- 8.83 For ease of reference, the Local Plan standards, which are a maximum and not a minimum standard, are set out in table 5 below:

*Car Parking Standards -Table 5*

<b>Accommodation</b>	<b>Standard</b>
1 or 2 bed Residential properties	Maximum of 1 space per unit
3 bed and 4 bed Residential properties	Maximum of 2 spaces per unit
Visitor spaces within red line	Maximum 1 every 4 dwellings

- 8.84 The development complies with the City Council maximum car parking standards as it will deliver a ratio of 1.5 average car parking space per residential unit across the parcel with separate areas for private and affordable units.
- 8.85 The breakdown of the proposed parking provision, can be seen in the table below.

Car parking provision for BDW1 –Table 6

House Type	Provision
82 flats with 1 parking space	82 spaces
23 houses with 1 parking space	23
68 houses with 2 parking space	136
<b>Total</b>	<b>241</b>
<b>Average parking space per unit</b>	<b>1.5</b>

- 8.86 Of the 241 parking bays, 14 have been allocated as accessible parking bays. These bays are located in the parking courts associated with the flats.
- 8.87 All of the houses have their parking provided for on-plot. The on-plot provision varies with housing typologies. The houses on the secondary and tertiary have an alternate rhythm of alternate garages or curtilage. This is considered to be an acceptable design solution and overall creates a place which balances the need to accommodate car parking with high quality landscaping and architecture. The houses on the western and southern arms of the 'southern quarter' have parking at the frontage only.
- 8.88 In addition to the 241 residential bays on BDW1, there will be 15 visitor parking bays, 13 of which will be parallel to the curb (7 will be located on Tertiary Street, 6 will be located on Tertiary Street Shared Surface, 1 will be provided next to the parking bays for Block A, and 1 will be provided next to the parking bays for Block C. This equates to 1 bay for every 11 units and is considered to be reasonable, given that this is the higher density part of the development near to the local centre.

#### *Cycle Parking*

- 8.84 Condition 49 of the outline consent requires reserved matters proposals to include details of covered secure parking for bicycles in accordance with the Design Code. How many in total then????
- 8.85 The Design Code sets out the cycle parking standards which are based on those within the Cambridge Local Plan 2006, (design Code p 58). Each property will have the appropriate level of cycle and storage provision,

which means that the scheme complies with the design code cycle standards, which are set out in table 7 below:

Cycle Parking Standards –Table 7

Type of development	Visitor cycle parking	Design Code Standards
Residential property	As appropriate per apartment block	1 space per bedroom up to 3 bedrooms. Then 4 spaces for 4 bedroom dwellings.

8.86 The provision of cycling parking is located in the most convenient places to encourage residents and users of BDW1 to travel by cycle. All houses will be provided with a wooden bike shed that is designed to fit either two or four cycles, depending on the size of the property. These cycle storage spaces will be in rear garden of each of the houses. Cycle parking for all of the apartments will be provided in secure parking areas using Sheffield stands. Visitor parking will also be provided with a suitable number of Sheffield stands being located next to the entrances of the apartments.

8.90 The level of cycle parking provision meets the required standards of the outline permission, the Design Code and Cambridge Local Plan (2006) policies 8/6 and 8/10.

### **Walking and Cycling**

8.91 The Walking and Cycling officer raised a number of concerns in her consultation response. The section of the report addresses those points:

#### *Links across Tertiary Streets*

8.92 The revised landscape drawings confirm that 'heritage surfacing' is continued across the entrance to the courtyards of the apartment blocks

#### *Footway material to School Square*

8.93 School Square is outside the red line for this application. However, block paving is proposed on the pedestrian surfaces, which contrasts but is complementary with the Brindle Tegula block work for the carriageway

#### *Seating adjacent to the play area*

8.94 The applicants have confirmed that they are happy for the seating to be repositioned and have submitted a revised plan that now shows the seating next to the edge of the play area.

#### Reduced width of pinch points on Tertiary Roads

- 8.95 The proposed 'pinch points' along tertiary road measure at 3.25m. The Manual for Streets guidance document states that the minimum width for the passing of emergency vehicles should be 2.75m, so any reduction in width could not fall below this. The Manual for Streets guidance also states that widths of between 2.75m and 3.25m in most cases should be avoided, since they could result in drivers trying to squeeze past cyclists. The 3.25m width of the tertiary road meets the guidance, and the County Council have raised no objections to it, therefore it is considered to be acceptable.

#### Width of path either side of the tree between plots 118 and 133

- 8.96 The applicants have submitted a revised coloured landscape plan that states the routes through the green space adjacent to the Tertiary Road as 'pedestrian and cycle links to future NIAB development'. The proposed widths of these are 4.2m and 4m respectively.

#### Cycle Store Size

- 8.97 The formally submitted plan shows the correct size of the proposed cycle storage shows the correct width.

#### Gates at the entrance to shared side paths

- 8.98 The entrance gates secure the side passage and ensure a safe route to the garden, which is a requirement of Secure By Design. Whilst not ideal only 16 out of 173 residential units have this arrangement.

#### Additional cycle wall anchor or stands

- 8.99 The configuration of these plots doesn't allow for secure parking at the front because it would impact on the landscaping and parking arrangements.

#### Additional visitor parking to the apartment blocks

- 8.100 The applicants have revised the plans that show that an additional Sheffield stand will be placed in front of each of the four locations adjacent to the principal building entrances to Block A, Block B and two entrances to Block J, which will provide an increase of 8 visitor parking spaces.

#### Garages/ driveways need to be 3.3m width

- 8.101 Page 60 of the DAS states that all parking for homes has been designed to meet LHS for enhanced spaces of 3.3m. All frontage and garage spaces accord with the 3.3m minimum garage dimensions set out in the Design Code. However, the space between parking for plots 128 and 127 at 1m appears a little tight to comfortably push a bike between two parked cars. Increasing the width by 20cm to achieve a dimension of 1.2m would

help alleviate this. There appears to be space to absorb this change within plot 129. This detail will be addressed through **condition 13**.

#### Cycle store access for blocks K & J

- 8.102 Although the cycle parking is considered to meet the guidance within the Design Code, the applicants have agreed to include additional internal doors from the cycle stores to the communal entrance lobby for each of the blocks J and K, as requested and have amended the plans accordingly.

#### Block F Cycle store pillars

- 8.103 The design of the cycle store requires further consideration to ensure that the cycle parking is more accessible. Accordingly, condition 13 is attached which requires the submission of revised plans that will ensure that there is an accessible cycle storage area in Block F.

### **Highways**

- 8.104 All the issues raised by the Highways officer have been addressed through amendments to the submitted plans. Condition 5, will also ensure that each of the private drives has the appropriate falls and levels.
- 8.105 Therefore, the proposals are acceptable in highways terms and accord with the design code principles and

### **Waste and recycling**

- 8.105 The reserved matters application identifies the provision and location of storage and collection points for the Council's three bin refuse/recycling system for both the houses and apartments. All the bins are within the required drag distances. Most of the apartment drag distances are significantly under the 10m drag distance, and block c is 10m exactly. Similarly, all the drag distances for the houses are under the 25m requirement.
- 8.106 Houses have on-plot provision for three bins which can be wheeled out and collected. Apartments have centralised bin stores on the ground floor.
- 8.107 The application is supported by a plan showing tracking for a refuse vehicle.
- 8.108 Therefore, it is considered that the refuse provision is acceptable and compliant with the waste local plan.

### **Noise (new dwellings)**



- 8.109 The design of the proposed new dwellings to ensure that they are protected from elevated external noise sources (such as traffic and impacts from the proposed new supermarket) is covered by Condition 58 of outline application 07/0003/OUT. The applicant has submitted an Updated Noise Survey and Assessment (prepared by Acoustic Air and dated January 2016), pursuant to discharge of Condition 58 for this phase of development.
- 8.110 The Noise Survey correctly identifies that Phase BDW1 is potentially impacted by noise from Huntingdon Road and Histon Road, albeit these roads are some distance from the development and any impact would not be significant. The Environmental Health officer's view is that the A14 is far enough from this phase of development to not be considered a problem.
- 8.111 External areas have also been considered within the Noise Survey. When considering the monitoring data submitted alongside the supporting evidence, the Environmental Health officer considers that the area of BDW1 is acceptable in terms of noise impact levels on new residential occupiers.

#### *Noise from Supermarket Deliveries*

- 8.112 The layout of the supermarket is such that the delivery yard is approximately 90-100m from the nearest dwellings on BDW1.
- 8.113 It is clear from the detail within the Noise Survey that noise from service yard activities will not adversely impact on the dwellings at BDW1 during day-time hours.
- 8.114 Outline application 07/0003/OUT contains Condition 61, which limits delivery times to the service yard. Given the above comments and assumptions, the restrictions to the delivery times remain appropriate. The Environmental Health officer is confident that there will be no adverse impact between the hours of 07.00 and 23.00.
- 8.115 On consideration of the Noise Survey and of Condition 61 of 07/0003/OUT, the Environmental Health officer believes that the proposed dwellings at BDW1 will not be significantly impacted by noise from traffic on the nearby road infrastructure or by day-time supermarket deliveries/delivery yard activities. The requirements of Condition 58 of 07/0003/OUT have therefore been met and the proposals are considered to be acceptable in terms of any noise impacts on residential amenity.

#### *Lighting*

- 8.116 Outline condition 66 requires reserved matters applications to include a lighting scheme and details of the height, type, position and angle of glare of any final site lighting including isolux contours. Street lighting for roads to be adopted by the Highway Authority will need to comply with the County Council lighting specification.

8.117 The impact of the proposed lighting on residential and environmental amenity also needs to be taken into account. Environmental Health officers require further assessment and clarification on the impact of all residential properties and the hours of use of the lighting to ensure that neighbouring residences do not have light spillages onto their property that would be unacceptable.

8.118 As further clarification is required on the lighting strategy for outline condition 66 pursuant to these reserved matters, it is recommended that this condition be determined by a separate discharge of condition than through this reserved matters approval.

### **Public Art**

8.119 Darwin Green One has an approved site wide Public Art Strategy, which sets out the themes and process for delivering public art across the site as a whole. It also breaks down separate commissions with budgets allocated for each commission.

8.120 There is no requirement under the Public Art Strategy to provide public art within BDW1, and the applicants are not proposing to place any permanent artworks on BDW1, there will, however, be views of the artwork that will be located on the neighbouring Local Centre development.

### **Fire Safety**

8.121 The fire and rescue service has requested a condition requiring the agreement and provision of fire hydrants. This condition is not necessary as this condition has already been attached to the outline consent.

### **Third party comments**

8.122 A resident of Tavistock Road has objected to the application on the grounds of daylight/sunlight, overshadowing, noise and loss of privacy issues.

8.123 As the property is 564m away from the nearest dwelling on BDW1, it is considered that there will be no impact on the private amenities that the Tavistock Road resident currently enjoys.

8.124 Histon and Impington Parish Council requested that construction traffic accessing and leaving the site via the haul road is limited to within the hours of 10am – 3pm. The hours of operation have already been set under condition 51 of the outline application. For ease of reference, these hours are:

Monday – Friday 08:00am – 18:00pm

Saturday 08:00am – 13:00pm

No construction work on Sundays or public holidays

### **Conditions Submitted in Parallel**

8.125 Through approving this application and the details contained therein it is considered that the following conditions can be discharged contemporaneously:

- Condition 8 Design Code Compliance
- Condition 10 Youth Facility and Children's Play Provision
- Condition 14 Soft and Hard Landscaping
- Condition 17 Trees and Hedges assessment
- Condition 18 Tree Protection
- Condition 25 Affordable Housing
- Condition 26 Accessible Dwellings
- Condition 27 Renewable Energy
- Condition 29 Code for Sustainable Homes
- Condition 35 Detailed Surface Water Strategy
- Condition 40 Ecological Conservation Management Plan Statement
- Condition 49 Secure Parking of Bicycles
- Condition 58 Noise Assessment for future residents
- Condition 62 Domestic and Trade Waste
- Condition 66 Lighting

8.126 The following conditions can be partially discharged:

- Condition 29 Code for Sustainable Homes (post construction review certificates will be required)

8.127 The following conditions will require further work but do not prejudice the ability to determine this proposal:

- Condition 66 Lighting

8.128 All the conditions will be subject to a separate decision notice from any reserved matters approval.

## **9. CONCLUSION**

- 9.1 The proposal accords with the approved parameter plans and design code. A high quality residential scheme is proposed which will provide vital housing and important cycle and pedestrian routes.
- 9.2 The buildings are attractively designed and will create a sense of place and identity to Darwin Green that will lead the way for future parcels to be developed in a similar high standard. The proposal complies with the outline consent and the Cambridge Local Plan 2006 and is, therefore, recommended for approval.

## **10. RECOMMENDATION**

**APPROVE subject to the following conditions:**

### Implementation

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

### Materials

2. Prior to the commencement of development, samples and details of colour of the materials to be used in the construction of the external surfaces of buildings, which includes external features such as garage doors, entrance doors, windows, roof and hanging tiles, stone detailing, external metal work, balcony and balustrades, rain water goods, coping, bike and bins stores, shall be submitted to and approved in writing by the local planning authority.

Brick sample panels of the facing materials to be used shall be erected on site and shall be at least 1m x 1m to establish the detailing of bonding, coursing, colour and type of jointing and any special brick patterning/articulation detailing (e.g. protruding detail) shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To protect the character and appearance of the site in accordance with Policies 3/4, 3/7 and 3/14 of the Cambridge Local Plan (2006).

### Drainage Management

3. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved surface water drainage proposals and the management and maintenance plan.

Reason: To ensure a satisfactory method of surface water drainage (Cambridge Local Plan 2006 policy 4/13).

### Visibility splays

4. Inter vehicle visibility splays and pedestrian visibility splays shown on the Drawing Numbers 16483-5-402 and 16483-5-403 are to be kept clear of all planting, fencing, walls and the like exceeding 600mm high in perpetuity.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policies 8/2 and 8/11).

### Private drive drainage

5. All private drives and accesses shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the proposed adopted public highway.

Reason: For the safe and effective operation of the highway (Cambridge Local Plan 2006 policies 8/2 and 8/11).

### Swift and bat box detail

6. No occupation of any residential unit shall take place until a plan identifying the location of the proposed swift and bat boxes and details of the specification have been submitted to and approved in writing by the local planning authority. The works shall be carried out as approved.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006 policy 4/3).

### Plans

7. The development shall be carried out in accordance with the following approved drawings and technical documents:

Site Location Plan	AA5301/2001	D	
Masterplan	AA5301/2002	G	
Masterplan Ground Floor	AA5301/2003	G	
Masterplan Existing	AA5301/2005	-	
Boundary Plan	AA5301/2004		A
Storey Heights Plan	AA5301/2021	C	
Cycle Strategy Plan	AA5301/2024	D	
Refuse Strategy Plan	AA5301/2025		E

Street Hierarchy Plan	AA5301/2027	C
Frontage Diagram	AA5301/2028	C
Car Parking Strategy	AA5301/2029	C
Lifetime Homes Plan	AA5301/2030	C
Material Plan	AA5301/2031	C
Characters Plan	AA5301/2032	C
Access Plan	AA5301/2033	A
Street Scenes 1-4	AA5301/2051	D
Street Scenes 5-9	AA5301/2052	D
Street Scenes 10-13	AA5301/2053	C
Site Sections	AA5301/2055	C
Block AB Plans	AA5301/2200	E
Block AB Plans	AA5301/2201	D
Block AB Elevations	AA5301/2202	E
Block C Plans	AA5301/2210	E
Block C Elevations	AA5301/2211	E
Block D Plans	AA5301/2215	E
Block D Elevations	AA5301/2216	E
Block E Plans	AA5301/2220	E
Block E Elevations	AA5301/2221	E
Block F Plans	AA5301/2225	E
Block F Elevations	AA5301/2227	E
Block G Plans	AA5301/2230	C
Block G Elevations	AA5301/2235	C
Block J Plans	AA5301/2240	H
Block J Plans	AA5301/2241	E
Block J Plans	AA5301/2242	F
Block J Plans	AA5301/2243	E
Block J Plans	AA5301/2244	C
Block J Elevations	AA5301/2245	E
Block J Elevations	AA5301/2246	C
Ancillary Buildings	AA5301/2250	B
Ancillary Buildings – Cycle Storage	AA5301/2251	A
House 2A	AA5301/2405	C
House 2Sv1	AA5301/2410	C
House 2Sv2	AA5301/2411	C
House 2Sv3	AA5301/2412	C
House 2Sv4	AA5301/2413	C
House 9S	AA5301/2420	C
House 5A	AA5301/2435	C
House 6Av2	AA5301/2441	C
House 6Sv1	AA5301/2442	C
House 6Sv2	AA5301/2443	C
House 7S	AA5301/2445	C
House 7Sv2	AA5301/2446	C
House 7Sv3	AA5301/2447	C
House 7Sv4	AA5301/2448	C
House 8Sv1	AA5301/2460	C
House 8Sv2	AA5301/2461	C
House 8Sv3	AA5301/2462	C
House 10Sv1	AA5301/2465	C

House 10Sv2	AA5301/2466	C	
House 11A	AA5301/2470	C	
Apartment Entrance - Door Detail	AA5301_2503	-	
Apartment Entrance - Door Detail	AA5301_2504	-	
Existing Site Plan	628.4-001	B	
Site Wide Coloured Masterplan	628.4-002	C	
Coloured Landscape Masterplan 1 of 4	628.4-003	C	
Coloured Landscape Masterplan 2 of 4	628.4-004	C	
Coloured Landscape Masterplan 3 of 4	628.4-005	C	
Coloured Landscape Masterplan 4 of 4	628.4-006	C	
Typical Landscape Specification	628.4-007	A	
Key Plan	628.4-100	D	
General Arrangements Plan 1 of 4	628.4-101	F	
General Arrangements Plan 2 of 4	628.4-102	D	
General Arrangements Plan 3 of 4	628.4-103	F	
General Arrangements Plan 4 of 4	628.4-104	E	
Planting Plan 1 of 4	628.4-200	B	
Planting Plan 2 of 4	628.4-201	B	
Planting Plan 3 of 4	628.4-202	B	
Planting Plan 4 of 4	628.4-203	B	
Typical Landscape Details 1 of 4	628.4-300	-	
Typical Landscape Details 2 of 4	628.4-301	C	
Typical Landscape Details 3 of 4	628.4-302	B	
Typical Landscape Details 4 of 4	628.4-303	A	
Typical Sections to Parking Courts	628.4-304	B	
Boundary Type Plan	628.4-305	D	
Rear Garden Depths	628.4-306	B	
LAP 1a	11164	D	
Tracking Sheet 1	16483/5/400	A	
Tracking Sheet 2	16483/5/401	A	
Tracking Sheet 3	16483/5/402	B	
Tracking Sheet 4	16483/5/403	B	
Levels & Drainage 1	16483/5/404	A	
Levels & Drainage 2	16483/5/405	A	
Masterplan Overlay	16483/5/406	A	
Adoption Plan	16483/5/408	B	
Red Line Boundaries	16483/5/409	B	
Construction Details	16483/5/410	-	
Design Statement	AA5301	C	
Landscape Design Statement	628.4/RPT01 V5		
Affordable Housing Distribution Plan	AA5301/2022	C	
Detailed Waste Management Plan	IDB/16483/B1	April 2016	
Detailed Surface Water Strategy	B11201IDB-Cond 35	-	
Landscape Management & Maintenance Plan	628.4-RPT02	-	
Sustainability Statement	Final		
Statement of Community Involvement	-		
Transport Statement	116292/MSF/160118	0	
Lighting Design Documents	MMA13312		
Lighting Layout Drawing	MMA13312/001		
Ecological Statement	AEL0635	3.0	

Noise Assessment	AA1006N/R1 -	
Arboricultural Statement	HA/aiams01a/dg/bdw1	
Interim Parking Management	B11201IDB-Cond 70	April 2016
Darwin Green Option 1	-	
Dormer Image	-	
SK1	-	
SK2	-	

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

#### Restrictive Use

8. The on plot parking spaces, including garages, shall not be used as additional living accommodation and shall be maintained for the purposes of parking.

(Reason: In the interests of highway safety, visual amenity and sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site in accordance with Cambridge Local Plan policies 3/1, 3/7, 8/2 and 8/11)

#### Permitted Development Rights Restrictions: dormer windows

9. Notwithstanding the provisions of Schedule 2, Part 1, Classes A and B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed on the following dwellings (as identified on drawing number AA5301/2002 Rev G) without the granting of specific planning permission:
  - a) Tertiary Street – plots 01 – 37
  - b) Primary Street South – plots 107 – 140 and 171, 172 and 173
  - c) Tertiary Street Shared Surface – plots 112 -136
  - d) Secondary Street – plots 141 – 170

Reason: To protect the visual amenity of the neighbourhood and the amenities of future occupants in accordance with policy 3/12 of the Cambridge City Local Plan 2006

#### Permitted Development Rights Restrictions: extensions

10. Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the following dwellings (as identified on drawing number AA5301/2002 Rev G) is not permitted without the granting of specific planning permission:



- a) Tertiary Street Shared Surface – plots 113 -129
- b) Primary Street South – plots 137 & 140
- c) Secondary Street – Plots 152 - 156,

Reason: In order to safeguard the character and appearance of the area and the amenities of future occupiers in accordance with policy 3/12 of the Cambridge Local Plan 2006.

#### Permitted Development Rights Restrictions: Parking

11. Notwithstanding the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or Order revoking and re-enacting that Order with or without modification) no hard surfacing of frontage plot areas approved for landscaping that are adjacent to the highway shall be carried out.

Reason: In the interests of visual amenity ensuring that front gardens are retained as attractive landscape elements and in the interests of sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site in accordance with Cambridge Local Plan (2006) policies 3/1, 3/7, 8/2 and 8/11.

#### Obscure Glazed Window

12. The bathroom window on the rear wall of plot 152 facing No. 12 Howes Place shall be glazed with obscure glass only and shall be obscured to at least Pilkington glass level 3. The obscure glazing shall be installed prior to the use of the extension and remain in situ thereafter.

Reason: To safeguard the privacy and amenities of the adjacent neighbour in accordance with Policies 3/4 and 3/7 of the Cambridge Local Plan (2006).

#### Width between Parking plots

13. Prior to the commencement of development, revised plans that show an increased width of 20cm to the space between parking for plots 128 and 127 shall be submitted to and approved in writing by the Local Planning Authority and implemented thereafter in accordance with such approval.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car in accordance with policies 8/4, 8/5, 8/6 and 8/7 of the Cambridge Local Plan (2006).

### Block J Cycle Storage

14. Prior to the commencement of development, revised plans that show more accessible cycle storage space in Block J shall be submitted to and approved in writing by the Local Planning Authority and implemented thereafter in accordance with such approval.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car in accordance with policies 8/4, 8/5, 8/6 and 8/7 of the Cambridge Local Plan (2006).

### **Contact details**

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

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**APPENDIX A: STRATEGIC OUTLINE CONSENT CONDITIONS WHICH HAVE BEEN DISCHARGED**

**NO DEVELOPMENT TO COMMENCE**

<b>Number</b>	<b>Condition</b>	<b>Decision Date</b>
8	Phasing Plan approval	JDCC Nov 2014
7	Design Code approval	JDCC June 2014
15	Broadband Strategy	April 2014
22	Location and extent of allotments	JDCC April 2014
34	Surface water strategy Drainage Strategy	JDCC June 2014
38	Pollution control of water environment	April 2014
39	Ecological Conservation Management Plan	May 2014
50	Soil and contamination	Part discharged April 2014 Subject to assessment during works and final closure reports.
51	Construction and Environmental Management plan	Dec 2014 Amendment to construction delivery hours (07/0003/COND51) Feb 2016
53	Construction Programme	JDCC Nov 2014
54	Vibration report	Feb 2014
67	Archaeology	Part discharged Feb 2014 Subject to archive report

**NO RESIDENTIAL DEVELOPMENT TO COMMENCE**

9	Youth Strategy approval	JDCC June 2014
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## **APPENDIX B: SUMMARY OF DESIGN CODE COMPLIANCE STATEMENT**

The Darwin Green One Design Code was approved in February 2014 which sets a high standard of design creating constraints and guidelines but allowing the flexibility for designers to bring forward their proposals.

The Design and Access Statement and Design Code Compliance Statements that accompany this application demonstrates how the design responds to, and is compliant with, the approved site wide Darwin Green One Design Code.

Fundamentally, the design of BDW1 seeks to create a unique character on the north west fringe of Cambridge and will provide a benchmark for new development with high quality design and variety. The design accords in all key areas including its location, connectivity, context and delivery of a strong meaningful, site related, design concept.

The application is considered compliant in all areas with the Design Code whilst not seeking to be overly restricted by the 'illustrative' images from the Design Code, ensuring that a high quality design can be delivered.

## **APPENDIX C: QUALITY PANEL REPORT**

### **CAMBRIDGESHIRE QUALITY PANEL**

#### **REPORT OF PANEL MEETING**

**Scheme:** Darwin Green One BDW1

**Date:** Monday 9<sup>th</sup> November 2015

**Venue:** Shire Hall Room 128, Cambridgeshire County Council

**Time:** 13:00 – 16:00

#### **Quality Panel Members**

Robin Nicholson (chair)

Canda Smith

Phil Jones

Simon Carne

Steve Platt

Kirk Archibald (observant)

#### **Panel secretariat and support**

Judit Carballo – Cambridgeshire County Council

David Carford – Cambridgeshire County Council

#### **Local Authority Attendees**

Janine Richardson - Principal Planer, Cambridge City Council

Glen Richardson – Head Urban Designer, Cambridge City Council

Chris Mohtram –Planning Officer, Cambridge City Council

#### **Applicant and Representatives**

Sean Marten – Senior Planner, Barratt Homes

Marcia Whitehead – Planning Consultant, Partner at Bidwells

Ben Williamson – Scheme Architect, Associate Director at PRP Architects

Federica Romeo – Senior Architect, PRP architects

## **1. Scheme description and presentation**

Architect/Designer PRP Architects

Applicant Barratt Homes

Planning status Pre Reserved Matters

## **2. Overview**

BDW1 is the first fully residential phase of development within the Darwin Green masterplan. The outline application for 1,593 homes and related infrastructure, community facilities and open space was approved in December 2013. The Darwin Green Masterplan sits between Huntingdon Road and Histon Road in the north west of Cambridge. The outline consented masterplan was later supplemented by the approval of a design code providing detailed guidance for the development of individual parcels within the masterplan.

The Design Code has been approved and other strategic conditions discharged. An Infrastructure application has been approved for the details of all the main roads across the site, the central open space and green corridors and the first allotment. Approval has been granted for the 'Square' application which the local centre buildings will focus around.

An application has been submitted for the Local Centre (re 15/1670/REM) which is currently under consideration. The Local Centre includes a health facility, library, community rooms, retail units and residential units.

The BDW1 residential phase is located to the rear of the NIAB buildings and Lawrence Weaver Road.

The proposals for the BDW1 scheme comprise the following:

- 173 new homes - 40% affordable and 60% sale homes
- Code for Sustainable Homes Level 4
- Car parking provided at an average of 1.4 spaces per dwelling plus on street visitor parking
- Cycle parking provided in accordance with maximum standards in the Code for Sustainable Homes.

### **3. Cambridgeshire Quality Panel views**

#### Introduction

The Panel welcomed seeing the proposals and thanked the applicant for their very comprehensive presentation and although it discourages the use of Power Point this was used well.

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

#### Community

The Panel praised the design ambition of the semi-public areas and appreciated that new residents will benefit from the Darwin Green wider infrastructure which includes the provision of parks, community facilities, cycle routes and public spaces. The Panel considered that the planting provided in these semi-public spaces may be too delicate if for example children use them as play areas and queried how these spaces will be managed in the future. The applicant explained that all planting is provided within the private realm, with the exemption of a single tree which is in the highways domain. Advice from experts will inform the type of species that will be appropriate to use for the site.

#### Connectivity

The Panel noted that BDW1 is located on the main entrance route into the Darwin Green Masterplan which comprises a network of streets, dedicated cycle routes and a bus route which are well connected into and out of Cambridge. The Panel sought clarification on the provision of cycling routes to the north west of the site. There were concerns as to the number of parallel aligned routes including Whitehouse Lane, the orbital cycle route and a new road proposed in the approved development on adjacent land (Phase 2 of the NIAB frontage site) yet to be built out. The Panel asked whether these could be combined. The applicant explained that the cycle route will continue but on a separate route from Whitehouse Lane which is privately owned providing access for NIAB and the hotel.

The Panel noted the uncertainty as to the timescales for delivery of dwellings on adjoining property that has planning permission, and land currently without plans for development.

The Panel enquired as to the design of the road blocks F and G that front onto and border the supermarket car park. It was explained delivery vehicles will access the supermarket via this road and therefore needed to be suitably designed to take such vehicles.

#### Character

The Panel welcomed the character of the proposals and noted that the design code identifies three character areas within the BDW1 phase which will have difference density.

However, the Panel were concerned about the view into empty plots from the secondary and tertiary streets and considered that these could be more exciting by for example shifting some of the dwellings on block C.

Some of the discussion revolved around the architecture for the School Urban Quarter, along Lawrence Road and School Square. The applicant explained that part of the thinking was to bring some uniqueness and identifiable character and referred to Bedford Square (London). The Panel were not convinced by the reference and recommended that the elevations should be more calming. The Panel queried the contrast in design between pavilions and those on the opposite side of the avenue and the spacing of the Pavilion buildings at key points along the avenue.

The Panel had some concerns about block D and E which is constrained by hedges and has little space and recommended further exploration. The Panel also raised the issue of blocks F and G overlooking the supermarket car park from the front and parking in the courtyard from the back.

The Panel welcomed that the frontage car parking will be broken down with vegetation and noted that the bins are located in the garages or storage in gardens, and won't be visible from the street.

The Panel suggested there is more opportunity to enhance the view looking down the streets in the Southern Quarter of the development, in particular the more north-western road.

The Panel noted that balconies are south facing on those units where the main entrances are north facing; however the Panel considered that balconies would benefit from a better design.

Dormers are quiet complex in terms of air-tightness; therefore the Panel considered that they need carefully detailing.

## **Climate**

The Panel noted that the proposals will achieve Code Level 4 of the Code for Sustainable homes by using fabric first approach and by reducing the energy use through low energy appliances and lighting and low water use fittings. Photovoltaic panels will be located on roofs and will be integrated with the tiling.

The Panel queried if there has been concerns about overheating. The applicant explained that that they would like to mitigate overheating as much as possible and by having double aspect dwellings there will be better ventilation and suitable control and infrastructure will be in place to manage that.



#### **4. Conclusion**

The Panel was generally very supportive of the scheme but encouraged the applicant to improve and rethink the so-called Bedford Square blocks.

The Panel made the following recommendations, further details of which can be found above:

- Consider the impact of informal use of shared space areas.
- Think about the duplication of north and south routes to the north west of the site.
- Pedestrian and cycle links to existing communities are important and should be pursued to ensure connectivity.
- New standards (ambition) and how the cycle lane design impact on the system.
- Key views. Consider where the gaps between the pavilions are located. To be aware of how the end of the road is terminated and the opportunities to enhance the street scene.
- Bedford Square wasn't a relevant example.
- Further thoughts on balcony designs.
- Consider how the scheme changes over time with additions to homes such as garages and planting.
- The importance of detailing when designing environmental aspects.
- The concept and planning stage architects be retained for the detail design.

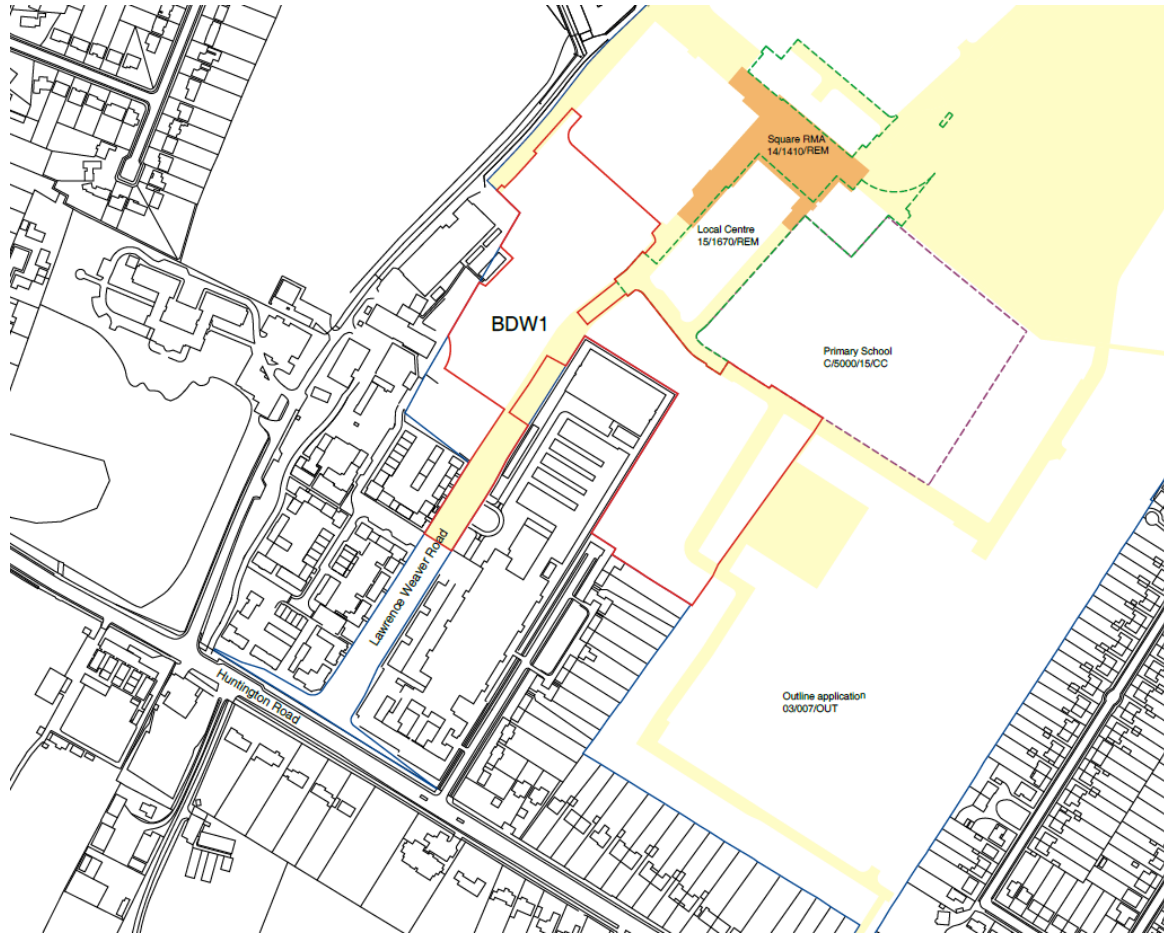
On reflection, the Panel noted that Integration of landscaping and SuDS within the scheme weren't discussed but expected that these will be taken into consideration before submitting the planning application.

#### **5. Conflict of Interest**

As per the Cambridgeshire Quality Panel Terms of reference the Panel is open and transparent about conflicts of interest, therefore it was noted that Kirk Archibald is currently working with PRP Architects as director in their environment team and although present during the meeting was not involved in the discussions.

## **APPENDIX D: PLAN PACK**

### Site Plan



Masterplan





## Landscape Plan



## Affordable Housing Distribution Plan

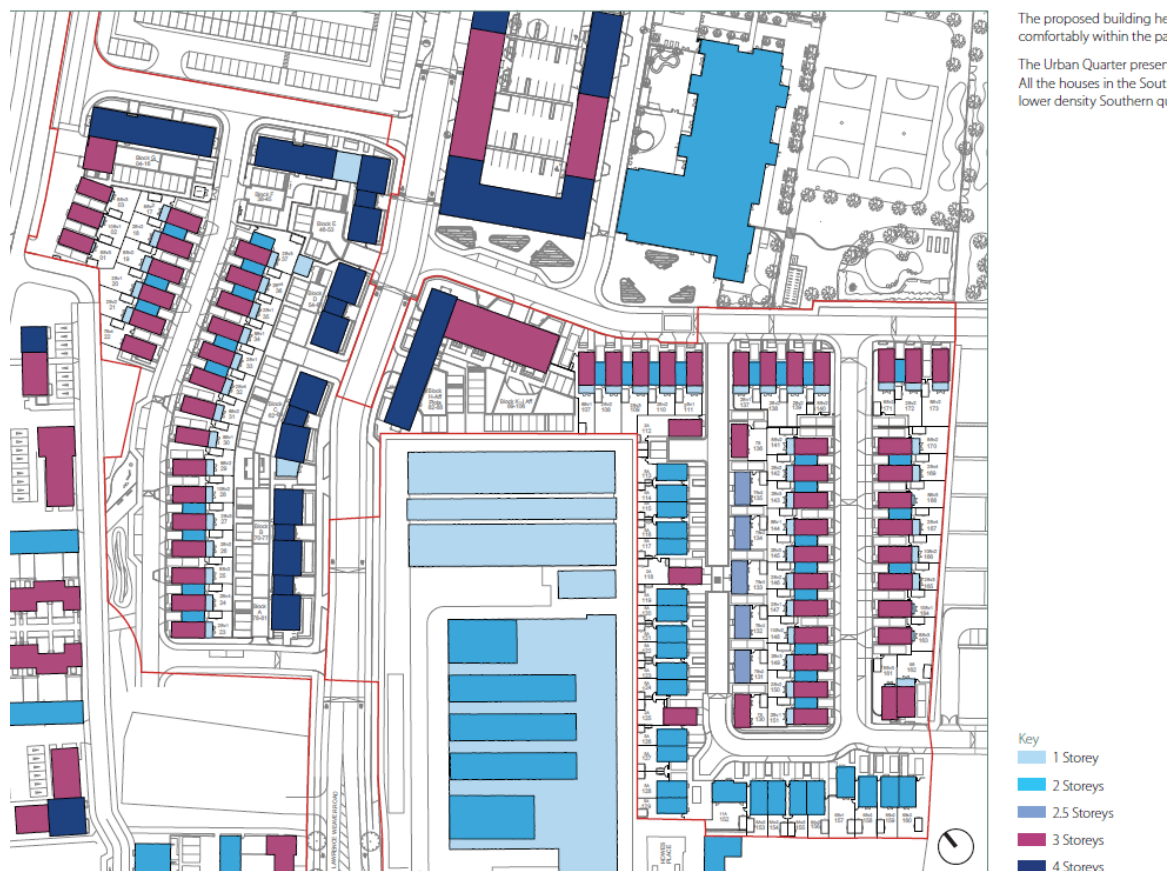


# Elevations





## Building Heights



## Car Parking

### Car Parking

The car parking diagram illustrates how the parking strategy complies with the Design Code requirements to deliver an appropriate provision of car parking and suitable visitor car parking.

A mix of car park solutions has been proposed on the Site:

- Parking courts have been provided for the apartments blocks.
- Houses on Secondary or Tertiary street have an alternate rhythm of curtilage or garages.
- Houses on the tertiary street shared surface have parking on front.
- Visitor parking has been proposed as parallel to the curb.

The location of all parking areas is indicated in the adjacent diagram.

LAYOUT within the garages has been developed to ensure compliance with the requirements of the design code as illustrated in the diagram on the facing page. All of the houses curtilage and front parking has been designed to be enhanced accessibility space, as per LHS requirements with a width of 3.3m.

Highways have been designed to be 6.6 metres wide, as suggested by the highways Department, this is to create sufficient width for vehicular and pedestrian use.

The proposal is based on the provision of 1.5 parking spaces per dwelling as per Design Code Chapter 4.5 page 6. Disabled accessible spaces have been identified in each of the parking courtyard with a provision of 14 spaces.

The table in the opposite page illustrates the proposed parking provision.

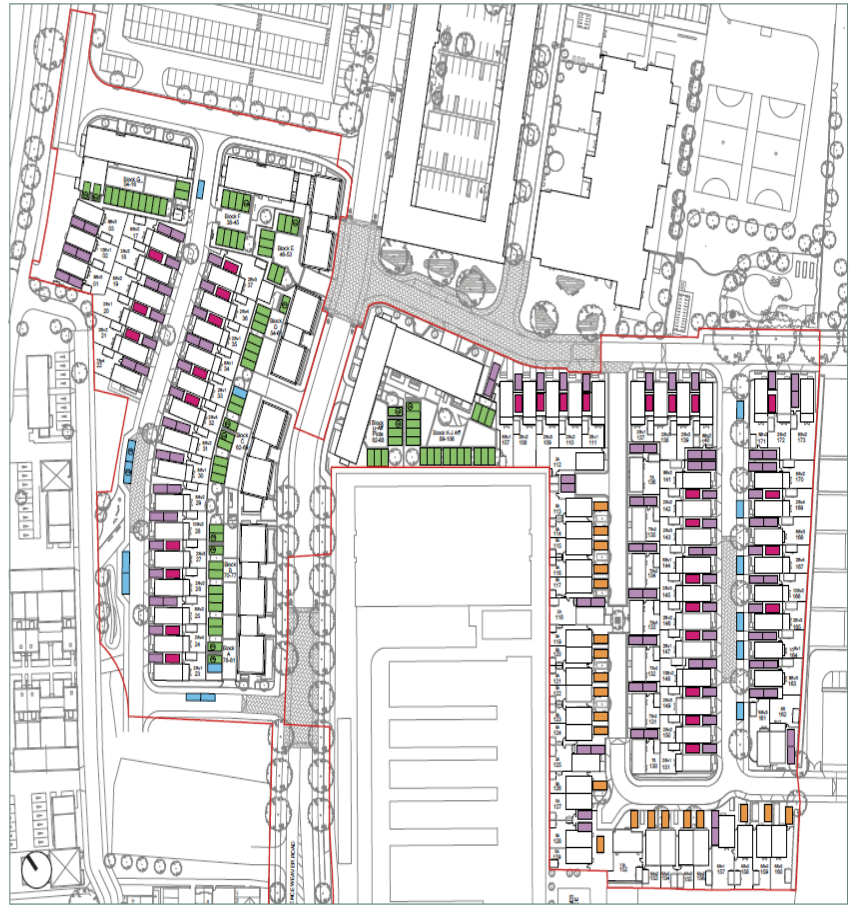
A tracking analysis has been done throughout the site for the parking courtyards and for reversing out of the garages and private driveways, few examples are shown in the opposite page. For further details please refer to Woods Hardwick report and drawings.

This chapter has been written to discharge condition 48 of the Outline conditions 17/0003/OUT. Please refer to the schedule of conditions in Appendix 1.

Key

- Garage parking
- On Curtilage parking - Enhanced accessibility space (LHS 3.3m)
- On Frontage parking - Enhanced accessibility space (LHS 3.3m)
- Private parking courts
- Visitor parking

DA Disabled accessible parking space





Entrance to BDW1 (Block A)

