

Application Number	16/1904/OUT	Agenda Item	
Date Received	31st October 2016	Officer	Charlotte Burton
Target Date	30th January 2017		
Ward	Romsey		
Site	Ridgeons 75 Cromwell Road Cambridge		
Proposal	Outline application for erection of up to 245 dwellings, including affordable housing, a nursery and/or community facility, open space, car parking, cycle parking and associated works following the demolition of all existing buildings on the site.		
Applicant	N/A C/O Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposal would deliver the Council’s aspirations in the adopted and proposed site allocation including the delivery of housing.</p> <p>The parameter plans are in accordance with the agreed Planning and Development Brief SPD.</p> <p>The applicant has committed to S106 Agreement to secure open space, community facilities, education and transport contributions.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site comprises the Ridgeons site on the western side of Cromwell road, measuring 3.31ha. The application site includes the main vehicle access onto Cromwell Road and the

secondary access further to the south, and Nos. 129, 131 and 133 Cavendish Road.

- 1.2 The site is currently in use as a builder's merchants. The main store and warehouse occupies the central area of the site. Two further warehouse buildings are located to the south. The remainder of the site is predominantly laid out with hard surfacing and used for storage, parking and deliveries. There is an attenuation pond in the northern corner.
- 1.3 The western boundary of the site adjoins the railway line. The surrounding area is predominantly residential, characterised by inter-war semi-detached properties on the eastern side of Cromwell Road and Victorian terraces to the south. To the north the site adjoins Winstanley Court which is a development of residential flats.

Planning context

- 1.4 The southern part of the site (0.80ha) is allocated within the adopted Cambridge Local Plan (2006) for residential development (site allocation 5.14). The remainder of the site to the north is unallocated within the adopted Local Plan and its current use as a builder's merchant is not protected.
- 1.5 The entire application site is a proposed allocation in the Draft Local Plan 2014 (site R12). The draft allocation identifies the site as being suitable for housing with an approximate capacity for 245 dwellings.
- 1.6 A Draft Planning and Development Brief Supplementary Planning Document (SPD) has been prepared and was approved by the Development Plan Scrutiny Sub-Committee in July 2016. However the SPD has not been adopted pending the adoption of the new Local Plan .

Site constraints

- 1.7 The site is outside the conservation area, however the southern boundary where it abuts Cavendish Road is adjacent to the northern boundary of the Mill Road Area of the Central Conservation Area. The site also faces parts of the conservation area on the opposite side of the railway line. The site therefore forms part of the setting of the conservation area.

1.8 The site falls outside the controlled parking zone and the air quality management area. The site is within Flood Zone 1. It is within the Cambridge Airport Safeguarding Zone. There are no other relevant site constraints.

2.0 THE PROPOSAL

2.1 The application seeks outline planning permission for erection of up to 245 dwellings, including affordable housing, a nursery and/or community facility, open space, car parking, cycle parking and associated works following the demolition of all existing buildings on the site. All matters are reserved with the exception of access for which approval of detailed plans is sought.

2.2 Four parameter plans and three detailed access drawings have been submitted for approval. These are listed as follows:

1. Movement and access parameter plan
2. Landscape parameter plan
3. Building heights parameter plan
4. Urban design principles parameter plan
5. Site access arrangements plan
6. Proposed emergency access and route for pedestrian and cyclists
7. Proposed access route for pedestrians and cyclists (southern boundary)

2.3 If the application is approved, these would establish the parameters within which the detailed development can be brought forward through reserved matters. The application is supported by an Illustrative masterplan and other material including a Design and Access Statement. These are for illustrative purposes only and would not form part of any planning permission.

2.4 The parameter plans and detailed access drawings are described further in the relevant sections of this assessment. In brief, the plans show the main access taken from Cromwell Road with secondary pedestrian and cycle links through to Cromwell Road and Cavendish Road. The site would be laid out with primary frontages around a central open space and a central spine road. Secondary routes would form a loop road

through the western part of the site, and tertiary and mews streets would divide up the southern end. The buildings would be up to three storeys on the eastern and southern parts, increasing to up to six storeys on the western side adjacent to the railway line. The illustrative material indicates mews properties up to three storeys along the railway line. Marker buildings would form focal points on the western side of the open space and street corners would be marked out with primary frontages.

2.5 During the course of the application, the plans were amended following comments from officers and consultees as follows:

- Landscape parameter plan – amended to include a minimum area of open space; to exclude roadways and parking areas from the open space,
- Building heights parameter plan – updated to include maximum building heights in addition to storeys; and to amend the annotation on setback of top storey to ‘at least’ 2m.
- Main access detailed plans – junction radii amended; and footpath along northern side of access and crossing point added.

2.6 The following documents have also been submitted:

- Archaeological Desk Based Assessment
- Air Quality Assessment
- Design and Access Statement
- Ecological Appraisals (Phase 1, Bat Survey, Redstart Bird Survey)
- Outline Energy Strategy
- Flood Risk Assessment and Drainage Strategy
- Phase 1 Contamination Assessment Report
- Landscape Statement (within DAS)
- External Lighting Report
- Noise and Vibration Assessment
- Planning Statement
- Public Art Strategy
- Statement of Community Involvement
- Sustainability Statement
- Pre-Design Site Waste Management Plan
- Transport Assessment
- Travel Plan

- Tree Survey and Arboricultural Impact Assessment
- Utilities Assessment

2.7 Additional technical notes relating to transport, ground contamination have been submitted in response to consultee comments, as well as an addendum to the Design and Access Statement and a response from the agent to other matters set out in the form of a letter.

3.0 SITE HISTORY

3.1 The site has an extensive planning history relating to the current use as a builder's merchant which can be viewed on the public access website. None are relevant to the current application.

4.0 PUBLICITY

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

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/6 3/7 3/8 3/11 3/12 3/13 4/3 4/4 4/6 4/8 4/9 4/11 4/13 4/15 5/1 5/5 5/10 5/12 5/14 8/1 8/2 8/3 8/4 8/5 8/6 8/10 8/11 8/12 8/13 8/16 8/18 10/1

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

<p>Central Government Guidance</p>	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95</p>
<p>Supplementary Planning Guidance (SPD)</p>	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide (February 2012)</p> <p>Affordable Housing (January 2008)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p> <p>Ridgeons Site, Cromwell Road Planning and Development Brief (Draft December 2015)</p>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p>

	<p>Cambridge City Council (2011) - Open Space and Recreation Strategy</p> <p>Balanced and Mixed Communities – A Good Practice Guide (2006)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Modelling the Costs of Affordable Housing (2006)</p>
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5.4 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.

For the application considered in this report, the following emerging policies are considered relevant:

- Site R12 Ridgeons, 75 Cromwell Road – site allocation
- Policy 33: ‘Contaminated land’
- Policy 36: ‘Air quality, odour and dust’
- Policy 68: ‘Open space and recreation provision through new development’
- Policy 73: ‘Community, sports and leisure facilities’
- Policy 82: ‘Parking Management’

6.0 CONSULTATIONS

6.1 Policy Team (Planning Policy)

No objection.

- Principle*

Part of the southern section of the site is allocated for residential use under site reference 5.14. The application site is allocated in the Emerging Local Plan under site reference R12 with an estimated capacity of 245 residential units. The Ridgeon's, Cromwell Road Planning and Development Brief was approved at the Development Plan Scrutiny Sub-Committee on 21 July 2016 in anticipation of the adoption of the Local Plan. The committee agreed that it should be carried forward for adoption as a Supplementary Planning Document at the same time as the Local Plan subject to the minor amendments. The brief is a material consideration for planning decisions. The Planning and Development brief notes that the site allocation has an approximate capacity of 245 dwellings. It does not state that this figure is a maximum capacity. Housing mix should be guided by Policy 5/10 (as noted above); the agreed character and form within the Planning and Development Brief and through consultation with the Council's Housing Services Team.

- Housing*

Paragraph 159 of the National Planning Policy Framework (NPPF) requires that local planning authorities assess their full housing needs to identify the scale and mix of housing and the range of tenures that the local population is likely to need. With this in mind it would be pertinent to apply more recent advice derived from the Strategic Housing Market assessment and found in Appendix 6 of the draft Affordable Housing SPD and take the following as a guide to housing mix:

- No more than 20% one bedroom general needs;
- At least 40% two bedroom general needs;
- 30% three bedroom;
- 10% four bedroom.

Further discussion should also be had with the Council's Housing Services Team to discuss housing mix.

Community facilities

The applicant should consult with the Council's Community Facilities team to help identify and provide a sustainable form of community facility.

Open space

The council adopted the Open Space and Recreation Strategy (2011) as a material consideration and as part of the technical evidence base for the Local Plan Review in October 2011. The application site is located in Romsey ward which the strategy identified as having a wide range of facilities for children of all ages but these were heavily used. There is also a lack of formal pitch provision in the ward and new developments had delivered inadequate open spaces to the detriment of existing open spaces. There is an identified need for public open spaces in Romsey. The proposal should take every opportunity to maximise on-site provision for both informal and formal playspaces.

6.2 Policy Team (Growth Projects Officer)

08.11.2016 & 21.08.2017

Request a statement that responds to the broad initial Affordable Housing SPD requirement in terms of the percentage

of affordable housing, the tenure split, bed spaces, siting and design.

15.09.2017

The 40% affordable housing commitment satisfies our need in the outline and that we will seek further detail at the reserved matters application stage.

6.3 **Cambridgeshire County Council (Highways Development Management)**

Initial comment 09.11.2016

Objection. The access fails to provide a footway on both sides. There is an un-dimensioned pinch-point on the footway at the entrance. The illustrative masterplan omits footway provision outside many dwellings. The applicant needs to confirm whether they would seek adoption of the roads within the site.

Comment on applicant's response 30.08.2017

The access has been modified to provide adequate footways into the site, although the northern footway then terminates. Depending upon the final layout and, as the applicant points out, the layout is indicative (and therefore not accepted or binding), continuous footway provision may be required.

Recommend conditions relating to:

- o layout of the site, including roads, footways, cycleways, buildings, visibility splays, parking provision and surface water drainage;
- o future management and maintenance of the proposed streets
- o construction traffic management

6.4 **Cambridgeshire County Council (Transport Assessment Team – Major Developments)**

Comment 17.02.2017 & 20.02.2017 & 15.09.2017 & 07.11.2017

Objection. There are number of issues that need to be addressed within the Transport Assessment until the mitigation

package required for the additional pedestrians and cycle trips generated by the development can be agreed. Travel Plan should be secured through condition.

Comments 29.11.2017 & 12.01.2018

No objection. Subject to the following being provided/ secured through condition/ S106 agreement, in order to mitigate the development's impact on the highway network:

- The 3.5m wide cycle and pedestrian route provision through the site should be secured through condition.
- The development will result in additional cycle trips which were not experienced on the highway network as part of the Ridgeons site. The County Council therefore considers that in order to mitigate the development impacts that a contribution of £58,195 be provided towards the southern section of the Chisholm Trail east of the railway. This contribution has been calculated based on the expected cyclists, and rail trip generation associated with the development, compared to the expected levels of use identified for the southern section of the Chisholm trail identified in the TA for Phase 1 of the Chisholm trail.

Agreed contributions towards cycle route provision on Cromwell Road between the site southern entrance and to the junction with Coldhams Lane/Cromwell Road junction not required.

6.5 Environmental Health

29.11.2016 20.03.2017 & 24.03.2017 & 18.06.2017 & 02.12.2017

Objection. There is ambiguity concerning potential impacts from contaminated land and from noise impacts with the potential to cause significant adverse harm to health, quality of life / amenity. There is insufficient information and inadequate assessment of potential contaminated land and noise impacts to allow an informed decision to be reached.

05.10.2017 – noise and vibration assessment

The Noise and Vibration Assessment is acceptable and demonstrates that noise and vibration issues do not preclude

this site from residential development. Whilst the detailed design of the development (internal layouts, balconies/terraces) is not yet available, the applicant should seek to mitigate and limit noise through careful consideration of the location of external amenity space and noise sensitive rooms. Noise protection and mitigation on the development (construction and operational) can be controlled through conditions. Some may be more appropriate for the reserved matters stage.

09.11.2017 – ground contamination

A significant amount of soil sampling and analysis has been carried out on the site. With the exception of pockets of TPH (hydrocarbons) and arsenic contamination and wider spread Polycyclic Aromatic Hydrocarbon (PAH) contamination, little has been found by way of gross contamination that would prevent redevelopment of this site to a mixed residential end-use from an Environmental Health perspective. However, we consider that the site has yet to be fully characterised, in particular the north and eastern of the site and following demolition of the main warehouse building. Recommend conditions for further ground contamination investigation, mitigation and remediation works.

Final comment 7 Nov 2017

Acceptable subject to conditions for contaminated land, construction management plan, construction and delivery/collection hours, odour control, plant noise, noise insulation and external lighting.

6.6 Urban Design and Conservation Team

28.11.2016

A series of four parameter plans have been submitted which will guide the overall structure, open space and scale and massing of a future reserved matters application. These plans have been informed by and are consistent with the draft SPD.

Movement and access parameter plan

The overall approach to the movement and access on the site is consistent with Figure 123 in the SPD. The parameter plan

identifies a further refinement of the access and movement patterns on the site that will create a well-connected route network for pedestrians and cyclists and a simple and logical route for motor vehicles. The parameter plan identifies 'route options for Chisholm Trail strategic cycle route' that allow for future flexibility for when the actual routing and alignment is agreed.

□ *Landscape parameter plan*

The Landscape plan is consistent with Figure 132 in the SPD through defining a central linear open space with more active uses (Locally Equipped Area for Play or LEAP) to the southern wider section. The parameter plan goes further to establish landscape fingers between the potentially taller apartment buildings to the west of the site. The overall landscape approach is considered acceptable in design terms but the overall area of open space shown on the plan should be identified.

□ *Building heights parameter plan*

Whilst the maximum number of storeys is consistent with the SPD, we are concerned about the overall maximum building heights. The parameter plan has to identify the upper height range because the purpose is to fix the maximum development envelope.

A percentage is also being applied to limit no more of a building footprint to be 3 storeys. The percentage is intended to help create a degree of articulation across the development.

The height caps, setbacks and maximum percentages must be considered alongside the circulation routes and minimum widths of open spaces which will all combine to ensure that a well-articulated form of development is secured on the development site.

□ *Urban design principles parameter plan*

The urban design principles plan provides a helpful step between the level of detail possible in both the SPD and the other parameter plans and a future Reserved Matters application.

The plan establishes primary and secondary frontages and associated wording establishes where richer and more simple architectural detailing will be appropriate.

The 'marker building' is identified from the SPD along with a further one that terminates the view from the main vehicle access into the site and a further two that signify buildings to address the proposed open space.

The parameter plan provides a level of prescription that will be helpful in guiding the form of a future Reserved Matters application and, when read in conjunction with the other parameter plans, is considered acceptable in design terms.

□ *Illustrative masterplan*

Needs to make the footpath to the eastern edge of the open space narrower and increase the width of the green space. Build outs for the trees on the mews lane to the west should be shown to break up the linear nature of this route.

Final comment 08.11 2017

The minimum area of open space to be provided (0.55ha) should be increased. The building heights are acceptable. A wider strip of planting should be provided on the northern side of the access. The proposed materials for the access are not stated. Question whether centre lines are required across the raised table and the site access 'street'.

6.7 Head of Streets and Open Spaces (Landscape Team)

02.02.2017

No objection subject to conditions for hard and soft landscaping scheme, landscape maintenance plan and replacement planting, landscape management plan and boundary treatments.

28.08.2017

The amount of open space to be provided needs to be clarified.

6.8 County Council (Chisholm Trail Team)

- The Chisholm Trail is a traffic free shared use route 3.5m wide. We would expect to see this standard, or some equivalent continued through the whole length of the site from Cromwell Road.
- The Chisholm Trail will be proposing modifications to the highway along the west side of Cromwell Road so as to achieve a space of 3.5m almost the whole way from the Coldham's Lane junction
- The inclusion of two dwellings beside the entrance road from Cromwell Road precludes the provision of an adequate width for the Chisholm Trail as it enters the site.
- The general site plan shows the continuation of the Chisholm Trail hard against the side of the distributor Road. We would prefer to see the Trail separated from the road by a line of trees so as to enhance its visual quality and amenity.
- We would anticipate that any road crossings within the site would be by means of raised pavement crossings which gave priority to pedestrians and cyclists.
- Plan 001 shows the walking and cycling routes where two options are shown in the south west corner of the site for the onward route via a new bridge to the City Depot site. At this stage it is not known which of the two options would be preferred by Network Rail, but in either case it is likely that the Chisholm Trail will have had to rise above ground level by the time it leaves the Ridgeons Land. The detailed design and layout of the planned buildings should make provision for this, either adjacent to or as part of the buildings themselves.
- The links onto Cavendish Road, Sedgwick Street and Cromwell Road are welcome for maximum permeability and convenience.

6.9 Head of Streets and Open Spaces (Walking and Cycling Officer)

As part of the Chisholm Trail scheme there is a unique opportunity to install a cycle/pedestrian bridge over the railway line connecting this development to the new development at the Mill Road Depot. A bridge at this location would provide a significant addition to the network of cycling and walking routes and a major improvement to connectivity for cyclists and pedestrians in this part of the city. This project is in its early

stages so details of where the ramp would need to land and how much space within this site would be needed are not yet known. However, given the important potential benefits, a mechanism for safeguarding land within the development to accommodate a bridge ramp should be sought.

The vehicular access to the north of the site should have a footway on both sides of the road. There should be a 1.2m minimum gap between bollards at the pedestrian./cycle accesses. Details of the bollards should be conditioned. As well as Cambridge City Council Cycle Parking Standards any Reserved Matters application should comply with the Cambridge City Council Residential Cycle Parking Guide.

6.10 Access Officer

The Design and Access Statement makes no mention of use by disabled people. Including how disabled people will move through the site, and the number and design of Code 2 and Code 3 Housing. Further discussions required.

6.11 Network Rail

The developer should comply with the comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land including agreement of future maintenance arrangements, drainage details, boundary and landscaping details, external lighting, plant and materials, noise and vibration, and scaffolding.

6.12 Senior Sustainability Officer (Design and Construction)

No objection to the Sustainability Statement and Outline Energy Strategy which incorporate a range of sustainability measures. In terms of renewable energy, the Outline Energy Strategy suggests the proposed 800 m² of photovoltaic panels would deliver carbon reduction of 21.13%, which exceeds the requirements of policy 8/16 and as such is an approach that is supported. Moving forward to future reserved matters applications, it is suggested that a revised Energy Strategy with revised carbon calculations based on the more detailed design be submitted. Recommend conditions for renewable energy statement, water efficiency and site waste management plan.

6.13 Refuse and Recycling

The refuse plan is acceptable. Detailed comments regarding dropped kerbs, bin store locks, collection points and collection distances.

6.14 Environment Agency

Initial comment 28.11.2018

Objection.

This site is located above a principal aquifer. Groundwater beneath the site is known to be shallow and the site is known to be contaminated. The site is considered to be of high sensitivity and the proposed development presents potential pollutant linkages to controlled waters. Our records indicate that in the past, Cambridgeshire County Council expressed concerns about the levels of contamination at the site and required that a decontamination scheme be implemented. We do not have any records indicating that such a scheme has been put into effect and we anticipate that the associated costs have increased significantly.

It is very likely that site conditions as well as contamination levels below the site and in the groundwater may have altered. Therefore we are unable to support the planning application until satisfactory investigation findings and an associated risk assessment have been undertaken.

December 2016 – November 2017 – various correspondence and advice regarding ground investigation works.

14.12.2017 Comment on revised information

Objection withdrawn. Sufficient information has been provided to demonstrate that risks of pollution to controlled waters are understood and can be addressed through appropriate measures, subject to further monitoring and mitigation works. Recommend these can be controlled through conditions.

6.15 Cambridgeshire County Council (Flood and Water Management)

No objection. Supportive of the variety of SuDS features and green roofs proposed. Recommend condition for surface water drainage scheme and maintenance.

6.16 Head of Streets and Open Spaces (Sustainable Drainage Officer)

No objection subject to condition for surface water drainage works.

6.17 Anglian Water

The foul sewerage system and Cambridge Water Recycling Centre at present has available capacity for these flows. The surface water strategy is acceptable in principle however the results of the soakaway testing are not yet available. Recommend that the applicant needs to consult with Anglian Water and the Environment Agency once these results are available, in order to show compliance with the surface water hierarchy. Recommend condition for surface water management strategy and informative for discharging trade effluent from trade premises to a public sewer

6.18 Head of Streets and Open Spaces (Biodiversity Officer)

No objection subject to conditions for ecological design strategy including recommendations on sensitive lighting, installation of a minimum of 51 no. bat boxes, provision of suitable bird breeding and foraging habitats and bird boxes, and provision of varied habitats including hedgehog domes.

6.19 Cambridgeshire County Council (Archaeology)

The site is located in an area of high archaeological potential. Although a relatively unstudied part of the City, finds of prehistoric and Roman date in the vicinity, including Roman coins to the north suggest activity. There is also evidence for Saxon burials recorded to the west of the site and pottery of medieval date to the north west. It is likely that important archaeological remains will survive in the area and that these would be severely damaged or destroyed by the proposed

development. No objection but recommend that the site should be subject to a programme of archaeological investigation.

6.20 Cambridgeshire Constabulary (Designing Out Crime Officer)

No objection.

6.21 Cambridgeshire Fire and Rescue

No objection subject to fire hydrants being secured through S106 or planning condition, and development should be in accordance with building regulations with regard to access and facilities for the Fire Service.

6.22 Cambridge Airport

No objection.

6.23 Cambridge Past Present and Future

Support the principle of development. Concerns regarding prematurity given the ongoing examination of the draft Local Plan, options regarding the location of a new railway bridge and community facility, the size and scale of the development in terms of numbers of units and heights of building, the number of affordable units and what constitutes affordable, the amount of green space, the relationship of the Chisholm Trail and the site, and public art provision.

6.24 Developer Contributions Monitoring Unit (DCMU)

See 'Planning Obligations Section of this report.

6.25 Cambridgeshire County Council (Education)

See 'Planning Obligations Section of this report.

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

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations objecting to the proposal:

- 17 Cromwell Road
- 19 Cromwell Road
- 53 Cromwell Road
- 21 Cavendish Place
- 17 Romsey Road
- 73 Brampton Road

7.2 A representation objecting to the proposal has also been received from a representative of Cromwell Road Residents.

7.3 The representations can be summarised as follows:

Principle and housing provision

- Too high proportion of flats proposed.
- More housing for elderly and disabled should be provided.
- Affordable housing inappropriate for quiet, private residential area.
- Density too high and cannot be supported by local infrastructure
- Proposed development would exacerbate oversubscription at St Phillips School.
- Site provides opportunity for new school or pre-school provision.
- Proposed nursery should be integrated into new school.
- Object to wording of 'nursery and/or community facility' and potential for this facility to be turned into dwellings in the future.

Response to context

- Over-development on the site and density too high
- Unsustainable development
- Density, height and style of buildings out of character with surrounding area and conservation area.
- Design should reflect the heritage and vibrancy of the surrounding area.
- Impact of massing on views from Fairfax Road and Sleaford Road.

- Creating a 'wall' alongside the railway line which would also be visible in views from passing trains impacting on continuity within the conservation area.

Residential amenity

- Existing site is a good neighbour.
- Impact of flats on No. 17 Cromwell Road
- Light and noise pollution
- Loss of privacy
- Loss of light and overshadowing.
- Sense of enclosure from scale of buildings
- Living conditions with flats

Open space provision

- Inadequate and unusable design of open space which fails to provide space for recreation and exercise for future residents or residents of Romsey.
- Lack of alternative or accessible open space and play facilities within the vicinity
- Proposal does not provide outdoor space for the proposed nursery.
- Object to further intensification of use of Coldham's Common as an alternative to open space provision on site which is also too distant and inaccessible from the site.
- Unable to demonstrate a commutable open space contribution towards reasonable alternative.
- No available space within Romsey to deliver informal green space, allotments or playing fields or to purchase suitable sites through commuted sums.

Transport impacts

- Impact of additional traffic along Cromwell Road
- Traffic generated by nursery/community facility and Chisholm Trail.
- Insufficient car parking with impact on overspill parking on surrounding streets impacting on residential amenity and character.
- On-street parking should be kept to a minimum to avoid risk to pedestrians and cyclists
- Cycle route should not go through this area which is too busy and noisy

- Cavendish Road not suitable access route for cyclists
- Completion of Chisholm Trail is essential to give new residents alternative to avoid adding traffic congestion and should be a condition on consent.
- Chisholm Trail Cycle Bridge over the railway linking Romsey and Petersfield is welcomed and sufficient space should be designated for this on the site.

Other matters

- Potential for Great Crested Newts and protected spaces such as common toad using the pond at the northern end of the site which needs to be assessed.
- No net gain for biodiversity on the site, better enhancements are required and should be integrated into the design.
- Nat8ive planting and creation of corridors through the site should be included.
- Public art needs to be integrated into the design and relevant to the site and surrounding context.
- Object to applicant's request to extend period within which to submitted reserved matters.
- 21 day consultation period inadequate given scale of application documents.

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

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Affordable Housing and Housing Mix
3. Context of site, design and external spaces
4. Impact on heritage assets
5. Residential amenity
6. Highway safety
7. Car and cycle parking

8. Refuse arrangements
9. Access
10. Ground contamination
11. Drainage and flood risk
12. Ecology
13. Archaeology
14. Renewable energy and sustainability
15. Public Art
16. Implementation Period
17. Third party representations
18. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 The adopted Cambridge Local Plan (2006) allocates the southern part of the site amounting to 0.8ha for housing (site allocation 5.14). Thus the principle of redevelopment for housing on this part of the site is positively supported by the adopted Local Plan in accordance with policy 5/1.
- 8.3 The northern part of the site is unallocated within the adopted Local Plan. The existing use is as a builders' merchant's yard. This use is not protected under the policies of the adopted Local Plan. Thus the loss of this use is acceptable in principle.
- 8.4 Local Plan policy 5/1 supports proposals for housing development on windfall sites subject to the compatibility with adjoining uses. The site is within a predominantly residential area and shares boundaries with residential properties along Cromwell Road and Cavendish Road. The northern part of the site would be an extension to the existing residential site allocation and by inference, the proposed is considered to be an appropriate for this part of the site also.
- 8.5 Moreover, the whole site including the northern part is a proposed housing allocation site in the draft Local Plan 2014. This is a draft allocation, however some weight can be given to residential redevelopment of the whole site through the draft Local Plan. The draft Planning and Development Brief SPD

(2015) which promotes residential development on the whole site has been agreed by the Council as a material consideration in decision making for planning applications, albeit not formally adopted.

- 8.6 Thus, the principle of residential use on the allocated southern and unallocated northern parts of the site is considered to be acceptable in accordance with the adopted Local Plan policy 5/1.
- 8.7 The proposal also includes a nursery and/or community on the site. The need for these facilities was identified during consultation on the preparation of the Planning and Development Brief SPD and is discussed in the 'planning obligations' section below. The proposal is in accordance with the SPD and the provision of these facilities is supported in principle in accordance with Cambridge Local Plan (2006) policy 5/12 and 10/1.

Affordable Housing and Housing Mix

- 8.8 The proposal commits to the delivery of 40% of the proposed residential dwellings as affordable housing. Based on the proposed 245 dwellings, this would deliver 98 affordable units. This is in accordance with adopted Local Plan policy 5/5 and the Affordable Housing SPD (2008). The 40% affordable housing commitment would be secured through a S106 Agreement.
- 8.9 The outline application does not seek to fix the tenure split of the affordable housing or the housing mix. The Council's Growth Projects Officer has advised that this is acceptable and these details will be agreed at the reserved matters stage. This allows a degree of flexibility for the mix to respond to the site conditions and housing need at the time when the reserved matters application is submitted.
- 8.10 Nonetheless, the applicant has provided an indicative housing mix for affordable housing within the Design and Access Statement and demonstrated on the illustrative masterplan that this could be accommodated on the site in compliance with the proposed parameter plans. The indicative mix for the 98

affordable units has been prepared on the basis of the standards within the Council's Draft Affordable Housing SPD.

	1-bed dwellings	2-bed dwellings	3-bed dwellings	4-bed dwellings
% provision	No more than 20%	At least 40%	30%	10%
Indicative mix based on 98 affordable units	19 (19.4%)	40 (40.1%)	30 (30.6%)	9 (9.2%)

8.11 Local Plan policy 5/10 requires housing development sites of 0.5ha - or capable of accommodating 15 or more dwellings - to provide a mix of dwelling sizes and types for market as well as affordable housing. The Ridgeons Site SPD also encourages a range of building and housing types in a mixture of houses and flats. The mix of housing types will be agreed through reserved matters. However I am satisfied that the parameter plans have been prepared to promote and accommodate a mix of housing types.

8.12 For these reasons, in my opinion the proposal accords with Cambridge Local Plan (2006) policies 5/5 and 5/10, subject to the completion of a S106 Agreement and details to be secured through reserved matters.

Context of site, design and external spaces

8.13 This section considers the four parameter plans and the detailed access plans that have been submitted for approval. The illustrative material that accompanies the parameter plans is referred to.

Movement and Access Parameter Plan (MAPP) and detailed access plans

8.14 The MAPP proposes the main access at the same point as the existing main entrance from Cromwell Road between Nos. 73 and 77. This would form the sole vehicular access (other than emergency access) as well as pedestrian and cycle access. A second pedestrian, cycle and emergency access would be

taken from Cromwell Road between Nos. 53 and 55. This would also allow access to be retained to the residents and businesses at Nos. 23-73 Cromwell Road. A third pedestrian and cycle access would be provided to connect to the existing track between Nos. 21-23. Finally, a fourth pedestrian and cycle access is proposed onto Cavendish Road adjacent to No. 1 Cavendish Place. The pedestrian and cycle only accesses would be controlled to prevent vehicular access other than for emergency vehicles.

- 8.15 Within the site, the MAPP shows a hierarchy of primary, secondary, tertiary and smaller 'mews' routes. The MAPP does not seek to agree the exact alignment of these internal routes, however it would establish the overarching strategy for vehicle, cycle and pedestrian connectivity across the site. The primary route through the site would run north-south through the site connecting to the main access from Cromwell Road. A secondary route on the western side would form a loop through the site with the main route. The southern part of the site would be served by tertiary routes which would feed smaller 'mews' streets. A minimum of four pedestrian routes at least 11m wider are proposed to connect the open space in the middle of the site with the western part of the loop road.
- 8.16 Overall, the approach to movement and access is consistent with the SPD. I share the view of the Urban Design Team that the proposal would create well-connected network for pedestrians and cyclists and a simple and logical route for motor vehicles. In my opinion, the access points and hierarchy of routes shows good connectivity and permeability through the site and with existing routes.

□ *Chisholm Trail*

- 8.17 The Chisholm Trail is a Greater Cambridge City Deal Project that seeks to deliver a designated cycle and pedestrian link from the Science Park in to the north to Addenbrooke's and beyond to the south. The application site connects the northern part of the trail which passes over Coldham's Common to the railway sidings to the south that will provide the off road link to the railway station and Addenbrooke's. In accordance with the SPD, the proposal commits to a designated cycle and pedestrian link through the site to deliver this section of the

Chisholm Trail. This would be secured through a condition requiring details of the route and connections at the boundaries to be submitted. The route is expected to be 3.5m wide and to utilize off road routes where possible.

8.18 The final alignment of the Chisholm Trail is still to be agreed and so the MAPP identifies various route options. The County Council's aim is to provide a western link from the site to the railway sidings which would provide a route for the Chisholm Trail avoiding Cavendish Road. This requires access to be agreed from other land owners – namely Network Rail – which is currently under negotiation and is outside the scope of the current application. The MAPP secures these preferred route options within the proposed development. However, should access onto the Network Rail sidings not be agreed and the Chisholm Trail to be routed via Cavendish Road, then the proposal includes a fallback option to use the proposed pedestrian and cycle access onto Cavendish Place.

8.19 As part of the Chisholm Trail, there is a potential opportunity to install a cycle/pedestrian bridge over the railway line connecting Romsey with Petersfield via development on this site and the Mill Road Depot site on the opposite side of the railway line. The Cycling and Walking Officer has advised that this project is in the early stages and depends on consultation with stakeholders, including negotiating permission from Network Rail for the bridge to cross its land. The applicants have agreed in principle for the bridge ramp to be located within the site. Should plans for the bridge come forward in the future, this would be in the form of a standalone planning application which would need to include landing areas and ramps. However, the condition I have recommending requiring details of the Chisholm Trail and its connections at the site boundaries would ensure that development on the Ridgeons site is compatible with plans for the bridge, should these progress.

8.20 Connecting northwards, the MAPP shows route options for the Chisholm Trail to connect onto Cromwell Road using the main northern access or either of the two proposed pedestrian/cycle accesses to the south. The detailed plans for the main northern access do not show a designated off-road cycle path, however cyclists would be able to use the carriageway. The detailed plans for the pedestrian, cycle and emergency access to the

south do show a 3.5m wide cycle route. The County Council has plans to upgrade Cromwell Road once Ridgeons relocate from the site to provide a 3m wide cycle link on the western side of Cromwell Road, so use of the second access would connect to a suitable wider network. The third access between Nos. 21-23 Cromwell Road could also provide a link for the Chisholm Trail. However, this would utilise unregistered land which is outside the applicant's control and the scope of the outline application, so cannot be secured at this stage.

□ *Details access drawings*

- 8.21 The detailed plans submitted for approval comprise the main access, the secondary pedestrian/cycle/emergency access onto Cromwell Road and the pedestrian/cycle link to Cavendish Place.
- 8.22 The plans for the main access show the existing carriageway would be narrowed to a minimum of 5.5m wide to provide a more domestic character. A raised table is proposed which would cover the junction extending to parts of Cromwell Road outside the application site boundary and subject to a separate S278 consent that will be required.
- 8.23 During the course of the application, requests were made from the Highways Authority and the Cycling and Walking Officer for footpaths to be provided on both sides of the access (as opposed to on the southern side only). Revised plans were submitted showing a footpath on the northern side providing pedestrian access into the site. This would terminate at a crossing point directing users to cross onto the footpath on the southern side. The crossing point would be set back from the junction and would be demarcated by tactile paving on both sides. The Highways Authority is satisfied this provides adequate footpaths into the site. I am satisfied with this arrangement which does not preclude plans coming forward for a longer footpath on the northern side in the reserved matters applications.
- 8.24 The Urban Design team has requested a wider strip of planting on the northern side of the main access to allow more meaningful planting to be provided. This was not raised by the Landscape Officer and I consider that a suitable landscaping

scheme can be secured through conditions, which can also take account of parking arrangements. The Urban Design team has also commented that the proposed materials for the raised table need to be submitted to ensure that it provides a contrast to the prevailing materials, and have questioned whether centre lines are required across the raised table and the site access 'street'. This is a highway matter and I consider the arrangement as shown to be acceptable.

- 8.25 Detailed plans for the two pedestrian, cycle and emergency accesses onto Cromwell Road and Cavendish Road have also been submitted for approval. This shows modification of the existing secondary vehicle access onto Cromwell Road to prevent vehicular access, other than for access to the rear of the neighbouring properties and emergency access into the site. The existing bell-mouth would be removed and replaced with a dropped kerb access. The width would be 5.3m closest to the junction and narrowing to 3.7m. Bollards would be positioned approximately 40m from the junction. The access onto Cavendish Place would be 3.5m wide and shows indicative bollards set back 2m into the site. The Cycling and Walking Officer has recommended there should be a 1.2m minimum gap between bollards and that details of the bollards should be conditioned. I am satisfied that this is covered under the landscaping condition.

Landscape Parameter Plan (LPP)

- 8.26 The delivery of accessible and useable open space on the site is one of design principles set out within the site SPD. The SPD envisions an open space in the heart of the new development, allowing views and accessibility for new and existing residents. The LPP sets out the proposed areas of open space and general landscaping principles. While the detailed landscaping of these spaces is reserved, the illustrative masterplan and Design and Access Statement provide an indication of how these spaces could be used.
- 8.27 The proposed LPP is consistent with the SPD, defining a central linear open space with a larger green area to south with space for more active uses including a Locally Equipped Area for Play (LEAP). The LPP also shows a triangular area in the northern corner. The parameter plan also establishes a minimum of at

least four landscape fingers between the apartment buildings on the western side of the central open space with a minimum width of 11m. The LPP also shows the primary route through the site and the two connections to Cromwell Road would be tree lined.

8.28 In terms of the amount of open space, the site SPD does not set a minimum onsite provision. However, the areas of open space shown on the LPP are similar in scale to those shown on the open space plan within the SPD. During correspondence with the agent, the area of the open space shown on the LPP was confirmed to be 0.64ha comprising:

- Central open space: 0.44 ha
- Four landscape fingers: 0.10 ha
- Northern triangle: 0.10 ha

8.29 Following comments from the Urban Design team, the LPP was updated to fix a minimum amount of open space that would be delivered. The applicant initially requested that the figure be set at 0.55ha to provide a degree of flexibility to allow for unknown constraints that could emerge in the detailed design stage including, for example, the eventual alignment of the Chisholm Trail. Officers acknowledge that some degree of flexibility is required in order to ensure that the parameter plans are deliverable. However, recognising that the delivery of open space is important to the quality of the development and the aspirations for the site, officers negotiated a higher minimum provision at 0.60ha which was agreed and shown on a revised LPP. A minimum of 65% of the total central open space would provide recreational space free from any drainage attenuation measures above ground.

8.30 The Council's Open Space and Recreation Strategy (2011) sets standards for informal open space, provision for children and teenagers, outdoor sports and allotments that developments should deliver. This is calculated based on the number of future occupants. At the outline stage, this is unknown as the final number of dwellings and the mix of dwelling types has not been fixed. However, the applicant has estimated 579 occupants based on the indicative housing mix, which can be used to estimate the open space provision. I have provided this in the table below.

8.31 The central open space, landscape fingers and northern triangle would provide informal open space. The applicant has committed to providing one local equipped area for play (LEAP) and local areas of play (LAPs) as shown on the LPP. This was an aspiration set out in the SPD based on consultation with local residents and other stakeholders. Outdoor sports and allotments would be through offsite commuted sums to identified projects, as set out in the planning obligations section of this report.

Type of open space	Adopted standard per 1000 people	Requirement based on 579 occupants	Onsite provision	% Onsite provision
Informal open space	1.87 ha	1.08 ha	0.43 ha	40%
Provision for children and teenagers	0.3 ha	0.17 ha	0.17 ha	100%
Outdoor sports	1.2 ha	0.69 ha	No on-site provision	0%
Allotments	0.4 ha	0.23 ha	No on-site provision	0%

8.32 In terms of the amount of each use, for the purposes of this assessment, I have deducted the 0.17ha provision for children and teenagers from the 0.60ha minimum green space to calculate a minimum 0.43ha informal open space. The buffer zones for the LEAPs and LAPs would be provided within the informal open space. This amounts to 40% onsite provision of informal open space against the standards (based on the estimated future occupancy). The remaining 60% (or final amount based on actual housing mix) would be covered through planning obligations. The Council has identified projects within the Romsey Ward including towards the provision and/or improvement of facilities at Coldham's Common and Great Eastern Street.

8.33 The Local Plan and the Open Space and Recreation Strategy do not provide any specific guidance about the percentage of

open space that must be provided onsite as opposed to commuted sums for offsite provision. The Inspector on the Pym Court development (elsewhere on Cromwell Road) (11/0902/REM) accepted that a shortfall of onsite provision against the standards would not involve any material conflict with any of the relevant policies or guidance. Policy 3/8 states that 'provision should be on-site as appropriate to the nature and location or development or whether the scale of development indicates otherwise through commuted payments'. For the current application, in my opinion, there are material considerations which indicate that the proposed onsite provision is appropriate

8.34 Firstly – and significantly - as previously stated, the LPP is consistent with the site SPD in terms of the areas of open spaces shown. The SPD is a material consideration which was prepared in consultation with local residents and in the context of the current open space standards. I must give significant weight to this and conclude that the Council has already agreed in principle to the general areas of open space shown.

8.35 Secondly, the site SPD envisions an accessible open space which should be 'welcoming and capable of fulfilling a range of activities for different age groups' (para 4.4.1), such as children's play, informal ball games, picnics, places to rest and community events. The illustrative masterplan and the Design and Access Statement give an indication of how the spaces could be landscaped and used, including how sustainable urban drainage features would add to the variety of landscapes. This shows a large open space for recreation in the southern part, an undulating land-form within the linear park, and a rainwater garden in the northern part of the linear park. The northern triangle of open space shows attenuation ponds, wildflower meadow grass and new tree planting which will give this space a different character to the central park. In my opinion, the illustrative masterplan demonstrates how the open space would be high quality and in accordance with the vision of the site SPD.

8.36 Finally, the future occupants would have good access to alternative offsite open spaces. The site is within half a mile of Coldham's Common and 500m of the Great Eastern Street open space area. Coldham's Common in particular provides

ample accessible open space for recreation, including grass sports pitches, astroturf pitches, paddling pool and informal open spaces, as well as a large equipped area of play in the southern part. The financial contributions towards improvements to these facilities would directly benefit the future occupants. The Inspector on the Pym Court development (11/0902/REM) established that Coldham's Common provides a reasonable alternative to onsite provision. The additional distance to the Ridgeons site compared to Pym Court is not significant in my opinion.

- 8.37 Third parties have raised concerns about the distance and accessibility of Coldham's Common from the site. The common would be accessed from the site via a footpath along the western side of Cromwell Road. There are several uncontrolled crossing points over the accesses into Winstanley Court, Hampden Garden and Pym Court, however these are relatively minor junctions. There is an alternative uninterrupted footpath on the eastern side of Cromwell Road. The footpaths on both sides connect to controlled crossing points over Coldham's Lane directly to the common. The Highways Authority has not raised an issue with increased use of this junction as a result of the proposal, and the Cycling and Walking Officer has not raised concerns about this junction in relation to the site's connections to the wider pedestrian and cycle network.
- 8.38 Third parties have also raised concerns about the intensification of use of the common for recreation. The common is well-managed by the Council for recreational and environmental purposes. The financial planning obligations to be secured through the proposed development would improve the recreation facilities and landscaping on the site. The Council's Biodiversity Officer has not raised concerns about the site's impacts on wider environmental sites including the common. In my opinion, the common could accommodate an increase in use from the proposed development without significant harm.
- 8.39 For these reasons, in my opinion the onsite provision is acceptable in terms of the amount and quality of the spaces proposed, and given the availability of alternative open spaces. This approach is consistent with the Inspector's decision on the Pym Court scheme (11/0902/REM) which makes it clear that it would be difficult to defend a reason for refusal based on the

argument that the percentage provided is too low. The Landscape Officer supports the proposal and has recommended conditions for a hard and soft landscaping scheme, landscape maintenance plan and replacement planting, landscape management plan and boundary treatments. I have applied these conditions.

Building Heights Parameter Plan (BHPP)

- 8.40 This parameter plan shows the building storeys consistent with the SPD, proposing buildings up to three storeys on the eastern and southern parts of the site, increasing to up to six storeys on the western part adjacent to the railway line. The lower development on the eastern and southern parts would relate well to the existing dwellings along Cromwell Road and Cavendish Road so that the development would sit comfortably with its surroundings. The taller development on the western part would be furthest away from existing properties and adjacent to the railway line where larger-scale development can be accommodated. It would also successfully define the western edge to the open space.
- 8.41 During the course of the application, the Urban Design team requested that the BHPP should include maximum building heights to fix the maximum development envelope. This is because variations in floor to ceiling heights can result in buildings with the same number of storeys having different overall heights. The applicant has submitted a revised BHPP which sets a maximum height for 6 storey buildings 21m and for 3 storey buildings are being 12m high. The Urban Design team is satisfied that these heights would be appropriate for the site and the surrounding context. This would set the maximum envelope for development on the site; however the site-specific urban design, residential amenity and other material considerations will determine the final heights of each building through under reserved matters.
- 8.42 The BHPP provides further details to secure variety in building heights across the site to help create visual interest and character, as required by the SPD. The notes annotated on the drawings state that on the western part of the site, no more than 25% of the footprint can be 6 storeys. It also identifies a requirement for at least 25% of buildings over 4 storeys must

have the uppermost floor set back of 2m. The southern and eastern parts must have no more than 75% of the building footprint to be 3 storeys. The Urban Design team has advised that the setbacks and maximum percentages – alongside the heights, circulation routes and minimum widths of open spaces – combine to ensure a well-articulated form of development is secured on the development site. I accept this advice.

Urban Design Principles Parameter Plan (UDPPP)

- 8.43 This plan provides a step between the level of detail possible in both the SPD and the other parameter plans and a future Reserved Matters application. The general approach – consistent with the SPD – is to create primary frontages with richer architectural detailing onto the central and northern open spaces and secondary frontages along the western loop road and lower hierarchy roads in the southern part of the site. Corners are identified for primary frontages and marker buildings are identified within the larger development on the western part of the site. The Urban Design team supports these urban design principles.
- 8.44 For these reasons, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

Impact on heritage assets

- 8.45 The site is outside the conservation area, however the southern boundary where it abuts Cavendish Road is adjacent to the northern boundary of the Romsey Town character area within the Mill Road Area of the Central Conservation Area. The site also faces parts of the conservation area on the opposite side of the railway line. The site therefore forms part of the setting of the conservation area. This is a relevant consideration under Local Plan policy 4/11. The SPD also identified listed buildings within the wider area, however the development site would not affect the setting of these assets, in my opinion.
- 8.46 As discussed above, the parameter plans have been prepared on the basis of splitting the site into different character areas within the site, as indicated in the Design and Access Statement. The lower building heights and arrangement of mews streets in the southern part would relate well to the

character of traditional development within the adjacent conservation area, which is part of the Romsey Town Area characterised by terraced properties. The arrangement of properties around a central open space would be similar to traditional forms of development within the wider area.

8.47 I am satisfied that the larger development on the western side can be accommodated on the site without significant harm to the setting of the conservation area. This approach to 'build up' building heights towards the back of the site and adjacent to the railway line has been supported on the sites to the north. While the Ridgeons site is closer to the conservation area, I am satisfied that parameter plans will provide a good transition in scale to the Romsey Town Area to the south. The significant width of the railway line would minimise harm to the setting of conservation area to the west, subject to detailed design.

8.48 For these reasons, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 4/11.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.49 The nearest residential properties are those along the western side of Cromwell Road, those on the northern side of Cavendish Road, Nos. 77-83b Coldham's Lane and the flats within Winstanley Court. At the outline stage, the relevant matters to consider in terms of the impact on residential amenity are the impact of the proposed built form and environmental health matters.

Built form

8.50 The neighbouring houses are predominantly two storey or three storeys with some flatted development in Winstanley Court up to 5 storeys (plus a pitched roof). The properties along Cromwell Road and semi-detached or detached with rear gardens. Typically, these gardens are long and provide some buffer to the application site. However, some relationships are more sensitive including Nos. 17-21 Cromwell Road, Nos. 127-131 Cavendish Road and Nos. 77-83b Cromwell Road, which

have shorter gardens. Cavendish Place is unusual in being built with the rear elevation on the boundary with the application site and no rear garden.

8.51 The proposed BHPP shows the transition in building heights from up to six storeys on the western side of the site to a maximum of three storeys on the eastern and southern sides. This would manage the transition within the site so that the development immediately adjacent to existing dwellings is of a comparable scale. The proposed layout in the MAPP shows the rear of properties backing onto the Cromwell Road, Cavendish Road and Cavendish Place properties. The triangle of open space shown on the LPP at the northern end would provide a buffer with the neighbouring properties to the east.

8.52 The illustrative masterplan shows how the proposed density of development could be accommodated within the parameters (subject to details). I am confident that this shows the amount of development and the proposed parameters are appropriate for the site. The site layout and building heights respond to the surrounding context – including the scale of neighbouring properties and the varying lengths of their gardens – such that the development envelope would have an acceptable relationship in terms of overbearing and overshadowing. The site specific impact on individual neighbouring properties will be carefully considered during the reserved matters applications.

□ *Environmental Health matters*

8.53 The Environmental Health team has recommended conditions for a construction management plan and to control construction and delivery/collection times in order to protect residential amenity, and I accept this advice. The conditions the Environmental Health team have recommended regarding noise and odour control in order to protect the amenity of future and neighbouring occupiers would be dealt with through reserved matters applications when more details are known for example about the community facility.

8.54 In my opinion the outline proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

8.55 At the outline stage, the amenity considerations are the amount of open space, and the impact of noise and vibration from the railway. Ground contamination is considered in the separate section below. Other matters will be considered through the reserved matters.

Open space

8.56 I have provided my assessment of the open space provision in the section above on the LPP. In my opinion, the proposed onsite provision is acceptable and would be mitigated by commuted sums towards offside provision. The Council would expect units of more than 1-bed to have access to private amenity space as these could be occupied by families. Private amenity space should be brought forward in the form of gardens or useable patios/balconies/terraces.

Noise and vibration

8.57 The Environmental Health team has reviewed the Noise and Vibration Assessment submitted by the applicant and has advised that the noise and vibration levels based on monitored and modelled data would not preclude residential development on the site, including external amenity spaces adjacent to the railway line. The impact can be 'designed-out' in the detailed design, including consideration of the internal layout, as well as ventilation systems without opening windows and glazing specifications.

8.58 In my opinion the outline application has established that a high-quality living environment and an appropriate standard of residential amenity for future occupiers can be provided, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Highway Safety

8.59 The footpaths and radius of the junction of the main vehicle access onto Cromwell Road were revised during the course of the application to address concerns of the Highways Authority.

The revised proposal includes a footpath on the northern side of the access and a crossing point demarcated by lowered kerbs and tactile paving. The main access also includes a raised table covering the Cromwell Road junction. No concerns were raised regarding the detailed drawings for the secondary pedestrian/cycle/emergency accesses onto Cromwell Road and Cavendish Road.

- 8.60 The detailed access drawings would be secured through conditions including additional conditions requested by the Highways Authority, albeit in a reworded form in some instances. The delivery of works within the public highway – namely the raised table on Cromwell Road - would be secured through the S106 Agreement and S278 consent. Subject to this, I accept the advice of the Highways Authority and in opinion the outline proposal and detailed access arrangements would have an acceptable impact on highway safety in accordance with Cambridge Local Plan (2006) policy 8/2.

Transport Impacts

- 8.61 The Highways Authority has reviewed the applicant's transport statement and subsequent technical notes. The proposal would result in fewer motorised vehicular trips on the highway network during the AM peak, however there would be increases during the PM peak compared to the existing use. The development does however result in additional daily cycle trips of 499 and additional daily pedestrian trips of 867 on to the surrounding highway network. The Highways Authority has advised that the development is not expected to result in a severe impact on the capacity of nearby junctions.
- 8.62 The proposal would bring forward a section of the Chisholm Trail through the site, which would be secured through a condition. The Transport Team has commented that this goes some way towards mitigating this impact, however there will also be a notable number of additional pedestrian and cycle trips travelling north and south of the site utilising the Chisholm Trail. The development is expected to have the greatest impact on the southern section of the Chisholm Trail which would connect the site to the railway station. Therefore a financial contribution is requested towards the delivery of the southern section of the Chisholm Trail which meets the CIL Regulations.

8.63 The Transport Team had requested that cycle route provision on Cromwell Road between the site southern entrance and to the junction with Coldhams Lane/Cromwell Road junction should be provided by the developer. In response, the applicant contended that the majority of the journeys from the site would be to the south of the site towards the station and not to the north. The Transport Team agreed the development impact on Cromwell Road could not be considered to be severe and therefore the County Council withdraw its request for mitigation for this impact. I accept this advice.

8.64 Subject to a condition securing the deliverance of the Chisholm Trail, S106 contributions and to a travel plan condition as recommended by the Highways Authority, in my opinion the impact on the local highway network would be acceptable and the proposal would comply with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

8.65 The outline application does not seek to fix the car and cycle parking provision on the site which should be brought forward through reserved matters in accordance with the Council's adopted standards and the aspirations of the SPD. The applicant has shown in the Design and Access Statement and the illustrative masterplan how the standards could be met on the site.

Car parking

8.66 The SPD suggests a car parking ratio of one space per dwelling with visitor parking spaces provided on a ratio of 0.25 spaces per dwelling. In accordance with this and the Council's standards for nursery and community uses, the Design and Access Statement has calculated car parking provision as follows:

Use	Number of spaces required by SPD/standards
Residential parking (1:1 Ratio)	245

Visitor parking (0.25:1 Ratio)	61
Nursery / community use	2
Car club	2
TOTAL	310

8.67 The SPD recommends car parking should be provided in a variety of typologies including on-street bays, on-plot spaces, parking courts and under-croft parking. The illustrative masterplan and Design and Access Statement show how 310 spaces could be accommodated on the site using basement parking (190 spaces), on-street parking (105 spaces), on-plot parking (18 spaces). This is considered to deliver a balance between convenient parking, impact on street character and delivery of open space.

8.68 In my opinion, the application has satisfactorily demonstrated that acceptable parking levels can be delivered on the site within the parameter plans. The detail on the number of spaces and the typologies will be secured through reserved matters. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/10.

Cycle parking

8.69 The Design and Access Statement suggests options for cycle parking including a mix of communal and private stores. I am satisfied that the detail can be secured in accordance with the adopted standards and guidance through the reserved matters and conditions. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/6.

Refuse arrangements

8.70 Similarly, the outline application does not seek to agree refuse and recycling details which should be brought forward in accordance with the RECAP Waste Management Design Guide through the reserved matters. The applicant has provided an illustrative refuse and recycling strategy within the Design and Access Statement. This shows communal stores for the apartment blocks and private stores for the houses, and shows a potential route for refuse vehicles through the site. I am

satisfied that this demonstrates suitable refuse arrangements can be delivered on the site, subject to details.

Access

8.71 The Access Officer has commented that the application submission makes no mention of use by disabled people, including how disabled people will move through the site, and the number and design of Code 2 and Code 3 Housing. These are matters that would be considered through reserved matters. The applicant has been made aware of these concerns which should be subject to further discussions going forward.

Ground contamination

8.72 The current and previous uses of the site include: a builder's merchant; a location for warehouses; storage yards; vehicle washing; under and above ground storage tanks; chemical storage and; electricity substation, which are uses known to be potentially contaminative. A significant amount of site investigation work has already taken place, although the intrusive works are not yet complete. This has been closely examined from a human health perspective by the Environmental Health team and harm to controlled/groundwaters by the Environment Agency, who have advised as follows.

8.73 The Environmental Health team has advised that, with some exceptions, little has been found by way of gross contamination that would prevent redevelopment of this site for residential use. However, the contamination risks on the site have not yet been fully investigated, in particular the north and eastern parts of the site and the areas beneath the buildings. Further ground contamination investigation, mitigation and remediation works have been recommended by the Environmental Health team as being necessary and sufficient to mitigate risks to human health, and I accept this advice.

8.74 The site directly overlies a principal aquifer which is highly permeable and supports water supply and river base flow on a strategic scale. The overlying soils are classified as having a high leaching potential, meaning they can readily transmit a wide variety of pollutants to the groundwater. The Environment

Agency has liaised closely with the applicant's consultants during the course of the application and is satisfied that sufficient information has been provided to demonstrate that risks of pollution to controlled waters can be addressed through conditions for further onsite and offsite monitoring.

- 8.75 I accept the advice of the Environment Agency and have combined their requested conditions with those recommended by the Environmental Health team and Lead Local Flood Authority.

Drainage and flood risk

- 8.76 A Flood Risk and Drainage Statement has been submitted which has been reviewed by the Council's Sustainable Drainage Engineer and the Lead Local Flood Authority. The proposed redevelopment offers the opportunity to reduce the total volume of run-off and the peak discharge rate by decreasing the area of impermeable hard surfacing and buildings. The proposal is to incorporate sustainable urban design features into the open space to manage the outflow of water into the Cromwell Road sewer. Onsite attenuation is proposed in the form of retention swales, shallow drainage basins and attenuation tanks beneath the open space, subject to reserved matters. Consultees support the proposal in principle and have recommended conditions for a detailed surface water drainage strategy and maintenance plan. I accept this advice and in my opinion, the sustainable drainage strategy could enhance the informal open space by introducing a variety of landscape features.

Ecology

- 8.77 A Preliminary Ecological Appraisal and bat and bird surveys have been submitted. The site is dominated by hard-surfacing and buildings, and the habitats on the site are identified as being of low ecological importance. Evidence of breeding birds was recorded and the potential for roosting bats was also identified, however no bat roosts were found on the site. The Council's Biodiversity Officer is supportive subject to a condition for an Ecological Design Strategy incorporating recommendations on sensitive lighting, installation bat boxes, provision of suitable bird breeding and foraging habitats and

bird boxes, and provision of varied habitats including hedgehogs domes. I accept this advice and in my opinion redevelopment of this site would enhance opportunities for biodiversity.

Archaeology

- 8.78 The County Archaeology team has advised that the site is within an area of high archaeological potential and has requested a condition for a programme of archaeological investigation. I accept this advice and have applied this condition.

Renewable energy and sustainability

- 8.79 The Sustainability Officer has reviewed the Sustainability Statement and Outline Energy Strategy submitted with the application and supports the range of measures put forward, including sustainable drainage features and green roofs, among others. In terms of renewable energy, the applicant has chosen photovoltaic panels as the preferred technology and demonstrated that the proposed 800sqm of panels would exceed the 10% reduction in carbon emissions target within policy 8/16. As such, this approach is supported. I have recommended the conditions requested by the Sustainability Officer to secure the implementation of renewable energy technologies, water efficiency measures and a site waste management plan. Subject to this, in my opinion the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Public Art

- 8.80 The Public Art SPD (2010) requires the delivery of public art within major developments. This is in the interest of creating successful, high quality, attractive environments in support of policies 3/4 and 3/7 of the Cambridge Local Plan (2006). The applicant has submitted a Public Art Strategy which outlines the designing, commissioning and procurement of public art for the site, including a public engagement strategy. The strategy identifies a number of themes to respond to the local context, including celebrating building and railway industries, the history of Ridgeons, the Chisholm Cycle Trail, and the history of

Romsey Town and the surrounding area. The opportunities for public art have been broadly identified as being within the buildings and landscape alongside the railway line, entrances to the site and, in particular, pedestrian and cycle routes, and within the central green space. I have recommended a condition for a Public Art Delivery Plan to be submitted for approval in order to secure delivery of public art on the site. Subject to this, in my opinion the proposal is in accordance with the Public Art SPD (2010) and policies 3/4 and 3/7 of the Cambridge Local Plan (2006).

Implementation Period

8.81 The applicant has requested a longer period to prepare and submit applications for reserved matters, from the standard three years to seven years. This is on the basis that Ridgeons are in the process of relocating to an alternative site and there is a degree of uncertainty about the precise timings for releasing the site. A request has also been made to extend the implementation period from the standard 2 years to 3 years. In my opinion, there are no extraordinary circumstances that would justify extended periods. Should consent be granted and lapse, then the consent would be a material consideration for the determination of a resubmission.

Third Party Representations

8.82 I have addressed third party representations as follows:

Representation	Response
<u>Principle and housing provision</u>	
Too high proportion of flats proposed.	The outline application suggests an indicative mix. The final mix will be agreed through reserved matters and will be assessed against Local Plan policy 5/10 and the site SPD which requires an appropriate mix.
More housing for elderly and disabled should be provided.	Provision of housing for elderly and disabled people will be considered as part of the overall housing mix

	during the reserved matters stage in accordance with planning policy.
Affordable housing inappropriate for quiet, private residential area.	The site and surroundings is appropriate for residential use, including market and affordable. I do not consider this to be a reason why affordable housing should not be provided on site as required by Local Plan policy 5/5.
Density too high and cannot be supported by local infrastructure	The maximum number of units is compliant with the site SPD. The impact on local infrastructure has been assessed and mitigations are proposed to the local infrastructure, either onsite or through financial contributions.
Proposed development would exacerbate oversubscription at St Phillips School.	Financial contributions towards the provision of new secondary school would be sought in order to mitigate the impact on St Phillips School.
Site provides opportunity for new school or pre-school provision.	The S106 Agreement would secure either the onsite delivery of an Early Years nursery or financial contributions towards an offsite facility.
Proposed nursery should be integrated into new school.	The options for the delivery of an Early Years nursery will be considered through the reserved matters.
Object to wording of 'nursery and/or community facility' and potential for this facility to be turned into dwellings in the future.	The wording allows for a degree of flexibility for a nursery and/or community facility to come forward on the site depending upon demand in consultation with the County Council and other

	stakeholders. If onsite provision is required, then delivery of the facility would be secured through reserved matters.
<u>Response to context</u>	
Over-development on the site and density too high	As above and within assessment.
Unsustainable development	The site is suitable for residential development in terms of its location. Sustainability measures would be incorporated through sustainable urban drainage, biodiversity enhancements and renewable energy technologies, among other measures. I consider the proposal to be sustainable.
Density, height and style of buildings out of character with surrounding area and conservation area.	I have considered this within my assessment and with reference to the site SPD. I consider this to be acceptable.
Design should reflect the heritage and vibrancy of the surrounding area.	The detailed design of the buildings and landscape will be reserved matters.
Impact of massing on views from Fairfax Road and Sleaford Road.	See relevant section of assessment.
Creating a 'wall' alongside the railway line which would also be visible in views from passing trains impacting on continuity within the conservation area.	See relevant section of assessment.
<u>Residential amenity</u>	
Existing site is a good neighbour.	Noted.
Impact of flats on No. 17 Cromwell Road	I have addressed this in my report with regards to the site layout and building heights. The impact of specific
Light and noise pollution	
Loss of privacy	

Loss of light and overshadowing.	buildings on neighbouring properties will be considered as part of reserved matters.
Sense of enclosure from scale of buildings	The Environmental Health team has recommended conditions regarding external lighting and noise from external spaces.
Living conditions with flats	This cannot be assessed at the outline stage as there are no detailed floor plans or elevations of units.
<u>Open space provision</u>	
Inadequate and unusable design of open space which fails to provide space for recreation and exercise for future residents or residents of Romsey.	I have addressed this in the relevant section of my report.
Lack of alternative or accessible open space and play facilities within the vicinity	
Proposal does not provide outdoor space for the proposed nursery.	Detailed plans for the nursery have not been submitted at this stage, so this cannot be assessed.
Object to further intensification of use of Coldham's Common as an alternative to open space provision on site which is also too distant and inaccessible from the site.	I have addressed this in my report.
Unable to demonstrate a commutable open space contribution towards reasonable alternative.	The City Council has identified financial contributions towards informal open space projects which meet the relevant CIL tests and provide reasonable alternatives.
No available space within Romsey to deliver informal green space, allotments or playing fields or to purchase suitable sites through commuted sums.	

<u>Transport impacts</u>	
Impact of additional traffic along Cromwell Road	The Highways Authority has reviewed the applicant's Transport Assessment and is satisfied that the impact is acceptable and can be mitigated through delivery of the Chisholm Trail on site and financial contributions towards the trail offsite.
Traffic generated by nursery/community facility and Chisholm Trail.	
Insufficient car parking with impact on overspill parking on surrounding streets impacting on residential amenity and character.	See relevant section of my report.
On-street parking should be kept to a minimum to avoid risk to pedestrians and cyclists	A detailed site layout and car parking layout has not been submitted at this stage.
Cycle route should not go through this area which is too busy and noisy	The County Council has identified the development should deliver an important part of the Chisholm Trail.
Cavendish Road not suitable access route for cyclists	The County Council has a preference to route the Chisholm Trail via the railway sidings to avoid Cavendish Road, however this is dependent on agreement with Network Rail and outside the scope of this application.
Completion of Chisholm Trail is essential to give new residents alternative to avoid adding traffic congestion and should be a condition on consent.	Noted.
Chisholm Trail Cycle Bridge over the railway linking Romsey and Petersfield is welcomed and sufficient space should be designated for this on the site.	The condition I have recommended for details of the Chisholm Trail and connections at the site boundaries will secure space required for the delivery of the new bridge, should this project come forward.

Other matters	
Potential for Great Crested Newts and protected spaces such as common toad using the pond at the northern end of the site which needs to be assessed.	The Preliminary Ecological Appraisal including a protected species scoping survey. The appraisal did not identify the site as having habitats with a high potential for Great Crested Newts.
No net gain for biodiversity on the site, better enhancements are required and should be integrated into the design.	The detail of biodiversity enhancements will be secured through the Ecological Design Strategy.
Native planting and creation of corridors through the site should be included.	
Public art needs to be integrated into the design and relevant to the site and surrounding context.	The Public Art Delivery Plan secured by condition will ensure the delivery of suitable public art. The submitted Public Art Strategy includes a programme of public engagement.
Object to applicant's request to extend period within which to submitted reserved matters.	I have covered this in my assessment.
21 day consultation period inadequate given scale of application documents.	The standard consultation date is appropriate and the site has been subject to extensive public consultation through the preparation of the site SPD.

Planning Obligations (s106 Agreement)

8.83 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

8.84 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

8.85 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy. I have summarised the Heads of Terms below. Financial contributions would be calculated using formulae based on the final housing mix agreed through reserved matters.

Heads of Terms	Summary
City Council Infrastructure	
Informal open space	Onsite provision with shortfall to be provided through offsite contribution
Provision for children and teenagers	Onsite provision
Indoor sports	Offsite contribution
Outdoor sports	Offsite contribution
Community facilities	To be secured on site and/or contribution towards offsite provision, potentially to the Mill Road Depot site.
Affordable housing	40% provision on site. Tenure and dwelling type mix to be submitted for approval.
County Council – Education / Refuse	
Early years	Onsite early years nursery to be provided on site or financial contribution towards offsite provision
Primary School	Offsite contribution

Secondary School	Offsite contribution
Life Long Learning (Libraries)	Offsite contribution
Strategic waste	No contributions sought
Monitoring	£650
County Council – Transport	
Public highway	Delivery of site accesses including works within the public highway.
Chisholm Trail	Contribution towards the creation of the southern section of the Chisholm Trail towards the railway of £58,195.

8.86 I have discussed the Heads of Terms in more detail below.

City Council Infrastructure

Open Space

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

Contribution	Formulae (estimate based on indicative housing mix)	Identified projects
Informal open space	Onsite provision with any shortfall mitigated through financial contributions towards offside provision calculated on basis of: £242.00 per dwelling comprising a studio apartment;	This site is within half a mile of Coldham's Common and 500m of the Great Eastern Street open space area. The Council seeks to split with 50% going to each of the following projects:

	<p>£363.00 per 1-bedroom dwelling; £484.00 per 2-bedroom dwelling; £726.00 per 3-bedroom dwelling; £968.00 per 4-bedroom dwelling;</p>	<ul style="list-style-type: none"> - for the provision of and/or improvement of and/or access to Informal Open Space facilities at Coldham's Common, to include landscaping, tree planting and improvements to access to / from and around Abbey Pool. - for the provision of and/or improvement of and/or access to Informal Open Space facilities at Great Eastern Street.
Provision for children and teenagers	Onsite provision (0.17ha).	None required.
Indoor sports	<p>£269.00 per dwelling comprising a studio apartment; £403.50 per 1-bedroom dwelling; £538.00 per 2-bedroom dwelling; £807.00 per 3-bedroom dwelling; £1,076.00 per 4-bedroom dwelling;</p> <p>(£155,616 plus</p>	<p>This proposed development is within half a mile of the Abbey Sports Complex facility, which is on the Council's 2016/17 'target list' of indoor sports facilities for which specific S106 contributions may be sought in order to mitigate the impact of development.</p> <p>A contribution is</p>

	indexation)	requested towards the provision of and/or improvement to the fitting out of a stores building to form a sports hall and/or urban zone at the Abbey Sports Complex.
Outdoor sports	<p>£238.00 per dwelling comprising a studio apartment;</p> <p>£357.00 per 1-bedroom dwelling;</p> <p>£476.00 per 2-bedroom dwelling;</p> <p>£714.00 per 3-bedroom dwelling;</p> <p>£952.00 per 4-bedroom dwelling;</p> <p>(£137,683 indexation) plus</p>	<p>This proposed development is within half a mile of the Abbey Sports Complex facility, which is on the Council's 2016/17 'target list' of outdoor sports facilities for which specific S106 contributions may be sought in order to mitigate the impact of development.</p> <p>A contribution is requested towards the improvement to and enhancement of the artificial grass pitch carpet (from sand to rubber crumb) at Coldham's Common.</p>

8.88 The Landscape Parameter Plan (LPP) secures a minimum of 0.60ha open space onsite, comprising informal open space and provision for children and teenagers.

8.89 As shown in the earlier sections of this report, the onsite provision of informal open space represents a shortfall against the adopted standards. The exact provision of onsite open space will be subject to reserved matters applications that come forward when the open space is fixed. The S106 Agreement will secure onsite delivery with any shortfall to be secured through commuted sums towards the offsite facilities identified.

8.90 In relation to provision for children and teenagers, the applicant proposes 0.17ha of onsite provision and shows the provision of one LEAP and several LAPs on the LPP. The S106 Agreement would secure the delivery of 0.17ha of onsite provision. No offsite contributions are required.

8.91 Contributions towards indoor sports and outdoor sports will be provided offsite in accordance with the Planning Obligations Strategy and projects for improvements to existing facilities have been identified, as stated above.

□ *Community facilities*

8.92 The site SPD discusses the potential need for a medical practice, an early year's nursery and community floor space to be provided on site, which was identified through discussions with the NHS and the County Council, and public consultation. At the time of preparing the SPD, the need for these land uses had not been confirmed by the NHS and the County Council, therefore the outline application seeks to allow a degree of flexibility.

8.93 The current application proposes the inclusion of 'a nursery and/or community facility'. The S106 Agreement would require a scheme for the delivery of community facilities to be submitted for approval, including the size, type of facility and location, as well as to secure the delivery of the facility and its fitting out. In the event that a community facility is not brought forward on the site, the S106 Agreement would secure contributions towards the provision offsite community facilities, which would be calculated on the basis of the following formula.

Contribution	Formulae (estimate based on indicative housing mix)	Identified projects
Community facilities	£1,256.00 per 1 and 2 bedroom dwellings; £1,882.00 per 3-and 4bedroom dwellings. (£367,816 plus indexation)	The proposed development is within 700m walking distance of the Mill Road Depot site within the current street network and would be within 400m should a new bridge

		<p>come forward.</p> <p>Contributions requested towards the provision of and/or improvement of facilities at the Mill Road depot site.</p> <p>In the event that the Mill Road depot community facility does not come forward, contributions would go towards an alternative project to be identified by the DCMU. An update will be provided on the amendment sheet.</p>
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8.94 The Community Facilities team has advised that their preference would be for the commuted sum to contribute towards a new community facility on the Mill Road Depot site. This would meet the CIL tests. The planning application for Mill Road Depot site has been submitted, however does not include the delivery of a community facility, which is expected to be the subject of a separate planning application. Since the facility does not have planning permission and is not guaranteed to go ahead, the DCMU is in the process of reviewing whether an alternative project which meets the CIL tests can be identified. An update will be provided on the amendment sheet.

Affordable housing

8.95 The application commits to make a provision for affordable housing at a 40% level. The detail of the Affordable Housing Scheme can be secured through a Section 106 Agreement. The tenure and mix of affordable housing would be agreed at the reserved matters stage. Subject to the completion of a S106 planning obligation to secure the requirements of the Affordable Housing SPD (2008), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 5/5 and 10/1 and the Affordable Housing SPD (2008).

County Council Infrastructure

□ *Education*

8.96 Upon adoption of the Planning Obligation Strategy (2010) the Council resolved that the Education section in the 2004 Planning Obligations Strategy continues to apply until it is replaced by a revised section that will form part of the Planning Obligations Strategy 2010. It forms an appendix to the Planning Obligations Strategy (2010) and is a formal part of that document. Commuted payments are required towards education facilities where four or more additional residential units are created and where it has been established that there is insufficient capacity to meet demands for educational facilities.

Early years	Onsite early years nursery to be provided on site in accordance with a scheme submitted to and approved in writing by the local planning authority, or a financial contribution towards offsite provision to be sought on formulaic basis. £18,462 per pupil.
Primary School	The site is within the catchment area of St Philip's Primary School. There is insufficient capacity to accommodate additional places generated by the proposed development. Contributions are sought towards a new '3 Form of Entry' primary school to accommodate demand from development on this site and others. £23,810 per pupil.
Secondary School	The catchment school is Coleridge Community College. There is insufficient capacity in the school to accommodate additional places generated by the proposed development. Contributions are sought towards building a new '8 Form of Entry' secondary school to accommodate demand from development on this site and

	<p>others.</p> <p>£29,150 per pupil.</p>
Life Long Learning (Libraries)	<p>The residents from this development would be served by the library in Rock Road. This development will have a significant impact on the local library provision, which requires a financial contribution in order to mitigate. A contribution is required towards enhancements to the existing library.</p> <p>£42.12 per person.</p>

8.97 The County Council has advised that mitigation towards Early Years is required which may need to be provided on-site if there is no other local capacity available. The S106 makes provision either for on-site provision or off-site contributions depending on need within the Romsey Area.

- Strategic waste*

8.98 This development falls within the Cambridge and Northstowe HRC catchment area for which there is currently insufficient capacity. However, the HRC already has five S106 contributions pooled and therefore under the CIL Regulations, the County Council is unable to seek further contributions.

- Transport*

8.99 The County Council has requested the following are secured through S106 Agreement:

- Delivery of the site accesses including work within the public highway, in accordance with the detailed access plans and subject to S278 consent.
- 3.5m wide cycle and pedestrian route through the site to deliver this part of the Chisholm Trail.
- Contribution towards the creation of the southern section of the Chisholm Trail towards the railway of £58,195.

8.100I am content for the provision of the Chisholm Trail through the site to be secured through conditions rather than a S106

Agreement. The contribution towards the ern section of the Chisholm Trail would be secured through the S106. The applicant has agreed these contributions.

Planning Obligations Conclusion

8.101 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010. Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/8, 5/14 and 10/1 and the Planning Obligation Strategy 2010.

9.0 CONCLUSION

9.1 The Council has set out its aspirations for the Ridgeons site within the adopted and proposed site allocations and the Draft Planning and Development Brief SPD which has been agreed as a material consideration. The applicants have been involved in the preparation of the SPD including consultation with local residents and stakeholders, including discussions on the provision of community facilities on the site and the delivery of the Chisholm Trail. The outline application is in accordance with the principles set out in the SPD. The applicant has agreed to the heads of terms of the S106 Agreement as set out above. I recognise the concerns of third parties, however I am satisfied that the issues raised have been carefully considered throughout the consultation on the SPD and this application. As such, in my opinion, the proposal represents an important step forward for the delivery of housing and other facilities on the site which will make a significant contribution towards housing delivery in the city and local infrastructure.

10.0 RECOMMENDATION

APPROVE subject to completion of the s106 Agreement and the following conditions:

Start Date

1. All applications for approval of the reserved matters shall be submitted to the local planning authority before the expiration of 3 years from the date of this permission.

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

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

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

3. No development shall commence until approval of the details of the appearance, landscaping, layout (including internal access arrangement) and scale within that phase (hereinafter called the reserved matters) has been obtained from the local planning authority in writing.

Reason: To ensure that all necessary details are acceptable (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4, 8/2, 8/4).

Planning Parameters

4. The development shall be carried out in accordance with the approved Parameter Plans as set out below. This includes accordance with the approximate position, layout and quantum of space of built form and open space, and details contained within annotations. A minimum 0.60ha open space shall be provided on site.

Approved Parameter Plans:

075_PL_001 (Movement and Access Plan)
075_PL_002 REV C (Landscape Plan)
075_PL_003 REV B (Building Heights Plan)
075_PL_004 (Urban Design Principles Plan)

Reason: To ensure that the development is implemented in accordance with the approved parameters upon which the application has been determined (Cambridge Local Plan policies 3/2, 3/4, 3/7, 3/8, 3/11, 3/12, 3/13, 4/13).

5. The development shall be carried out in accordance with the approved Detailed Access Plans as set out below, or in accordance with alternative details submitted to and approved in writing by the local planning authority prior to construction.

Detailed Access Plans:

PL01 REV C (Proposed Site Access Arrangement)

PL02 REV B (Proposed Emergency Access and Route for Pedestrians and Cyclists)

PL03 REV B (Proposed Access Route for Pedestrians and Cyclists – Southern Boundary)

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.

Chisholm Trail

6. The development shall provide a cycle and pedestrian route connecting the Chisholm Trail through the site. The route shall be a minimum of 3.5m wide and shall be provided in accordance with details that have been agreed by the local planning authority. The details shall include the route, connections at the site boundaries, crossing points within the site and construction specification. The route shall be fully completed in accordance with a timetable agreed by the local planning authority.

Reason: In the interest of delivering a strategic cycle and pedestrian network and connectivity through the site (Cambridge Local Plan policy 8/5).

Phasing Plan

7. Prior to or concurrently with the submission of the first of the reserved matters application(s) for the development of the outline site and updated as required in the context of any further

reserved matters application(s), a Phasing Plan shall be submitted to the Local Planning Authority for approval. The Phasing Plan shall include the proposed sequence of development across the site, and include indicative timing information - by reference to the commencement or completion of development of any phase or the provision of any other element or to any other applicable trigger point - and access arrangements for the provision of the following features within the built-up area:

- a) major infrastructure including all accesses, roads, footpaths and cycleways
- b) equipped children's play areas
- c) informal open space
- d) nursery and/or community facilities
- e) foul water drainage and pollution control features.
- f) surface water drainage features, including ponds, attenuation tanks, pipe work, controls and outfalls.
- g) landscaping/planting provisions.
- h) biodiversity enhancements for birds and bats

No development shall commence until such time as the phasing plan has been approved in writing by the Local Planning Authority. The provision of the features shall be carried out in accordance with the approved timing contained within the phasing plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications, to assist with the phased discharge of conditions, and in order to ensure that provision of features essential to the site are delivered in a timely manner to meet the needs of occupants (Cambridge Local Plan policies 3/2, 3/4, 3/7, 3/8, 3/11, 3/12, 3/13, 4/13).

Contamination

8. Submission of Preliminary Contamination Assessment:

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

(a) Desk study to include:

-Detailed history of the site uses and surrounding area (including any use of radioactive materials)

- General environmental setting.

- A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site

- Site investigation strategy based on the information identified in the desk study, the PRA, and a detailed risk assessment, including a revised CSM

(b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

9. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 8 and in accordance with the approved investigation strategy agreed under clause (b) of condition 8, the following shall be submitted to and approved in writing by the local planning authority:

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

(b) An options appraisal and proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

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

10. Implementation of remediation:

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 9 shall be fully implemented on site following the agreed schedule of works.

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

11. Completion report:

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

(a) A completion report demonstrating that the approved remediation scheme as required by condition 9 and implemented under condition 10 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

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

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

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

12. Material Management Plan:

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

- a) details of the volumes and types of material proposed to be imported or reused on site
- b) details of the proposed source(s) of the imported or reused material
- c) details of the chemical testing for ALL material to be undertaken before placement onto the site
- d) the results of the chemical testing which must show the material is suitable for use on the development
- e) an inspection and sampling strategy for the testing of excavation formations;
- f) a procedure for screening contamination discovered in the development phase to be screened against criteria outlined in the remediation strategy
- g) a stockpile validation strategy
- h) detailed material re-use criteria
- i) details of arisings processing
- j) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.
- k) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in a) to j) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

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

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

13. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 9 above. The approved remediation shall then be fully implemented under condition 10.

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

Archaeology

14. No development (or phase of) (other than demolition and site clearance to ground level) shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. An evaluation report presenting the findings from the investigation works shall be submitted to and approved in writing by the local planning authority prior to commencement of construction works.

Reason: In the interests of archaeology.

Demolition/Construction

15. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

16. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2006 policy 4/13)

17. Prior to the commencement of development (or phase of), a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
- d) Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.
- e) Soil Management Strategy.
- f) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
- i) Maximum vibration levels.

- j) Dust management and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - supplementary planning guidance 2014
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site lighting.
- m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- n) Screening and hoarding details.
- o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- q) External safety and information signing and notices.
- r) Consideration of sensitive receptors.
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme.

Reason: To protect the amenity of the adjoining properties.
Cambridge Local Plan 2006 policy 4/13

18. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF) paragraphs 109, 120, 121

19. Prior to the commencement of development (or phase of), a route for all traffic associated with the construction/demolition hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. This shall include measures to control and manage traffic using the agreed route and to ensure no other local roads are used by construction/demolition traffic (or site traffic). Development shall be carried out in accordance with the agreed details thereafter.

Reason: In the interests of maintaining highway efficiency and safety (Cambridge Local Plan 2006 policy 8/2).

20. Throughout the period of construction/demolition, temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site.

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

21. Prior to commencement of development, the new highway boundaries hereby permitted shall be marked out on site on all parts of the development fronting the highway.

Reason: To prevent any building being constructed within the proposed highway boundary (Cambridge Local Plan 2006 policy 8/2).

22. Prior to the commencement of development (or phase of), a Detailed Waste Management Plan (DWMP) shall be submitted to and approved in writing by the Local Planning Authority for that phase. The DWMP shall demonstrate how the construction of the reserved matters approval will accord with the details of the principles of the Outline/Pre-Design Waste Management Plan. The DWMP shall include details of:

- a) The anticipated nature and volume of waste;
- b) Measures to ensure the maximisation of the reuse of waste;
- c) Measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;
- d) Any other steps to ensure the minimisation of waste during construction;

- e) The location of facilities pursuant to criteria b/c/d;
- f) Proposed monitoring and timing of submission of monitoring reports;
- g) The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.

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

Reason: To ensure the sustainable management of construction waste (Cambridge Local Plan 2006 policy 3/1 and Cambridge City Council Sustainable Design and Construction SPD 2007).

Environmental health

23. Prior to commencement of development (or phase of) (other than demolition and site clearance), a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units shall be submitted to and approved in writing by the local planning authority. This shall have regard to the building fabric, glazing and ventilation to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings. The noise insulation scheme shall be fully installed in accordance with the agreed details prior to first occupation of the development (or phase of) and shall thereafter be maintained in perpetuity.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area (Cambridge Local Plan 2006 policies 3/4, 3/7 and 4/13)

24. Prior to commencement of development (or phase of) (other than demolition, site clearance and below ground works), a scheme for the protection of external amenity space from noise shall be submitted to and approved in writing by the local planning authority. This shall include full details and specifications for protection of external amenity space from noise (including public areas, balconies and terraces), taking into account the existing noise climate and current UK noise standards for external amenity. The noise insulation scheme shall be fully installed in accordance with the agreed details prior to first occupation of the development (or phase of) and shall thereafter be maintained in perpetuity.

Reason: To protect future occupiers of the flat from excessive noise and disturbance (Cambridge Local Plan; Policy 4/13)

25. Prior to first occupation of the development (or phase of), equipment for the purpose of extraction and filtration of odours shall be fully installed in accordance with details that have been submitted to and approved in writing by the local planning authority prior to installation. The approved extraction/filtration scheme shall be retained thereafter.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 2006 policy 4/13)

26. Prior to first occupation of the development (or phase of), a scheme for the insulation of plant in order to minimise the level of noise emanating from the said plant shall be fully installed in accordance with details that have been submitted to and approved in writing by the local planning authority prior to installation. The approved insulation shall be retained thereafter.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

27. Prior to commencement of use of the nursery and/or community facility, noise insulation measures shall be fully installed in accordance with details that have been submitted to and approved in writing by the local planning authority prior to commencement of construction of the facility. These details shall give consideration to the potential variety of uses of the facility in order to minimise the level of noise emanating from the use within neighbouring residential premises, having regard to internal noise generation and acoustic performance of building fabric, glazing, openings and ventilation system requirements. Development shall then be carried out in accordance with the approved details and shall thereafter be maintained in perpetuity.

Reason: To protect the amenity of adjoining and adjacent residential premises (Cambridge Local Plan 2006 Policy 4/13)

28. Prior to the installation of any artificial lighting, an external artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken (horizontal / vertical isolux contour light levels and calculated glare levels) . Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded). The lighting shall be installed in accordance with the approved details.

Reason: To protect the amenity of adjoining and adjacent residential premises (Cambridge Local Plan 2006 Policy 4/13)

Highways

29. Prior to commencement of the development (or phase of) (other than demolition, site clearance and below ground works), full details (in the form of scaled plans and/or written specifications) shall be submitted to and approved in writing by the Local Planning Authority providing the following details:
- a) The layout of the site, including roads, footways, cycleways, buildings, visibility splays, parking provision;

- b) foul and surface water drainage works insofar as they relate to roads, footways, cycleways and to prevent surface water run-off onto the adjacent public highway;
 - c) The siting of the building(s) and means of access thereto.
 - d) Visibility splays
 - e) Parking provision
 - f) Turning Areas
 - g) Loading Areas
- Development shall be carried out in accordance with the agreed details and retained thereafter.

Reason: In the interest of highway safety (Cambridge Local Plan 2006 policy 8/2).

30. Prior to first occupation of any dwelling hereby permitted, the following works shall be carried out:
- a) the road(s), footway(s) and cycleway(s) shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved in writing by the Local Planning Authority;
 - b) the junction of the access with the highway carriageway shall be laid out with 6m radius kerbs;
 - c) the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification;
 - d) the gradient of the vehicular access shall not exceed 1:12 for a minimum distance of 5.0m (or longer if in connection with a commercial development) into the site as measured from the near edge of the highway carriageway.
 - d) sufficient space shall be provided within the site to enable vehicles to enter, turn and leave the site in forward gear;
 - e) sufficient space shall be provided for off-street parking spaces to park clear of the public highway;
 - f) on-site parking / servicing / loading, unloading / turning / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with agreed details. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.

Development shall be carried out in accordance with the agreed details and retained thereafter.

Reason: In the interest of highway safety (Cambridge Local Plan 2006 policy 8/2).

31. Prior to first occupation of the development (or phase of), details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard (Cambridge Local Plan 2006 policy 8/2),

32. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

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

33. No part of any structure shall overhang or encroach under or upon the public highway and no gate / door / ground floor window shall open outwards over the public highway.

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

34. Prior to first occupation of the development hereby permitted, a Travel Plan (Residential Travel Plan) shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details thereafter.

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

Sustainability

35. All future reserved matters applications shall be accompanied by a renewable energy statement, which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the following details:
- a) The total predicted energy requirements of the development, set out in Kg/CO₂/annum.
 - b) A schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, location, design and a maintenance programme.

The proposed renewable energy technologies shall be fully installed and operational prior to first occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution. (Cambridge Local Plan 2006 policies 4/13 and 8/16).

36. All future reserved matters applications shall be accompanied by a water efficiency specification for each dwelling type based on either the Water Efficiency Calculator Methodology or the Fittings Approach set out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2006 policy 3/1).

Landscape

37. Prior to commencement of development (or phase of) (other than demolition, site clearance and below ground works), a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:
- a) proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant.
 - b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.
 - c) a plan indicating the positions, design, materials and type of boundary treatments to be erected.

The hard and soft landscaping scheme shall be implemented in accordance with the approved details prior to first occupation of the development (or phase of) or in accordance with an alternative timetable agreed in writing by the local planning authority, and shall be retained thereafter.

Reason: In the interests of visual amenity (Cambridge Local Plan 2006 policies 3/4 and 3/11).

38. Landscape management and maintenance shall be carried out in accordance with details that have been submitted to and approved in writing by the local planning authority prior to first occupation of the development. These details shall include:
- a) a Landscape Maintenance Plan and schedule for a minimum period of five years. The schedule shall include details of the arrangements for its implementation.

b) a Landscape Management Plan, including long term design objectives, management responsibilities and long term maintenance schedules for all landscape areas, other than small privately owned, domestic gardens.

Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12.

Drainage

39. Prior to commencement of development (or phase of) (other than demolition and site clearance), a surface water drainage scheme shall be submitted to an approved in writing by the local planning authority. The surface water drainage scheme shall:
- a) be in accordance with the details contained within the Flood Risk Assessment ref: 616338-REP-CIV-0;
 - b) include the results of the assessment of the potential for disposing of surface water by means of a sustainable drainage system, in accordance with the principles set out in the National Planning Policy Framework and associated Guidance.
 - c) be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change;
 - d) provide full calculations detailing the existing surface water runoff rates for the QBAR, Q30 and Q100 storm events;
 - e) provide full results of the proposed drainage system modelling in the above-referenced storm events (as well as Q100 plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;

- c) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
- d) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

No drainage systems for the infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality.

The surface water drainage scheme shall be implemented in accordance with the approved details prior to first occupation of the development (or phase of) or in accordance with an alternative timetable agreed in writing by the local planning authority, and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: In the interests of surface water management.

Ecology

- 40. Prior to commencement of development (or phase of) (other than demolition and site clearance), an Ecological Design Strategy (EDS) shall be submitted to and approved in writing by the local planning authority. The EDS shall include the following.
 - a) Purpose and conservation objectives for the proposed works.
 - b) Review of site potential and constraints.
 - c) Detailed design(s) and/or working method(s) to achieve stated objectives.
 - d) Extent and location/area of proposed works on appropriate scale maps and plans.

- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance or nest box specification
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works.
- h) Details of initial aftercare and long-term maintenance.
- i) Details for monitoring and remedial measures, as appropriate

The EDS shall be implemented in accordance with approved details prior to first occupation of the development (or phase of) or in accordance with an alternative timetable agreed in writing by the local planning authority, and shall be retained thereafter.

Reason: In the interests of biodiversity protection and enhancement.

Public Art

41. Prior to the commencement of development (other than demolition, site clearance and below ground works) or in accordance with an alternative timetable otherwise agreed in writing by the local planning authority, a Public Art Delivery Plan (PADP) shall be submitted to and approved in writing by the local planning authority and shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 3/4 and 3/7 of the Cambridge Local Plan (2006).

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

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

INFORMATIVE: To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

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

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

INFORMATIVE: An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.

2. In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development.