

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 12th September 2018

Application Number	S/1004/18/RM	Agenda Item	
Date Received	19 th March 2018	Officer	John Evans
Target Date	12 th September 2018 EoT		
Parishes/Wards	Fen Ditton Parish		
Site	Land north of Newmarket Road, Cambridge, Cambridgeshire.		
Proposal	Reserved matters application detailing appearance, landscaping, layout and scale for infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of the Wing masterplan of approved outline application S/2682/13/OL for up to 1,300 homes, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development.		
Applicant	Hill Marshall LLP		
Recommendation	Approval		
Application Type	Reserved matters	Departure:	No

Application Number	18/0459/REM	Agenda Item	
Date Received	19 th March 2018	Officer	Aaron Coe
Target Date	12 th September 2018 EoT		
Parishes/Wards			
Site	Land north of Newmarket Road, Cambridge, Cambridgeshire.		

Proposal Reserved Matters application detailing infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of the Wing masterplan of outline planning permission 13/1837/OUT.

Applicant Hill Marshall LLP

Recommendation Approval

Application Type Reserved matters **Departure:** No

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

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1) The infrastructure proposals are in accordance with the approved parameter plans, Design Code and the Cambridge East Area Action Plan (2008) vision and policies, in that the proposals would contribute to the creation of a distinctive sustainable community on the eastern edge of Cambridge. 2) The development provides an appropriate hierarchy of streets routes and spaces for the first phase of infrastructure. 3) High quality segregated cycle links will be provided through the development. 4) Gregory Park, a new strategic open space will be delivered in the initial phase of development. 5) A new bridleway link will be delivered through Kinsley Wood.
RECOMMENDATION	APPROVAL

APPENDICES

Ref	Title
1	Site plan, Junction proposals, Landscaping proposals

A.0 BACKGROUND

- A.1 This development site is known as “Wing” and forms part of the wider Cambridge East development as covered by the Cambridge East Area Action (CEAAP) Plan adopted 2008. Outline planning permissions were granted for the Wing development for up to 1300 dwellings and associated infrastructure in December 2016 (S/2682/13/OL South Cambridgeshire District Council (SCDC) and 13/1837/OUT, Cambridge City Council (CCC). The outline applications required Environmental Impact Assessment (EIA).
- A.2 The outline approval was subject to a number of site-wide strategic conditions. The site-wide Design Code document will guide the submission and determination of the reserved matters applications for the infrastructure, landscaping, residential areas, local centre, primary school, and public open spaces.
- A.3 Phase 1 of the development includes most of the site wide drainage and road infrastructure as well as the local centre, primary school and 500 homes. The south western boundary of phase 1 has been defined by the need to maintain an appropriate buffer between the first residential properties on Morley Street and the North Works site. Although the North Works is due to be relocated to facilitate the Wing development it is accepted that the time needed to relocate the existing uses means that it would come forward towards the end of the development.
- A.4 As part of phase 1 the primary school and local centre (including a community building and retail units) will be delivered early on in the development, which will help to provide social and employment uses on the site alongside the delivery of new homes. Phase 1 includes all of the lower density ‘Edge’ character area.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The northern boundary of the site is defined by an existing semi-mature tree belt which follows the line of High Ditch Road and the arc of a section of dismantled railway which joins Ditton Lane to the west. The tree belt extends down through the site at the west edge adjacent to the residential properties of Thorpe Way and through the centre of the site south towards the Newmarket Road Park and Ride site (P&R).
- 1.2 The northern part of the site is agricultural land with very few natural features other than the aforementioned tree belt. There are three dwelling houses to the northeast of the site, on the southern side of High Ditch Road. They are detached dwellings set within large rectangular plots.

- 1.3 To the northwest, the other side of the tree belt, High Ditch Road enters the village of Fen Ditton. The eastern side of the site is currently a rectangular agricultural field, the south east corner of which accommodates Cambridge runway overrun. There is a Public Right of Way running across the site linking Fen Ditton to the edge of the P&R site.
- 1.4 The Jubilee Way cycleway (National Cycle Route 51) runs through the middle of the site, following the course of an existing drainage ditch east/west connecting the Fison Road Estate with the P&R. The Jubilee Way is currently on road through Fison Road, Thorpe Way and Tiptree Close, after which it is a shared footway/cycleway.
- 1.5 The southern frontage of the outline application site is open with some semi-mature trees and grass verges either side of Newmarket Road. To the southwest there are the existing car showrooms and the North Works site, none of which fall within the site edged red for this reserved matters application.
- 1.6 To the south of Newmarket Road is Cambridge Airport, which is also owned by Marshall, the applicant for the outline approval. The runway and associated hangars are located to the south of the terminal building and the grade II listed art deco style airport control building.
- 1.7 To the immediate west the site abuts the Fison Road Estate, which falls within Cambridge City Council administrative area. The aforementioned northern tree belt extends down approximately half of the site boundary from the north into the area covered by the reserved matters application submitted to the City Council.
- 1.8 The site falls within the Cambridge East Area Action Plan (Policy CE/3).
- 1.9 The south east corner of the outline site, just outside of the infrastructure reserved matters application, falls within the Cambridge Airport Safety Zone.
- 1.10 To the north of the site is Cambridge Green Belt.

2.0 THE PROPOSAL

- 2.1 The application seeks permission for the appearance, landscaping, layout and scale of two primary and one secondary street, which is part of the road network to serve the first phase of development. The application includes strategic drainage infrastructure and landscaping. The proposed Gregory Park will be a primary open space and key water attenuation/public amenity area. It extends from the edge of the Fison Road estate to the P&R, following the length of the existing drainage ditch. It is a linear feature divided into three roughly equal sections by the primary street network. It will contain two Local Areas of Play (LEAPs), the details of which will be secured through later residential reserved matters applications.

- 2.2 The infrastructure application includes the upgrading of the strategic cycleway (Jubilee cycleway) which bisects the site east to west. It has an overall width of 5m (with a 2m footway) and will be finished with plum tarmac. It provides a segregated cycleway (3m) through the site until the Kinsley Woodland buffer to the east. At this point a 4m shared surface cycle footpath is provided around the perimeter of the proposed sports pitches to High Ditch Road.
- 2.3 The proposed infrastructure includes Morley Street (street names indicative), a primary street which bisects the site north to south and links future phases of residential development either side of Gregory Park. Morley Street has a 6.5m carriageway, with a 3m segregated cycle lane, 2m footpath and verge with tree planting. It has a 20mph design speed with a series of raised table junctions.
- 2.4 The application also includes landscaping to the south and east of the sports pitches and the access road to the east of the P&R to serve the sports pitches.
- 2.5 The application proposes the creation of a 4m bridleway within the northern tree belt (Kingsley Woods). Directly south of the tree belt a drainage ditch feature (ha ha) will be constructed to serve as the main attenuation for the north of the site. It is approximately 10m wide and 2m in depth, graded to the northern side with planted terraces.
- 2.6 The application provides a total of 61 visitor car parking spaces as part of the overall development. 30 car parking spaces are on street, 28 within a car park area for the allotments (allotments to be delivered in a later phase) and 3 disabled car parking spaces to serve the sports pitches.
- 2.7 The application to the City Council includes the provision of a footpath and drainage within a small area of woodland to the western end of the site, adjacent the existing Fison Road development.
- 2.8 The application is accompanied by the following supporting information:
1. Illustrated Planning Statement
 2. Indicative surface water drainage strategy
 3. Indicative foul water drainage strategy
 4. Biodiversity Report
 5. Highway Lighting Layout
 6. Hard and soft landscaping details

Amended Plans/Additional Information

- 2.9 Amended plans and additional information has been received comprising the following:
- Amended design of all the road junctions to remove white line road markings and introduce larger areas of shared space.

- Bespoke, revised design for junction D and D1, along the length of the Jubilee cycle route. This includes a narrowing of the carriageway, revised materials and kerb detailing.
- Removal of secondary street on the northern side of Gregory Park to provide full segregation for this section of the Jubilee cycleway.
- Further details of the temporary Jubilee Cycleway route during the construction period.
- Revised landscaping proposals and planting plans for Gregory Park and Kinsley Wood.
- Footway in the centre of Gregory Park widened to 4m to shared footway/cycleway.
- Revised tree planting schedule to provide a wider range of species.
- Amended surface water drainage infrastructure design.
- Tree Survey and Arboricultural Impact Assessment
- Design Code compliance statement.
- Vehicle tracking details.

3.0 SITE HISTORY

Reference	Description	Outcome
S/2682/13/OL	Up to 1,300 homes, including up to 30% affordable housing across the development as a whole, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development	Approval
13/1837/OUT	Proposal Demolition of buildings and hard standing and construction of tennis courts, allotments, store room and toilets, informal open space and local areas of play, provision of drainage infrastructure, footpath and cycleway links, and retention and management of woodland.	Approval
16/2212/FUL	Aircraft Engine Ground Running Enclosure and supporting infrastructure works, including a new taxiway link and	Approved

other associated works.

4.0 PUBLICITY

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

5.0 POLICY

5.1 Relevant Development Plan policies

PLAN	POLICY NUMBER
South Cambridgeshire Local Development Framework 2007	DP/1, DP/2, DP/3, ET/5, NE/1, NE/2, NE/6, NE/8, NE/9, NE/14, TR/2, TR/3
Cambridge City Local Plan 2006	3/4, 3/6, 3/7, 3/11, 4/3, 4/4, 8/4, 8/5, 8/11, 9/3
Cambridge East Area Action Plan (CEAAP) 2008	CE/1, CE/2, CE/10, CE/11, CE/12, CE/13, CE/14, CE/16, CE/17, CE/22, CE/23, CE/30, CE/32

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

Central Government Guidance and Material Considerations	National Planning Policy Framework, July 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 - The Use of Conditions in Planning Permissions.
Supplementary Planning Guidance	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document - 2012 Trees & Development Sites - 2009 Biodiversity – 2009 District Design Guide – 2010 Landscape in New Developments - 2010

5.3 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For South Cambridgeshire and Cambridge, therefore, the emerging revised Local Plans

as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to them. However it is likely, in the vast majority of instances, that the adopted development plans and the NPPF will have considerably more weight than emerging policies in the revised Local Plans.

The Inspectors report on the emerging Local Plans is expected imminently. An update, if required, will be set out on the pre Committee Amendment Sheet.

Relevant Emerging SCDC policies

Policy SS/3 Cambridge East

Relevant Emerging CCC policies

Policy 12 Cambridge East

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Comments on application as amended (2nd Amended)

- 6.1 Support. The swept path analysis is generally acceptable, although some of the proposed vehicle routes may be within the canopy of proposed trees below the height of a refuse vehicle.
- 6.2 A condition is required that the proposed shared use link between the existing park and ride site and the Jubilee Cycle Way have a minimum width of 4m throughout its entire length. The route as shown on this drawing varies in width significantly.
- 6.3 The British Horse Society should be consulted on the location of the proposed bridleway immediately adjacent to the shared use path.

Comments on application as submitted

- 6.4 Objection. Concerns were raised regarding the designs of the junctions and the locations of ramps up to the raised platforms.
- 6.5 Concerns raised with the maintenance of street trees within the Design Code. This must be undertaken by a public body that has a successor.
- 6.6 The kerbs details shown within the landscape detail drawings are incorrect. The Highways Authority require significantly larger foundations than those shown, which will impact on the volume of the tree pits.
- 6.7 The Highway Authority seeks that all construction details that are to be adopted as part of the public highway are excluded from the planning

permission to avoid conflict with the S38 process. This includes the lighting specification.

- 6.8 The clearance below the bridge in Gregory Park is shown as 2.1m. While the Highways Authority will not be adopting any of these structures it would appear too low and could present a hazard. The proposed I beam structure location is unclear and is unacceptable to the Highway Authority.
- 6.9 North of Gregory Park it is questioned why the on road cycle route terminates in this location. The levels of motor vehicle use are unlikely to be significantly lower to the north of the intersection with Gregory Park.
- 6.10 At Morley Street the proposed layouts have some 75m between speed reducing features, which has the potential to engender motor vehicle speeds in excess of 20mph. From an overview of the proposed layout it would appear that many of the shared use streets are serving more than the maximum of 14 units that the Design Code permits.
- 6.11 All the proposed surfacing details shown on these drawings should be marked as indicative. The final decision of what will be laid where will be made during the S38 process, in broad accordance with these plans.
- 6.12 Plans A, C, D: the footway should extend into the shared use area as shown in appendix 7 of the HERCS otherwise pedestrians (including wheelchair users) will be forced into live carriageway and then required to negotiate a ramp at 1:12, both of which are unacceptable and may represent a breach of the Equality Act 2010 (amended 2015). Plan B The design of the footway junctions does not take into account simple desire lines, pedestrians will cut corners (being the most ergonomic highway users) and this should be designed in. Plan E: the proposed shared use area where the cycleway and pedestrian routes meet should be made larger to give as much manoeuvring space as possible to both groups.

Urban Design Team

Comments on application as amended (2nd Amended)

- 6.13 Support. The revised design removes the street originally proposed on the northern side of Gregory Park. This is strongly supported. The removal of traffic will allow for a more direct and intimate relationship between the Park and the future homes that front onto it, with front doors opening directly onto the space.
- 6.14 The revised designs for street junctions are supported. They meet the requirement set out in the Design Code Section 4.10 to make a positive contribution to placemaking. The revisions address concerns that the previous designs were over-engineered and appeared to be primarily designed to accommodate car movements. Considering the relatively small size of the development, with no through traffic and low design speeds, it is felt that the current designs successfully balance the need of pedestrians, cyclists and pedestrians and will result in a high quality of place.

Comments on application as amended

- 6.15 No objections. The revised junction designs are appropriate for the neighbourhood context and low design speed. The revised plans remove the previously over engineered give way markings.
- 6.16 The bespoke carriageway narrowing for junction(S) D is much improved. This feature will allow continuity for cyclists traveling east – west along the Jubilee cycleway.
- 6.17 The street adjacent to the Jubilee Cycleway has been removed to create a fully segregated cycleway north of Gregory Park. This is strongly supported.
- 6.18 The revised ha ha design and bridleway position through Kingsley Wood will help to achieve an improved frontage for future housing occupying the northern plots. It is also noted the large mounded areas have not been removed.
- 6.19 The woodland south of the High Ditch road is now retained which is supported.
- 6.20 The junction of the pathway, cycleway and bridleway and the sharp 90 degree change of direction to the east of Thorpe Way has been made less acute which is supported.

Comments on application as submitted

- 6.21 Objection. The design for the intersections is unacceptable. They fail to meet the Code as they do not contribute to place making:
- The junctions along the primary route are over-engineered, with the alignment of landscape, pedestrian path and the building line being dictated by the highway requirement of a 5m off-set from the cycle path.
 - The give-way lines emphasise the function as a piece of highway infrastructure, rather than a “place” where people cross and meet.
 - The raised table is not treated in a single material. Instead the highway function is emphasised, and appears prioritised, by being constructed in a different material than the footway. The Code specifically says the junctions raised tables should be “in one material treatment”.
 - There are several other concerns, such as a pedestrian being pushed along the alignment of a ramp (potentially dangerous for wheelchair users). These are set out in further detail by CCC.
- 6.22 The proposed design / cross-section of the ha-ha along Kingsley Wood, with the double railings defining a maintenance strip and bunding in the tree belt, is unacceptable. The Kingsley Wood plots are required to deliver a dual frontage, with an active and attractive elevation on both the street and Kingsley Wood as stipulated in the Code.

- 6.23 The large mounded areas to the north of the ha ha are out of character to Kingsley Wood. They should be omitted, and excavated material added to the bunding around 'The Plains', or spread evenly elsewhere on site.
- 6.24 The mounding and detention basin at the head of 'The Copse' landscape area is over-engineered. This is an important space, linking Kingsley Wood with the neighbourhood via the Copse "green finger" as set out in the Code. The basin should be designed as an integrated part of the space, a natural looking landscape feature with gentle gradients and perhaps some permanent water. The mounding should be omitted, and any spoil added to the mounds around 'The Plains'.
- 6.25 Large areas of the woodland south of the maintenance ditch along High Ditch Road appears to have been removed. This is noted as a 5m wide drainage maintenance strip, but with a 10m wide strip shown on the drawing. It is accepted that maintenance access will be required, but this need not alter from the present regime. In this location open (grassland) public space would be exposed to the road and on the shady, north side of the woodland. Any grassland and parkland would be better positioned to the south of the tree belt, as originally proposed, and the existing tree line maintained along High Ditch Road.
- 6.26 The engineering details for SUDS, such as headwalls, inlets, outlets, culverts and baffles are over-engineered, unimaginative and unattractive. They do not meet the Code which specifies that SUDS must be genuinely integrated with the landscape.
- 6.27 There are numerous inconsistencies between the drawings submitted which need to be addressed.
- 6.28 Condition 20 plan – illustrates 38 on-street residential spaces (assumed this refers to spaces behind the local centre). There is an issue with regards to the amount of car parking grouped together without landscape / tree planting and potential conflict with access to M&S store. Allocation of on-street spaces would also raise adoption issues.
- 6.29 Primary Street Section Type 1: It may be possible to reduce width of vehicle cross-overs to increase area of green verges. Clearance of bridges across Gregory Park is too low.
- 6.30 Jubilee cycleway is not segregated by landscape and visitor parking bays adjacent to path. There is a danger of pavement parking causing obstruction. Potential of "dooring".
- 6.31 Attenuation ponds in Gregory Park may be better shifted south or north in the corridor to achieve a mixture of steeper, vegetated slope and a more gentle accessible edge.
- 6.32 The proposed three 'Urban Plaza-Play Areas' are fairly narrow (approximately 8.0m) and are all about the same size. This could be restrictive on the type of activities available in these spaces (too wide for a seating area, too narrow for any but very low key play). They will be located in a busy environment, so

suggest the space required for the various needs is allocated between the three spaces.

6.33 The parallel Jubilee Cycleway, paved footpath and paved Bridleway adjacent to Thorpe way will form an unattractive and very wide transport route. There will also need to be some separation between the bridleway and footpath.

6.34 The junction of the pathway, cycleway and bridleway and the sharp 90 degree change of direction to the east of Thorpe Way will need to be re-designed and the angles smoothed out.

6.35 **Landscape Officer**

Comments on application as amended

6.36 Support. The proposed changes are welcomed and supported.

6.37 Some of the SUDs drainage features were considered to be over-engineered and too industrial in character for their location. The final specification is under review and can be secured by condition.

6.38 The Gregory Park bridge needs to be amended to show 2.4m clearance beneath the bridges.

6.39 Typha latifolia is specified in the ha ha is a very invasive species and must not be planted.

Comments on application as submitted

6.40 Further details required. Some changes are required to some of the pathways and construction materials.

6.41 The bridleway should travel along the north side of The Plains and then along the southern edge of Kinsley Woods to meet the old railway line at the east of the site, not the west of The Plains and along the southern edge of High Ditch Road.

6.42 The junction of the Jubilee cycleway and bridleway should be smoothed to avoid a sharp 90 degree bend.

6.43 The width of the principal shared cycleways should be defined. The footpaths in the eastern section of Kinsley Woods should not be doubled up as shown, only one route is needed. The main east west footpath through the wood should be of bound gravel with no dig construction of tree roots, not heritage paving. Minor paths through the woods should be bark chippings. The proposed board walk at the southern end of Kinsley Woods is unnecessary.

6.44 Changes will be required to the SUDS areas. (Engineered mounding and basin design is unacceptable). SUDS in Gregory Park must be designed as attractive features that will contribute to the scheme as areas of open space and biodiversity. A more accessible edge could be provided by relocating the

attenuation ponds. The urban plaza play areas are fairly narrow, so the various types of uses could be allocated between the three spaces.

- 6.45 The proposed bridges within Gregory Park should be raised to ensure adequate head clearance.
- 6.46 The mounding and detention basin at the head of The Copse landscape area looks over engineered. It should be landscaped as a natural feature with gentle gradients.
- 6.47 Kinsley Wood loss of vegetation must be managed and designed and replacement planting provided at new woodland edges. Large areas of woodland south of the maintenance ditch appears to have been removed. The existing tree line should be maintained along High Ditch Road. The proposed mounding to the south of Kinsley Wood should be removed.
- 6.48 Various recommendations are made for soft landscaping across the proposed development. This includes a more diverse palette of native wetland plants and removal of Common Reed and Reedmace. There should be more variation in the street trees as recommended in the Design Code.

Cambridgeshire County Council (Historic Environment Team)

- 6.49 Support.

Cambridgeshire County Council (Minerals and Waste Team)

- 6.50 Support.

Cambridgeshire Fire and Rescue

- 6.51 Support. Requested that provision be made for fire hydrants.

Cadent Gas Limited

- 6.52 Support. Highlights that there is a high pressure gas pipeline in proximity to the site.

Drainage Officer

Comments on application as amended

- 6.53 Support. Because of the potential for ground contamination in the previously developed areas of the site, the Environment Agency has requested that the strategic surface water drainage condition is discharged for phase 1 only.
- 6.54 The information is acceptable for phase 1 of the site and hydraulically acceptable for phase 2. There are two issues that remain.

- i) The original outline permission requires a management and maintenance plan to be provided but not that it should be maintained for the lifetime of the development. A condition is required to ensure this.
- ii) The second issue is the storage of water above a 1 in 30 year event. There is not enough information to determine if this design has been adequately undertaken and will not be known until the detailed design of the highways has been completed. There is a risk that this requirement is not taken forward to the detailed design stage and future properties maybe at risk. The following condition is therefore recommended.

Comments on application as submitted

- 6.55 Objection. Requested further details to demonstrate that the development does not result in property flooding.

Ecology Officer

Comments on application as amended (2nd amended)

- 6.56 No objection. The final species for supplementary planning in Kinsley Wood can be secured by condition. Management of new planting also need to be secured.
- 6.57 The hard landscaping plans now include reptile habitat areas within the bund area around the Plains. This is a welcome addition.
- 6.58 Typha Latifolia still appears within the soft landscaping plans and no justification for its inclusion or clarification on managing this aggressive species has been submitted. Without intense management this species will dominate therefore outcompeting all other planting within wet areas.

Comments on application as amended

- 6.59 No objection. The proposed meadow mix and blubs for the bunding east of the Plains is acceptable.
- 6.60 Some concerns are outstanding regarding the species for Kinsley Wood. The proposed tree planting scheme is unconvincing. Concerns regarding Typha Latifolia have not been addressed.
- 6.61 Updated soft landscaping plans are required to reflect the Illustrative Planning Statement and Biodiversity Report. The tree planting schedule for Kinsley Wood must also be revisited.

Comments on application as submitted

- 6.62 Three main issues raised; the bund to the east of the Plain; the species mix of plants and trees to enhance Kinsley Wood and the placement of Ecological Enhancement through the site.
- 6.63 Planting should be specified for the bunding east of the Plains.
- 6.64 The species mixes of trees for Kinsley Wood is not in keeping with the current habitat. The planting schedule should be revised for more suitable species assuming water levels on site the majority of the year.
- 6.65 The artificial reptile areas and woodland piles within the woodland, banded area east and south of the plains must be indicated on the landscape plans.

Environmental Health Team

- 6.66 No objections. Noise and vibration from construction activity will be controlled by outline conditions 35, 36, 41 and 45. A further condition regarding burning of waste should be imposed.
- 6.67 Artificial lighting during the construction stage and any impact on residential properties will be considered under outline condition 18.
- 6.68 The risks of contaminated land will be mitigated through outline condition 44.

Arboriculture Officer

Comments on application as amended (2nd Amended)

- 6.69 Support. The proposed tree pits are satisfactory and the tree diversity is now improved.

Comments on application as submitted

- 6.70 No objections in principle. No information has been submitted regarding existing trees.
- 6.71 Many of the lighting columns are sited in close proximity to existing trees.
- 6.72 commented on the impact of lighting columns near trees and suggested that there be greater diversity in planting and that alternative species be planted in certain parts of the site.

Natural England

- 6.73 No comments.

Cambridgeshire County Council (Definitive Map Officer)

Comments on application as amended

- 6.74 No objections. The applicant has changed the proposed footpath and bridleway through Kinsley Wood to a combined width of 4m in order to reduce

its visual impact and the number of trees lost. The bridleway would in future be offered as the diverted Public Right of Way, subject to CCC approval under a separate application. CCC Rights of Way would be content with this amended approach.

Comments on application as submitted

- 6.75 No objection. Please note Public Footpath No. 9 Fen Ditton runs across the development site. The documentation submitted, whilst alluding to the presence of the public footpath, does not set out how it will be accommodated within the development. Included in the submission is a proposal for a 'permissive' bridleway to be provided through the site and along the northern boundary and old railway line. This is broadly along the route of a previously agreed alignment for the diverted public footpath. The County Council supports the delivery of the public bridleway along this route. This meets several policies within the County Council Highway Asset Management Plan and Rights of Way Improvement Plan.
- 6.76 However, the documentation refers to this route as 'permissive'. This is unacceptable. The County Council cannot support the extinguishment of the public footpath without reasonable alternative provision to its satisfaction. The provision of a bridleway is supported but not if it is only 'permissive', which would need to be between 3.5 and 4 metres. The Council cannot support the extinguishment of the public footpath without a reasonable alternative provision.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.77 Support.

Environment Agency

Comments on application as amended

- 6.78 Partial discharge of strategic condition 10 (surface water drainage) recommended. The EA expect greater infiltration across the site. However because phase 1 is restricted to former greenfield with no potentially contaminative source partial discharge is acceptable. The ha ha features must however be lined.

Comments on application as submitted

- 6.79 Objection. The surface water drainage plans are unacceptable as it includes potential contamination infiltration that could impact negatively on controlled waters.
- 6.80 The proposed infrastructure was not presented to Cambridgeshire Quality Panel because the reserved matters covers infrastructure only.

Access Officer

- 6.81 Support. County are content that a 25mm upstand does not need a tactile marked dropped kerb. This is supported.
- 6.82 Need colour contrast of surfaces at crossing points.
- 6.83 Stepped seating in gully needs wheelchair area at each steps.
- 6.84 Bridges need to be 1.8m minimum width, with upstand from surface edges.

British Horse Society

- 6.85 Support in principle. The proposed bridleway network is disjointed since one part of the bridleway appears to lead to a shared footpath / cycleway just where the private road starts. This would leave equestrians stranded at the bottom of the bridleway at this point. The solution would be to include equestrian access on the proposed shared footpath / cycleway to the exit point of the path from the site.
- 6.86 There appears to be a proposed cycle path to link the site to Ditton Lane. This needs to be an NMU (non motorised user) path.
- 6.87 Any proposed road crossings should also provide safe crossings for horses. The type of bark surface has not been clarified. The proposed bark surface should ensure that it meets British Horse Society specification.
- 6.88 Consideration should be given to creating all the linking cycleways as NMU's, except where there is good reason for them not to be.
- 6.89 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

Fen Ditton Parish Council

- 7.1 No comments.

Camcycle

Comments on application as amended (2nd Amended)

- 7.2 Objection. Recognise and appreciate revisions in the application in response to previous concerns however there remains several dangerous flaws.

Jubilee Cycleway

- 7.3 Proposed carriageway narrowing is interesting and the principle is supported. However, the new crossing is a pinch point, which means that drivers of cars and buses will be forced to block the crossing for extended periods.

- 7.4 The crossing will be interpreted as motorist priority. When a driver has no intention of giving way, but is forced to slow for the crossing, this will be interpreted as a signal to cross, risking accident.
- 7.5 The pinch point will result in queues of cars which will prejudice north/south cyclists who will have to wait. People cycling along the primary street are forced to negotiate the pinch points and face down traffic coming the other way.
- 7.6 There are several trees which will block important sight lines.
- 7.7 There is no coherent transition between different directions of cycle travel. It is unclear how people cycling are meant to join the Jubilee route if traveling from the north.
- 7.8 Motorists have a tendency to speed up when approaching and leaving pinch points causing danger to people cycling on the carriageway in sections where there is no cycleway.

Proposed solutions

- 7.9 The installation of a parallel Zebra Crossing across the pinch point and the provision of protected cycleways all along both primary streets, or, the provision of safe and coherent transitional infrastructure between protected cycleways and on carriageway riding.

Junctions along Morley Street

- 7.10 Morley Street is the second most prominent cycleway. The proposed shared zone junctions are unsafe and offer a very poor experience to people walking.

Jubilee construction diversion

- 7.11 This is generally supported subject to a satisfactory access into the P&R.

Summary

- 7.12 The streets should be designed such that walking, cycling and public transport are the obvious and accessible choices. The application is made more complicated by the location of the primary school which will encourage car based journeys. Safe protected cycleways must be prioritised.

Additional comments (first revision)

- 7.13 The Department for Transport has recommended a pause on all shared space scheme because of their potential implications for the blind and partially sighted. This is relevant to the application proposal.

Comments on application as amended (first revision)

- 7.14 Firmly opposed to the use of shared zones on Morley Street. The junction designs should return to showing clear priority for walking and cycling.
- 7.15 The design of the Jubilee Cycleway has been greatly improved by removing the adjacent carriageway and leaving a segregated off road pathway adjacent to Gregory Park.
- 7.16 Access to the Jubilee Route from the south is less clear. There is only one footpath link across Gregory Park. Provision should be made for future cycleway connections at frequent intervals.
- 7.17 Priority should be maintained for the Jubilee Cycleway across the raised tables. The raised tables sever the continuity of the existing Jubilee Cycleway, thereby reducing existing walking and cycling priority in favour of motorist. A parallel cycling and walking zebra should be installed at junctions.
- 7.18 Major concerns with the revisions to the designs at junctions A-E where Morley Street cycleway is crossed by side roads. The previous cycle priority has all been removed and replaced with junction wide raised table with a single surface and no specific road markings. This will be unsafe and enforces motorist priority.
- 7.19 The shared space raised table will be used as a car parking during school run times.
- 7.20 The Morley Street Cycleway should be extended further north to the Copse at least, or this will result in more people cycling on the footway.
- 7.21 Austin Street does not have a cycleway. Without a cycleway on Austin Street the residents of the western section of the site appear to have no cycling provision to reach Newmarket Road.
- 7.22 Junctions on cycle routes have a very tight radii which should be increased to at least 3m, preferably 6m.
- 7.23 The Jubilee route must be available during construction with an appropriate diversion route always available.
- 7.24 Junction arrangement E is inconsistent, showing a north/south cycleway which is not proposed.

Comments on application as submitted

- 7.25 Objection on the basis that it harms an existing walking and cycling route, the Jubilee Cycleway and does not provide an acceptable replacement.
- 7.26 There are concerns that during construction access to the Jubilee Cycleway may be closed off for significant periods of time without adequate diversions put in place. It is important that sustainable transport infrastructure be put in

place prior to occupation. This would also create disruption to the annual Reach Fair ride. There should be a condition that walking and cycling infrastructure be finished and ready prior to first occupation.

- 7.27 The portion of Jubilee Cycleway between Tiptree Close and Newmarket Park and Ride is presently a rural pathway through open fields. There is no reason for the loss of the walking and cycling route. The proposed replacement is nothing more than a wider pavement. It would be obstructed by badly parked cars and would disappear at junctions.
- 7.28 Junction arrangement E is a confusing unsafe junction for cycling. The same principles used for the Morley Street cycleway should be used for the Jubilee route.
- 7.29 The Morley Street cycleway should have priority through design over side roads, places to cross on Morley Street on foot and a continuation of the bidirectional cycleway north of Gregory Park with a better design of junction arrangement E.
- 7.30 The Morley Street cycleway has a design flaw at the northern end where it suddenly disappears at a junction with the Jubilee cycleway. It might be appropriate to continue it further north. Notwithstanding an alternative design is needed to have a safe transition of two separate cycleways, including:
- Priority clearly expressed through design by creating continuous and level surfacing for the cycleway and footway at side roads.
 - Places for people to cross Morley Street on foot.
 - A continuation of the bi directional cycleway north of Gregory Park.
- 7.31 The objection may be withdrawn if the plans are revised such that Jubilee Cycleway gains protection from the road with trees and grass.
- 7.32 At junctions E and J with the primary streets the Jubilee Cycleway must retain its continuity and be given priority.

8.0 ASSESSMENT

- 8.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the main issues are:
1. Principle of development
 2. Context of site, Design and External Spaces
 3. Landscape, Ecology and Arboriculture
 4. Sustainable Drainage
 5. Residential amenity
 6. Highway Safety
 7. Ecology
 8. Sustainability
 9. Car and cycle parking
 10. Third party representations

Principle of Development

- 8.2 These reserved matters application have been submitted following the approval of the outline applications for Wing. Therefore the principle of the development of this land for residential purposes has already been established both by the Wing outline consents and the CEAAP and relevant local plan policies that allocated the land for part of an urban extension of Cambridge. The proposal is considered to be in accordance with the development plan.
- 8.3 The application is made pursuant to conditions 2 and 5 of the outline planning permission (S/2682/13/OL) and seeks the partial discharge of the following outline conditions
- Condition 12 (hard and soft landscaping)
 - Condition 13 (tree retention/removal)
 - Condition 17 (Ecological mitigation)
 - Condition 18 (Artificial lighting)
 - Condition 19 (Pedestrian and cycle routes)
 - Condition 20 (Car parking)
 - Condition 32 (High Ditch Road maintenance strip)
 - Condition 34 (Surface Water Drainage)
- 8.4 There following site wide conditions were attached to the outline planning consent that require details to be submitted prior to or concurrently with the first reserved matters:
- Condition 7 (site wide phasing)
 - Condition 8 (Design Code)
 - Condition 9 (Site wide biodiversity management)
 - Condition 10 (Site wide surface water drainage strategy)
- 8.5 In addition, details are also submitted to satisfy requires of condition 9 (foul and surface water drainage strategy) in Cambridge City only. These matters are discussed in the relevant subsections in the report.

Compliance with Wing parameter plans

- 8.6 At the outline stage parameter plans were approved that fixed the primary road network, the location of the local centre, primary school, sports pitches and public open space. The main site edge red that has been submitted stops short of the Newmarket Road junctions as the outline application included full details of these junctions, which were approved. The alignment of the primary road, Gregory Park and the pedestrian and cycle routes through this part of phase 1 accord with the approved parameter plans.
- 8.7 At the outline stage the application was amended in order to relocate the bridleway so that it ran south of Kingsley Woods. Given the drainage infrastructure that needs to be located in this area the applicant is proposing

that the bridleway run through the wood. Whilst this would not accord strictly with the approved access and movement parameter plan the first condition of the outline consent states that '*The development hereby permitted shall be carried out in accordance with the following approved plans save for only minor variations..*'. Officers consider that the relocation of the bridleway would constitute a minor variation and would therefore comply with condition 1 of the outline consent. The justification for proposing the relocation of the bridleway is discussed in paragraph 8.37 of this report.

- 8.8 The application proposal is not considered to result in any significant environmental impacts which were considered over and above the original Environment Statement which accompanied the outline planning application.

Context of site, Design and External Spaces

- 8.9 The key issue is the detailed design and function of the new site wide infrastructure and public realm. This section analyses compliance with the recently approved Design Code (strategic condition 8).

Street hierarchy and layout

- 8.10 The Wing development will be a new urban village for Cambridge, providing a variety of homes across a range of tenures, facilitated by this first phase of infrastructure. Long term stewardship is intended, with the Marshall Group retaining a long term interest in the design, delivery and management of Wing. The proposed streets are designed to comply with adoptable standards of Cambridgeshire Highway Authority and to be designed to ensure vehicle speeds are no more than 20 mph to promote walking, cycling and street life.
- 8.11 The design follows the philosophy of shared space, giving all modes, pedestrians, cyclists and vehicles, a more equal status. The approach taken accords with the vision objectives set out within the Design Code and with the principles of design of external spaces set out within Local Development Framework policy TR/1.
- 8.12 The public realm includes elements of shared space achieved through 'self-reading' streets which do not rely on enforcement and signage. 'Events' are included at frequent intervals to break up stretches of carriageway so they do not exceed 40 – 50m in length. Raised tables are located at key junctions and Green Corridor crossings including adjacent to the (future) primary school to break up lengths of carriageway.
- 8.13 The 'events' are simple in design. The junctions will be finished in herringbone block paving. These events will contrast with the carriageway that will be finished in asphalt. They will have the effect of minimising apparent carriageway width, and will be raised to allow level pedestrian crossings (with a 25mm kerb). In addition to these events, corner radii have been reduced to a minimum to keep speeds low. There will be no central markings which also help to reduce speed. This approach is fully supported within Manual for Streets 1 and 2, and has the support of the Highway Authority.

- 8.14 The low speed street design approach is evidenced by the Transport Assessment of the outline permission and the likely numbers of vehicles using the space. In taking this approach the scheme gives appropriate priority to walking and cycling within the development, in accordance with Local Development Framework Policy TR/1 and the Design Code principles (Design Code p 48). The internal design of the site prioritises internal movements by foot or cycle rather than by car, in accordance with CEAAP policy CE/12 part G.
- 8.15 Some minor modifications are required to the specific locations of street furniture for junctions B and J, the final details of which can be secured through **condition 7: junctions**. This is to ensure their design minimises opportunities for ad hoc car parking.
- 8.16 The Council's Access Officer is supportive of the proposed junction designs. The proposed 25mm kerb gives reference for the blind and partially sighted to navigate across the space.
- 8.17 The proposed infrastructure falls within all three character areas for the site, as set out in the Design Code. These are 'The Edge', 'The Town' and 'The City'. The design of the public realm accords with the principles for these character areas as set out in the subsections below.

Morley Street

- 8.18 The primary street included within this phase 1 infrastructure, Morley Street, provides the connection from Newmarket Road and distributes vehicles within the site. The position/alignment of the street is a mandatory requirement of the Design Code (p 19), which the scheme is in full accordance. The 6.5m width also provides flexibility for future bus routes. The development therefore makes appropriate provision for safeguarding sustainable travel in accordance with South Cambridgeshire District Council Policy TR/1 and the Design Code.
- 8.19 As mandated by the Design Code, Morley Street will provide a dedicated 3m cycle path between Newmarket Road and Gregory Park. This will be a bi directional cycleway and will connect with the Jubilee cycleway where it intersects with Gregory Park. Whilst it is noted that Camcycle are opposed to the use of shared zones on Morley Street, in this case the detailed design of the proposed five junctions along its length are considered appropriate. This is because Morley Street has a neighbourhood character, low design speed environment, where prioritisation of different modes across junctions would be contrary to the overall design approach.
- 8.20 The amended plans detail a bespoke narrowing of the carriageway where the primary streets intersect with the Jubilee cycleway (junctions D). Officers consider the transitions of pedestrians and cyclists around this feature have been satisfactorily resolved and do not consider a more engineered solution to be appropriate given the limited daily vehicle movements.
- 8.21 When considering the design of the internal junctions the level of vehicular traffic that will eventually pass through them has to be taken into account.

Once the primary road passes the local centre and primary school there are no other destinations within the site that would generate significant numbers of vehicular movements other than those associated with the residential areas. Moreover, the residents and regular visitors to the site will have a greater understanding of how the junctions work, which will in turn influence the behaviour of other users. Potential conflict is greatly reduced by the fact that most users would know the site. It is therefore critical that the junction design is not only safe but also creates an environment where no one user dominates so that different users have positive interactions.

- 8.22 The junction designs should be considered in the context of the wider road network. All along the primary route there are measures in place to slow motor vehicular traffic through raised tables and parking on the carriageway. Along these same sections of road pedestrians and cyclists will not have to traverse any vertical changes in their route that would slow their progress. Because the road network is different, with raised tables and relatively narrow streets, more care needs to be taken.
- 8.23 Concerns about abuse of the space set out by Camcycle are noted, but officers do not consider the design of the junctions would encourage this abuse. Part of the rationale for allocating sites like Wing is that residents will have greater opportunities to walk, cycle or take public transport to access employment, facilities and services in and around Cambridge. A highway design that requires all users to have greater awareness of their surroundings is considered safer than one that seeks to prioritise the movements of one particular user group.
- 8.24 Camcycle has provided examples of Dutch junction designs which have cycle priority. These are on routes that take greater numbers of vehicles than would be expected on the Wing road network. For this reason these examples are not considered directly comparable to the low speed, neighbourhood environment which will be created throughout the development.
- 8.25 Whilst an important part of the proposed new cycle infrastructure, Morley Street is by no means the only cycle route available north of Newmarket Road. In context, upon final build out the development is a permeable grid of neighbourhood, low speed streets. Those wishing to join the Jubilee Cycleway from within the main residential areas are unlikely to redirect to Morley Street. Each street within the development will provide a safe cycling environment. This contributes to the overall officer view that the design approach is appropriate in this emerging context.

Jubilee Cycleway

- 8.26 The majority of the route of the Jubilee Cycleway will be maintained in its current position through the centre of the site. The eastern end however will be rerouted north of the Fisons Estate along the disused railway and onto Ditton Lane. This is to improve the quality of the cycleway with its own dedicated route. This is a mandatory access principle of the Design Code (p 16) which the proposed infrastructure application is in full accordance.

Integration with route and spaces is provided, compliant with Local Development Framework policy TR/1.

- 8.27 In context, the overall route of the Jubilee cycleway will be significantly improved by reason of its revised siting and increased overall width through the site. Whereas presently users have to cycle on the carriageway through the Fisons Estate, the new route will result in a better surfaced and safer route along the route of the disused railway. The introduction of residential properties overlooking the cycleway and the associated lighting also makes the route safer for users throughout the year. The bespoke junction D designs are appropriate for this site and will contribute to renewed, high quality National Cycle route 51 through the Wing development.
- 8.28 As originally submitted, the application proposed a roadway to the north of the realigned Jubilee Cycleway. This roadway has since been removed from the cycleway to reduce any danger of people opening car doors into the path of users of the cycleway and to improve the quality of the Jubilee route. This amendment is strongly supported by all consultees and Camcycle.
- 8.29 Officers recognise outstanding concerns raised by Camcycle that the route of the Jubilee Way should have full priority at the two junctions (labelled D) where it intersects with Morley Street and (in future) Austin Street. The approved parameter plans identified crossings of the Jubilee Cycleway and this application provides the detailed design solution at these important intersections. Whilst the introduction of junctions on a presently unimpeded section of the route has the potential to introduce conflict between users, the amended junction D designs will moderate all vehicle speeds to a minimum to ensure safety. Whilst cyclists travelling east to west along the Jubilee route will not enjoy absolute priority, the small block paving and reduced vehicle carriageway will provide a smooth transition across the space. The proposed design solution is similar to that used elsewhere in the City where design speeds are low.
- 8.30 Both Camcycle and County Highways have suggested that the cycleway alongside Morley Street could extend north of Gregory Park. Whilst this has been reviewed, there is a conflict with the design of the street north of Gregory Park, where the street has deliberately been narrowed to create a sense of arrival into the Copse area. Moreover, residents of the properties east and west of Morley Street would have alternative routes along shared surfaces to reach the Jubilee Cycleway from where they would have access to the cycleway heading south to the primary school and the local centre. The north section of the site is local neighbourhood streets and a segregated cycle route in this area is not considered necessary.
- 8.31 It has also been suggested that a separate cycleway be provided south along Austin Street, which is the section of the primary street network that will be delivered in a later phase. The Design Code does not currently identify this route to provide segregated cycling. The detailed design of Austin Street will however be reviewed as part of the later phase of infrastructure.

- 8.32 The applicant has carried out a Design Code compliance statement which demonstrates that the proposed infrastructure is in compliance with the relevant criteria. This includes coding for bridges across Gregory Park, planted areas (discussed in the landscape subsection below), public realm features, drainage and car parking. The required Traffic Regulation Order set out in the Design Code is being progressed by the County Highways Authority.

Landscape, Ecology and Arboriculture

Gregory Park

- 8.33 The development will deliver a new primary open space, Gregory Park. It follows the route of the existing ditch channel and provides a linear public park, ecological corridor and drainage attenuation feature as required by the mandatory criteria for public open space, within the Wing Design Code (p 50). This demonstrates a positive response to context by providing a green spine for the future residential phases. Connectivity across the space is maximised with footpaths and the amended 4m shared footway cycleway provided through the centre of the space. This is supported.
- 8.34 The detailed design of Gregory Park accords with the mandatory design requirements set out in the Wing Design Code (p 74). This is because of SUDs areas within the space, the provision of pedestrian routes across the space and informal seating tiers at intervals overlooking the park. The amended plans provide a more varied planting palette which now meets the approval of the Council's Landscape Officer. Final designs of some of the SUDs engineering features are yet to be agreed, but will be secured through **condition 11:Landscaping**.
- 8.35 The proposals include works to Kingsley Woods to the north of the site and the creation of Gregory Park. Full details of the landscaping of these areas have been submitted. The Council's trees and ecology officers requested that changes be made to species to give greater variety to the street scape, which were provided as part of the amended plans. A high quality street will be created in accordance with South Cambridgeshire District Council policy DP/2.
- 8.36 The landscape Team raised concerns about the height of the bridges crossing Gregory Park and suggested that they are raised slightly to avoid any issues with taller pedestrians. The amended plans partly address this issue, but the final height for bridges will be ensured through the discharge of **condition 11 Landscaping**.
- 8.37 The Council's Access Officer is generally supportive of the proposals although has suggested some further provision for wheelchair access within the space. This will also be secured through the discharge of **condition 11: landscaping**.

- 8.38 In response to the request for fire hydrants this matter was secured by way of a condition attached to the outline consent for the main Wing site.

Lighting

- 8.39 A lighting strategy has been submitted which proposes an appropriate level of luminance for the proposed streets and public realm. Notwithstanding, final details of the lighting strategy will be secured through the imposition of **condition 6** to ensure there is no conflict with S38 highways adoption process.

The Plains

- 8.40 The proposed infrastructure includes the perimeter bunding around 'The Plains', which will accommodate the allotments and sports pitches in later phases of the development. To the south of The Plains the Design Code requires a mandatory private vehicle access (and public cycleway) to serve the sports pitches and provide emergency access. This access route will be delivered as part of the application proposal in accordance with the Design Code (p 16). Details of the sports pitches will come forward in the first residential reserved matters phase 1A.

Kingsley Wood bridleway

- 8.41 The Design Code (p 16) requires a combined footpath and bridleway to the south of Kingsley Wood as part of the overall access strategy. The implications of having the bridleway running south of Kingsley Woods requires consideration of the drainage infrastructure (ha ha) that is also located north of the residential areas. To accommodate the bridleway south of the wood it would result in the loss of a number of trees on the southern boundary, in addition to those that would be lost to accommodate the footpath through the wood. In consequence, the bridleway is now routed through the wood, which is supported by all consultees.
- 8.42 The bridleway is unlikely to be heavily used by horse traffic and pedestrians so it does not require a separate route. Therefore the amended plans now show the route through the wood as a bridleway, which could be used by pedestrian, cycles and horses. **Condition 8: Bridleway** will be attached to the consent requiring further details of the construction of this route to ensure that its surface is appropriate for use by different all non-motorised users throughout the year. This minor deviation from the criteria of the Design Code is considered fully justified because of the technical constraints. The proposed alternative will provide the same level of provision and as such is in accordance with South Cambridgeshire District Council Policy DP/2.
- 8.43 The county rights of way is content that the proposed 'permissive' bridleway will replace the existing footpath running east west across the north of the site. The rerouting of the existing Right of Way would be the subject of a separate application to the County Council. Should the new bridleway be offered for adoption by the County and therefore not be 'permissive', then the rights of

way officer has indicated this is preferable to an alternative public right of way through the urban area. The issue of the footpath diversion has been satisfactorily addressed.

- 8.44 The British Horse Society is supportive of the principle of increased bridleway provision across the site and of the proposed 4m width through Kinsley Wood. The shared cycleway/footpath around the Plains area could also be used by horse riders, which provides a circular route around the development.
- 8.45 Previous concerns raised by the urban design officer related to the introduction of multiple railings between the ha ha and the edge of the housing plots. This has now been replaced with a single railing which is considered acceptable and will be ensured through **condition 10: railings**.
- 8.46 Additional planting is generally welcomed across the development. One exception is the use of the invasive species Typha Latifolia. A suitable alternative, along with the management and maintenance of all the landscaped areas will be secured through **conditions 11: Landscaping** and **condition 12: Landscape maintenance**.

Play Provision

- 8.47 The design code states that the development must provide areas of play (local areas of play, equipped areas and neighbourhood equipped) within certain catchments of the future dwelling houses. Whilst the landscape drawings indicate proposed areas where these essential community facilities will be located, their detailed specification and precise number will be agreed through the future discharge of outline **condition 15: Youth and children's play provision**.

Maintenance responsibilities

- 8.48 All the open spaces included in this application will be managed and maintained by the Marshall Group, who wish to retain longer term legacy of the site. Regarding drainage this will include all swales, ditches and any interconnecting pipework between them and the Central Park pond. Highway only drainage will be adopted by Cambridgeshire County Council. Anglian Water will adopt flow controls that connect to their network.
- 8.49 With regard to trees, the County Council will not need to adopt the verges outside of visibility splays as it is proposed to locate the street trees in these verges. The verges and their trees can then be managed by a separate body, such as a management company. As part of the S106 for the outline application there is the requirement to agree the body for the maintenance of open space across the site.
- 8.50 All the roads included within this application and the orbital cycle route will be offered for adoption to the County Council, which was set out in the Design Code.

Utilities

- 8.51 Primary services distribution for surface water and foul drainage will be located beneath the carriageway. Service trenches beneath the footways are provided for incoming electrical, gas water and other utilities. This location is in accordance with the mandatory criteria of the Design Code (p 27).

Sustainable Drainage

- 8.52 The Council's Sustainable Drainage Officer has considered the proposals for drainage of the site wide infrastructure and is satisfied the scheme successfully integrates with the site wide surface water drainage strategy for phase 1 of the development. The proposal utilises a combination of the central drainage channel running through Gregory Park and ha ha drainage feature to ensure runoff is managed to the greenfield rate and will be mitigated in accordance with SUD's principles. It is considered that the maintenance strategy should be carried out for the lifetime of the development. This will be secured through agreement of outline **condition 34: surface water drainage**.
- 8.53 Alongside the submission of the reserved matters application details have also been submitted to discharge conditions 10 (SCDC) and 9 (City) of the outline consents relating to surface water drainage. Whilst these applications are not being brought to the JDCC there are elements of drainage infrastructure submitted for the reserved matters application that require approval. The basins within Gregory Park and associated headwalls were considered too engineered for such prominent features within the public domain. As a result of the amendments these features have all been better landscaped so that they are more visually attractive and have greater public amenity value.
- 8.54 The EA questioned the SUDs strategy and whether lining of the basins was necessary to protect ground waters from contamination. Once it was demonstrated that the no water from the North Works site would drain into any of the basins in phase 1 the EA and the drainage engineer have now lifted their objections. Lining of the ha ha drainage feature is however considered necessary, which will be ensured through the imposition of **condition 4: ha ha design**.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.55 The proposed public realm will not have any adverse impact on neighbouring amenity. Construction related activities can be adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.

Construction Phasing and Management

- 8.56 The overall phasing of infrastructure provision is set out in the Phasing Strategy. The private vehicle access at the eastern side of the site will

provide construction access during the early phases of development. A temporary diversion of the Jubilee cycle route will be required during the early stages of construction. It will be close proximity to the existing route and the final details secured by the discharge of **condition 3: temporary Jubilee cycleway route**.

- 8.57 A site-wide Construction Environmental Management Plan (CEMP) will be required for submission prior to commencement of development (**outline condition 35: CEMP**). This will contain controls on construction noise, dust, building site activities. This will include a specific construction programme and other details including site compounds and lighting arrangements. This will ensure the environmental impact of construction is adequately controlled. The Environmental Health Team has recommended the imposition of one additional condition to control any potential nuisance from burning of waste (**condition 9: burning of waste on site**).

Contaminated land

- 8.58 Intrusive investigations previously undertaken at the outline stage confirmed the absence of significant contamination for phase 1 infrastructure. The north works area will require significant mitigation. A watching brief will be kept for any unexpected contamination encountered during the works for phase 1 in accordance with **outline condition 44: Remediation**. A statement has also been provided in response to the contaminated land officer's comments that mean a further condition is not required.

Amenity for future occupiers of the site

- 8.59 The proposed infrastructure, upgraded Jubilee cycleway and Gregory Park will provide a high quality public realm to the benefit of public amenity for new residents. Final details of play provision within Gregory Park will be agreed with submission of the first residential phase of development.

Highway Safety

- 8.60 The design of Morley Street is predicated on the low speed environment and likely traffic flows through the space agreed at the outline stage. The Design Code anticipates the speed for the Primary Street will be 20 mph. Low traffic speeds are encouraged through shared space junctions and street widths, rather than regulation through white lines and signage. In so doing, the design approach is consistent with the philosophy of shared space set out within the Design Code.
- 8.61 The County Highways Authority fully support the design of all junctions given the overall design of Morley Street and the low traffic speeds which are envisaged. It is therefore considered that the proposal is compliant with Local Development Framework Policy TR/1 and TR/4.

Ecology

- 8.62 An application has also been submitted to discharge **condition 9** of the SCDC outline consent, which requires the approval of a site wide biodiversity management plan. The details submitted for the discharge of condition are considered acceptable. Notwithstanding, the reserved matters application also needs to promote the ecological value of the site, where it does not conflict with the safe operation of the airport. The ecology officer's comments about diversity of the planting across the site have been mostly addressed through the amended landscape plans that have been submitted. The planting mix condition will also result in a site with greater biodiversity.

Sustainability

- 8.63 Use of sustainably sourced materials with robust construction methods is supported by Local Development Framework Policy DP/1. Further details of sustainable sourcing can be clarified through the final discharge of materials required through the imposition of **condition 2: materials**. The applicants have suitably addressed the issue of sustainability.

Car and Cycle Parking

- 8.64 The primary street provides for a level of on street car parking which is for the use of visitors to the development.
- 8.65 The design of the primary street includes provision for 30 on street parallel car parking spaces as part of the overall visitor parking provision for phase 1. This provides an appropriate distribution along the primary streets which are being provided through the infrastructure application. The exact proportion for each future phase will include some further provision along the internal streets of the development. This includes the local centre provision and disabled spaces within/adjacent to Market Square.
- 8.66 The car parking spaces are generously sized as they are parallel spaces. The individual parking spaces themselves are 2.5 m wide, but including the recess of the parking bay, they are 2.9 m which allows for a driver/passenger to open their door without interfering with the carriageway.
- 8.67 31 car parking spaces are provided for the allotments, 3 of which are suitable for disabled people. This accords with the Adopted Car Parking Standards.
- 8.68 Cycle parking will come forward with the residential parcels and sports pitches reserved matters applications. It is not considered necessary to provide visitor cycle parking within Gregory Park because of its size, location and catchment.

Third Party Representations

- 8.69 The issues raised in the Camcycle and British Horse Society representation have been addressed in the above report and are summarised in table 1 below:

Table 1: Summary of representations

Issue	Officer Comment/Report section
<p><i>Morley Street</i></p> <p>Firmly opposed to the use of shared zones on primary streets. The junction designs should return to showing clear priority for walking and cycling.</p> <p>Major concerns with the revisions to the designs at junctions A-E where Morley Street cycleway is crossed by side roads.</p> <p>The shared space raised table will be used as a car parking during school run times</p>	<p>Morley Street has a low design speed of 20 mph. It has a neighbourhood character and prioritising cycle flows of the four junctions is not considered appropriate in context with the overall design approach.</p> <p>Considering the relatively small size of the development, with no through traffic and low design speeds, it is considered that the current designs successfully balance the need of pedestrians, cyclists and pedestrians and will result in a high quality of place.</p> <p>The amended plans now indicate how street furniture will prevent fly parking. The detailed design of school square will be considered as a separate reserved matters in future. Further details of street furniture is required on the east side of the junction through condition 7.</p>
<p><i>Jubilee Cycleway</i></p> <p>The portion of Jubilee Cycleway between Tiptree Close and Newmarket Park and Ride is presently a rural pathway through open fields. There is no reason for the loss of the walking and cycling route. The proposed replacement is nothing more than a wider pavement. It would be obstructed by badly parked cars and would disappear at junctions.</p> <p>Proposed carriageway narrowing is interesting and the principle is supported. However, the new crossing is a pinch point, which means that drivers of cars and buses will be forced to block the crossing for extended periods.</p>	<p>This has been addressed by removal of the tertiary street north of Gregory Park.</p> <p>The amended junction D designs provide a narrowing of the carriageway to reduce speeds of all vehicles approaching the junctions. In addition, small block paving indicates the continued route through the junction, albeit at a slow controlled pace to assess other movements north/south. In the view of officers this compromise</p>

<p>Temporary Jubilee cycle route is generally supported subject to a satisfactory access into the P&R.</p>	<p>maintains the continuity of the Jubilee cycleway and the shared space design approach site wide.</p> <p>The development will ensure that a suitable diversion is in place during the construction works. This will be ensured through the imposition of condition 3.</p>
<p><i>Gregory Park</i></p> <p>Access to the Jubilee Route from the south is less clear. There is only one footpath link across Gregory Park. Provision should be made for future cycleway connections at frequent intervals.</p>	<p>The amended plans now integrate a cycle link north/south through Gregory Park.</p>
<p><i>British Horse Society – crossings/access</i></p> <p>Any proposed road crossings should also provide safe crossings for horses.</p> <p>The proposed bridleway network is disjointed since one part of the bridleway appears to lead to a shared footpath / cycleway just where the private road starts. This would leave equestrians stranded at the bottom of the bridleway at this point. The solution would be to include equestrian access on the proposed shared footpath / cycleway to the exit point of the path from the site.</p> <p>There appears to be a proposed cycle path to link the site to Ditton Lane. This needs to be an NMU (non motorised user) path.</p>	<p>This infrastructure reserved matters does not include any off site highway improvements. These were negotiated as part of the outline permission and relate to the main Newmarket Road access.</p> <p>The shared cycleway/pedestrian path will be accessible to horse riders and there would be provision to use the grass adjacent to the path for horses.</p> <p>This access link will be fully accessible to horse riders.</p>

<p><i>Other</i></p> <p>Junctions on cycle routes have a very tight radii which should be increased to at least 3m, preferably 6m.</p> <p>Junction arrangement E is inconsistent, showing a north/south cycleway which is not proposed.</p> <p>Austin Street does not have a cycleway. Without a cycleway on Austin Street the residents of the western section of the site appear to have no cycling provision to reach Newmarket Road.</p> <p>Department for Transport guidance advises a pause on all schemes which incorporate shared space. This is relevant to the application proposal.</p>	<p>Junction radii have been amended in the revised proposals. The County Highways Authority is content they are not in accordance with the 20 mph design speed of the neighbourhood.</p> <p>This inaccuracy in the plans has been addressed in the amended submission.</p> <p>This will be assessed in future reserved matters. The Design Code does not envisage Austin Street to have segregated cycling.</p> <p>Only where there is a level surface between the road and pavement. The use of block work for these small areas should enable anyone using a stick as a guide to recognise that they have left the dedicated footway.</p> <p>The use of these as standard traffic management features is not included in the request to pause level surface shared space schemes.</p> <p>It is for local authorities to determine how this pause applies to schemes on their roads. They are responsible for ensuring any traffic measures installed comply with their Public Sector Equity Duty.</p>
---	---

Planning Obligation Strategy

- 8.70 This reserved matters application does not trigger contributions that have not already been secured under the outline permissions.

CONCLUSION

- 8.71 The proposed infrastructure is a key part of the delivery of the Wing development, which will deliver 1,300 homes in a sustainable location on the

edge of Cambridge. The proposed streets will provide a low speed residential neighbourhood with high quality pedestrian and cycle links. Significant public realm, including Gregory Park, will be delivered early in this first phase of infrastructure. The proposal complies with the CEAAP 2008 and the Adopted Development Plan and is therefore recommended for approval.

10.0 RECOMMENDATION

APPROVE application reference S/1004/18/RM – subject to the following conditions.

1. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

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.

2. Prior to above ground works a sample panel of the public realm materials to be used in the construction of the development has been prepared on site for inspection and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved samples.

Reason: To ensure that the public realm is high quality in appearance Local Development Framework 2007 policy DP/1.

3. No development affecting the route of the Jubilee Cycleway shall commence until full details of an alternative route (including temporary surface material, drainage of surface and junction with the Park and Ride) has been submitted to and approved in writing by the Local Planning Authority. The alternative route shall be constructed and maintained in accordance with the approved details until such time as the permanent, realigned route of the Jubilee Cycleway through the site is open for use.

Reason: To ensure that the users of the Jubilee Cycleway have an alternative route that is useable throughout the year until the new route is in place, in accordance with policies DP/1, DP/3, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework 2007.

4. No development shall commence until the detailed design of the Ha Ha drainage feature has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure adequate mitigation for ground water contamination, in accordance with policy DP/1 of the South Cambridgeshire Local Development Framework 2007.

5. Prior to commencement on site, the detailed level design of all roads hereby permitted shall be submitted to and approved in writing by the local planning

authority to demonstrate that no property floods for all events up to a 1 in 100 year event plus climate change. The development shall be carried out in accordance with the approved details.

Reason: To ensure adequate mitigation for future flood events, in accordance with policy DP/1 of the South Cambridgeshire Local Development Framework 2007.

6. Notwithstanding details provided within the application submission, full details of any external lighting, such as street lighting and residential lighting (as set out in outline condition 18) shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

To ensure that there is no conflict with the final lighting positions agreed as part of the S278 Agreement with the County Council, Local Development Framework 2007 policy NE/14.

7. Prior to commencement of junction B (adjacent to the proposed Market Square) and J (on secondary street), full details of street furniture shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the public realm is high quality and contextually appropriate with the emerging Market Square in appearance Local Development Framework 2007 policy DP/1.

8. Prior to commencement of works relating to the bridleway, details of the surface of the proposed bridleway and its exact routing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the surface is suitable for all users and minimises tree loses, in accordance with policies DP/1, DP/2 and TR/4 of the South Cambridgeshire Local Development Framework 2007.

9. During the construction there shall be no bonfires or burning of waste on site.

Reason: In the interests of neighbouring amenity, policy DP/1 of the South Cambridgeshire Local Development Framework 2007.

10. The proposed balustrade between the ha ha feature and the edge of the housing plots shall be a single railing, as shown on plan 672 01 (SC)00: Kinsley Wood.

Reason: In the interests of visual amenity, policy DP/1 of the South Cambridgeshire Local Development Framework 2007.

11. Prior to above ground works, full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning

authority and these works shall be carried out as approved. These details shall include hard surfacing materials and details of sustainable drainage features within landscaped areas, final bridge heights across Gregory Park and provision of an accessible platform area for wheelchair users. Soft Landscape works shall include planting plans; written specifications where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided and that a suitable alternative is provided for the aggressive species *Typha Latifolia* as part of the development Local Development Framework 2007 policy DP/1.

12. Prior to completion of the open space, Gregory Park, a landscape maintenance plan and schedule for a period of 15 years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the programme and arrangements for its implementation. The maintenance shall be carried out in accordance with the agreed schedule and programme.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity.

Informative

1. The applicant's attention is drawn to the conditions attached to outline application S/2682/13/OL that require the submission and approval of details before development can commence.

APPROVE application reference 18/0459/REM – subject to the following conditions.

1. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

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.

Informative

1. The applicant's attention is drawn to the conditions attached to outline application 13/1837/OUT that require the submission and approval of details before development can commence.

Contact details

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

Author's Name: John Evans – Principal Planning Officer

Author's Phone Number: 01954 713266

Author's Email: John.evans@cambridge.gov.uk