

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 21 August 2019

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<b>Application Number</b>	S/1096/19/RM	<b>Agenda Item</b>	
<b>Date Received</b>	21 <sup>th</sup> March 2010	<b>Officer</b>	John Evans
<b>Target Date</b>	1 <sup>st</sup> September EoT		
<b>Parishes/Wards</b>	Fen Ditton Parish		
<b>Site</b>	Phase 1a, Wing Development, Land north of Newmarket Road, Cambridge, Cambridgeshire.		
<b>Proposal</b>	Reserved matters application detailing access, appearance, landscaping, layout and scale for the creation of 239 new homes and non-residential floor space including 'Market Square', internal roads, landscaping and associated works as part of Phase 1a of the Wing masterplan, pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL		
<b>Applicant</b>	Hill Marshall LLP		
<b>Recommendation</b>	Approve with conditions		
<b>Application Type</b>	Reserved Matters	<b>Departure:</b>	No

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

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"><li>1. The proposed development is in accordance with the approved parameter plans, Design Code and the Cambridge East Area Action Plan (CEAAP) (2008) vision and policies, in that the proposals would contribute to the creation of a distinctive sustainable community on the eastern edge of Cambridge.</li></ol>
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	<p>2. The proposed design and layout of the houses and apartments will create a high quality, distinctive new neighbourhood.</p> <p>3. Market Square prioritises pedestrians and will ensure early delivery of the key local centre within the Wing development.</p> <p>4. Adequate provision is made for the retention of the Kinsley Wood tree belt.</p>
RECOMMENDATION	APPROVAL

## APPENDICES

Ref	Title
1	Quality Panel minutes.
2	Application drawings (sample).

### 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 CEAAP adopted in 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, the local centre, primary school, and public open spaces.
- A.3 Phase 1 of the development, of which this application forms a part, includes most of the site wide drainage and road infrastructure as well as the local centre, primary school and the first 500 homes. Future phases of the development are located to the west of the site, which includes redevelopment of the North Works commercial area. It was accepted as part of the outline that time was needed to relocate the existing North Works uses, meaning that this part of the site will come forward in later phases.
- 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 provide social and employment uses 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 phase 1a application site is formed of two irregular shaped parcels either side of Gregory Park, the main amenity and water attenuation feature which bisects the site.
- 1.2 The site is currently agricultural land with very few natural features other than the tree belt, known as Kinsley Woods. The northern boundary of the wider outline site is defined by Kinsley Wood, 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 outline site at the west edge adjacent to the residential properties of Thorpe Way and through the centre of the outline site south towards Newmarket Road Park and Ride (P&R). A small proportion of the tree belt falls within the application site at the western edge of the P&R.
- 1.3 The Jubilee Way cycleway (National Cycle Route 51) runs in between the two parts of the application site, following the course of an existing drainage ditch east/west connecting the Fison Road Estate with the P&R. The reconfigured and repurposed Jubilee cycleway was agreed through the infrastructure application in 2018 and does not fall within the current application site.
- 1.4 The nearest residential properties are northeast of the site, on the southern side of High Ditch Road. They are detached dwellings set within large rectangular plots. Beyond the outline site to the west is the Fison Road estate within Cambridge City jurisdiction.
- 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. To the south of the proposed Market Square is the existing BP filling station and associated forecourt.
- 1.6 Further beyond 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 and the grade II listed art deco style airport control building.
- 1.7 The south east corner of the wider outline site falls within the Cambridge Airport Safety Zone.
- 1.8 To the north of the site, beyond the Wing development, is Cambridge Green Belt.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks permission for the appearance, landscaping, layout and scale of 239 dwellings and mixed-use local centre. The local centre includes the community facility, café, nursery, retail units, office space and market square public realm.

#### Dwelling houses

- 2.2 Phase 1a provides 239 dwellings across the site. Of the total number proposed, 32% are affordable which totals 77 homes. The proposed tenure mix is 25 homes for affordable rent and 52 homes for shared ownership. The affordable units are a mix of dwelling houses on the northern side of Gregory Park Mews and apartments on the southern range of block S1. (Please see table 1 below).
- 2.3 The proposed dwellings are arranged in a series of perimeter blocks on either side of the primary street (Morley Street) and Gregory Park and consist of eight house types. Morley Street will be lined with two storey dwellings set within rectangular garden plots. To the rear, car parking is provided within garages which front onto a new secondary street known as Morley Lane. At second floor level facing west are 'flat over garage' house types. Semi-detached house types form the western side of Morley Lane.
- 2.4 To the north of the site, three storey dwellings front onto Gregory Park, with car parking accessed from the rear. Further north, Gregory Park Mews is a shared surface neighbourhood mews with two storey dwellings either side.
- 2.5 The materials palette across the house types consists of a mix of red, brown and buff clay facing brick and concrete and reconstituted slate roof tiles. Accent brickwork will be used across the development with white clay facing brickwork.

#### *Car Parking*

- 2.6 Car parking is generally provided on plot, in garages or to the side of each dwelling. A total of 291 car parking spaces are provided for the dwelling houses.

#### *Visitor car parking*

- 2.7 This first phase of development is served by 30 visitor car parking spaces which are positioned along Morley Street, Gregory Park South and The Avenue.

#### Local Centre mixed use block S1

- 2.8 Block S1 is a mixed-use building with a rectangular shaped footprint. It has an active frontage (windows and doors) on three sides to the north, west and south, with car access to the undercroft courtyard accessed from the south of the building off Market Lane. The residential apartments are accessed from the western side of the building off Morley Street.

- 2.9 The residential component of block S1 has four levels of accommodation, to the east and south elevations. The highest point of the building stands 14.7m. The northern range, which accommodates the community uses, has two levels of accommodation and has a pitched roof form.
- 2.10 At ground floor level on the western side of block S1, the building accommodates two retail units, providing 391 sq m and 292 sq m in floorspace. On the northern side is the community facility (260 sq m) which has a double height hall occupying the roof space in the first floor. Adjacent is the café (160 sq m) and a nursery (519 sq m including the rear garden). These are all accessed from Market Square and each have a rear curtilage with access through to the undercroft car park.

#### *Car Parking*

- 2.11 Car parking for the apartments is accommodated in the central car park courtyard below the podium garden deck. A total of 87 car parking spaces are proposed. Of these spaces 78 are for the apartments, with the remainder for the local centre uses. There will be one blue badge space per core (four in total).

#### *Staff car parking*

- 2.12 Nine non-residential staff car parking bays are provided within the secure car parking area below the podium deck.

#### *Cycle Parking*

- 2.13 There are four private cycle parking stores provided within the ground floor undercroft area. A total of 132 cycle parking spaces are provided for the apartments and non-residential uses.

#### *Deliveries*

- 2.14 It is anticipated that the retail units in the local centre will be serviced by ten deliveries per day. A bespoke loading bay/area is proposed to the west of block S1 along Morley Street.

#### *Opening Hours*

- 2.15 The application does not propose any specific opening hours for the non-residential components of Block S1, i.e. the two retail units/community facility/café.

#### Market Square

- 2.16 Market Square is a pedestrian public realm forming the main civic centre of the Wing development. It measures approximately 25m in depth and has a length east to west, of around 70m. It comprises a market place area to the

west which is framed by tree planting around the edges. An informal cycle route crosses the square from east to west adjacent to the proposed new primary school. Market Square contains a variety of seating, cycle parking provision, sustainable drainage features and water play features.

2.17 The components of phase 1a are summarised in table 1 below:

*Table 1: Schedule of accommodation and non-residential uses*

<b>Dwellings</b>	<b>Number</b>
<b>Private sale</b>	<b>162</b>
Dwelling houses	129
Apartments	33
<b>Affordable rent</b>	<b>25</b>
Dwelling houses	9
Apartments	16
<b>Shared ownership</b>	<b>52</b>
Dwelling houses	28
Apartments	24
<b>Total</b>	<b>239</b>
<b>Local Centre</b>	<b>Area (sq m)</b>
<b>Community building</b>	260
<b>Retail unit (northern)</b>	391
<b>Retail unit (southern)</b>	292
<b>Nursery</b>	519
<b>Cafe</b>	162
<b>office space</b>	465

2.18 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Daylight and Sunlight Assessment Report
3. Energy Assessment Report
4. BREEAM pre assessments
5. Children's Play and Youth Facilities Strategy
6. Aboricultural Impact Assessment
7. Tree Retention and Removals Plan
8. Biodiversity Report

- 9. Noise and Odour Assessment
- 10. Public Art Delivery Plan
- 11. Drainage Strategy
- 12. Wildlife Hazard and Bird Risk Management Plan

### **Amended Plans/Additional Information**

- 2.19 Amended plans and additional information has been received comprising the following:

#### *Design and layout information*

- Minor adjustment to shared cycle and pedestrian route through Market Square.
- Response to Urban Design officer comments. Minor changes to elevations, some car ports and service box details.

#### *Highways Information*

- New Trip Generation Technical Note.
- Refuse and emergency vehicle tracking plans.

#### *Drainage*

- New drainage technical note.
- Storm sewer and drainage calculations.
- Additional levels and drainage layout plans.

#### *Landscape*

- Minor revisions to hard landscaping specification.

#### *Sustainability*

- New sustainability Report.
- New overheating assessment.
- Provision of an electric vehicle slow charge Wall Box for all dwelling houses.

#### *Noise*

- Updated noise survey.

#### *Bird Hazard Management*

- New Wing Wildlife Hazard Management Plan.

*Other*

- New Fire Strategy.

### 3.0 SITE HISTORY

Reference	Description	Outcome
S/2682/13/OL (SCDC)	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 (CCC)	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 (CCC)	Aircraft Engine Ground Running Enclosure and supporting infrastructure works, including a new taxiway link and other associated works.	Approved
S/1004/18/RM (SCDC)	Phase 1 infrastructure including Morley Street, Gregory Park and the Jubilee cycleway	Approved
18/0459/REM (CCC)	Phase 1 infrastructure – concurrent CCC application	Approved

### 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
<p>South Cambridgeshire Local Plan 2018</p>	<p>S/1 – Vision  S/2 – Objectives of the Local Plan  S/3 – Presumption in favour of sustainable development  S/5 – Provision of jobs and homes  S/6 – The Development Strategy to 2031  SS/3 – Cambridge East  CC/1 – Mitigation and Adaptation to Climate Change  CC/3 – Renewable Energy and Low Energy in New Developments  CC/4 – Water Efficiency  CC/6 – Construction Methods  CC/7 – Water Quality  CC/8 – Sustainable Drainage Systems  CC/9 – Managing Flood Risk  HQ/1 – Design Principles  HQ/2 – Public Art in New Development  NH/4 – Biodiversity  NH/6 – Green Infrastructure  NH/14 – Heritage assets  H/8 – Housing density  H/9 – Housing choice  H/10 – Affordable housing  H/12 – Residential space standards  SC/2 – Health impact assessment  SC/4 – Meeting community needs  SC/9 – Lighting proposals  SC/10 – Noise pollution  SC/14 – Odour and other fugitive emissions to air  TI/2 – Planning for sustainable travel  TI/3 – Parking provision  TI/6 – Cambridge airport public safety zone  TI/10 – Broadband</p>
<p>Cambridge East Area Action Plan (CEAAP) 2008</p>	<p>CE/1 – Vision for East Cambridge  CE/2 – Development principles  SE/6 – Local Centres  CE/7 – Cambridge East housing  CE/11 – Alternative modes and Parking  CE/12 – Transport for North of Newmarket Road  CE/13 – Landscape Principles  CE/14 – Landscaping within Cambridge East  CE/16 - Biodiversity  CE/17 – Existing Biodiversity Features</p>

	<p>CE/22 – Land Drainage, Water Conservation, Foul Drainage and Sewerage Disposal</p> <p>CE/23 – Telecommunications Infrastructure</p> <p>CE/24 – Energy</p> <p>CE/25 – Sustainable Building Methods and Materials</p> <p>CE/26 – Noise</p> <p>CE/27 – Air Quality</p> <p>CE/28 – Exemplar in Sustainability</p> <p>CE/30 – Early Delivery of Strategic Landscaping</p> <p>CE/32 – Cambridge Airport Safety Zones</p>
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5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations:

Central Government Guidance and Material Considerations	<p>National Planning Policy Framework, July 2018</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002</p> <p>Circular 11/95 - The Use of Conditions in Planning Permissions.</p>
Supplementary Planning Guidance	<p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document - 2012</p> <p>Trees &amp; Development Sites - 2009</p> <p>Biodiversity – 2009</p> <p>District Design Guide – 2010</p> <p>Landscape in New Developments – 2010</p> <p>South Cambridgeshire District Design Guide 2010</p>
Other	<p>Wing Design Code (2018)</p> <p>District Design Guide (2010)</p>

6.0 CONSULTATIONS

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

Comments on application as amended

- 6.1 Support. Following discussions with the applicant and their designers the proposed works are from the perspective of the Highway Authority acceptable. As the detailed design of the surfacing of any streets offered for adoption to the Highway Authority will form part of the Section 38 Agreement negotiations the details on the hard landscaping drawings be designated as indicative, to avoid any conflict between the approved planning drawings and the requirements of the Highway Authority.

Comments on application as submitted

- 6.2 Objection. We require trip generation details i.e. number of HGV movements per day for the retail unit and S1 block. This will also help to make a judgement on amenity impacts from delivery noise. Without knowing the potential level of HGV movements it will be difficult to decide what measures will be suitable in terms of servicing.
- 6.3 Some concerns raised in relation to the operation of the Market Square and proposed retail unit to the south. Both will need to be serviced on a regular basis and there are no details within the documents.
- 6.4 Servicing in this context is invariably difficult; in particular as Wing lays outside the traffic enforcement area and the enforcement of any loading bay will be intermittent. We need to see potential numbers and times of day for the HGV movements before making a formal decision.
- 6.5 The proposed layouts for the streets are now acceptable to the Highway Authority. Not all of these will be suitable for adoption as highway, which the applicant acknowledges.
- 6.6 The design of the square is intended to guide cyclists along a particular route through an area that is clearly to be used by all. The service would not be supportive of a dedicated cycle path as this will only lead to conflict between cyclists and pedestrians.

**Urban Design Team**

Comments on application as amended

- 6.7 Support. Amendments are all considered acceptable. No further comments.

Comments on application as submitted

- 6.8 No objections. There has been a systematic and well-considered approach to the overall design of the scheme in terms of movement (links), built form (frontage, scale, architectural response, use of detailing) and approach to landscape/public realm. The detailed design follows through the design intent of the masterplan, design code and have taken on board the comments made at pre-application stages.

- 6.9 Whilst most of the proposal is acceptable, there are a few minor comments for clarification, amendments that need to be made and a list of conditions that need to be imposed. The minor changes include the accuracy of the street scene plans, the prominence of service boxes on some house types, cycle parking details for block S1 and other minor clarifications.
- 6.10 Following the successful resolution of the issues raised, conditions with respect to built form are recommended. A similar condition for materials and a sample panel may be required in terms of landscape and public realm.

#### *Public Art*

- 6.11 A Public Art Delivery Plan should be submitted as per Strategic Planning Condition 31.
- 6.12 Further information is required to understand the intended process for commissioning and maintaining the proposed artworks within the Community Hall and Mural. Consideration should be given to designing the Mural in collaboration with the existing and emerging community.
- 6.13 Further detailed information is required to explain the proposal to attach a vinyl cut frosted laminate to the fanlight of each door. There is concern about the impermanence of vinyl.

#### **Cambridgeshire Quality Panel (Pre application, meeting of 10 December 2018)**

- 6.14 The Panel was pleased to see that the school was looking much better and related well with the market square:

#### *Fundamental*

- Rename Morley Mews and create a better defined character.
- Use appropriate planting on the tertiary street. The plant species need to be robust to deter inappropriate parking.
- There is a need to see sections through the podium garden over parking to understand the relationship with the community centre to the north, and 4-storey housing to the south.

#### *Suggested amendments*

- The market square is much improved but thought to the various uses and management of expectations is required.
- Consideration needs to be given to managing parking in the market square.

#### *Suggested improvements*

- Consider other uses for the high volume in the community centre roof space over the nursery.
- Consider the need for a health facility.
- Future proof homes by preparing for life after the gas boiler.
- It is time to consider the embodied carbon.
- Plan parking enforcement for allocated parking for residents.

### **Landscape Officer**

#### Comments on application as amended

6.15 Support. All previous points raised have been addressed.

#### Comments on application as submitted

6.16 Support. We recommend that the comments below are responded to prior to determination; however, if required, a further Hard and Soft Landscape Condition could be applied to cover the issues below:

6.17 There is a concern about the extents of Buxus being proposed as the primary evergreen structure plant throughout the development phase. Buxus can suffer from box blight, which when left unchecked can become epidemic in an area.

6.18 There is a concern about the use of a natural clay pot for the trees on the podium. Clay is vulnerable to environmental changes whether that be winter temperatures or excessive rain fall.

6.19 Specification requires root barrier of 2000mm for all street trees which we feel is excessive. 600mm is generally all that is required for most situations.

6.20 Specification Clause 525A. Please amend the protection by utilising split bamboo wrapping as recommended by the London Tree Officers Association for protection from dog attack. It is considered that hessian strips will not offer suitable protection when it is needed.

6.21 Rain Garden Details – It is unclear if there is a separation layer between the drainage stone and the sand/soil planting area. A permeable geotextile to prevent silting of the drainage layer is recommended.

6.22 The proposed landscape needs to be reviewed and approved by Aviare in conjunction with their report outlining Airport safeguarding. Alterations, if any, must be made in coordination with their recommendations and any specialised maintenance requirements submitted with the Landscape Maintenance and Management Plan requested through a condition.

## **Sustainable Design and Construction Officer**

### Comments on application as amended

- 6.23 Support. The applicant has now provided further detail in the form of a response to these comments and a Sustainability Strategy for the site that responds to the need for the scheme to include elements to meet the requirements of policy CE/28 to be an exemplar of sustainability.

### Comments on application as submitted

- 6.24 While some aspects of the scheme are to be welcomed, including the achievement of BREEAM 'excellent' for the non-residential aspects of the scheme, with evidence included within the submitted BREEAM pre-assessments, further clarification and information is required on a number of points.
- 6.25 Conditions 11 and 32 of the outline application requires the submission of a Sustainability Strategy for the site, which is to include details of how proposals will meet the requirements of policy CE/28 of the Cambridge East Area Action Plan, which requires the scheme to be an exemplar of sustainability.
- 6.26 A Sustainability Strategy in light of the requirement of Condition 11 of the outline application. The Strategy also needs to include information as to how the proposals will meet the requirements of policy CE/28 regarding an exemplar of sustainability.
- 6.27 Clarification is required as to whether an overheating assessment has been carried out for single aspect south and west facing flats in Block S1 given that these will not benefit from the cross ventilation strategy.

### *Energy Strategy*

- 6.28 Clarification as to the location of the proposed photovoltaic panels and air source heat pumps is required. In addition, clarification as to the methodology used to calculate the carbon reduction contribution for new housing.
- 6.29 It is noted that comments from other consultees have questioned the proposals for the heating in new homes to be served by gas boilers in light of Government's announcements related to the Future Homes Standard and proposals for new homes to no longer be able to have gas boilers from 2025. Given that we are still awaiting details of how this will be implemented it is considered that for Phase 1a, the approach being taken is acceptable albeit, depending on build out rates, some degree of future proofing may be required for later stages in the build out should a switch to electric forms of heating be required.

**Cambridgeshire County Council (Historic Environment Team)**

- 6.30 Support. Archaeological fieldwork has been completed for the Wing development in accordance with the WSI submitted in respect of the condition of outline permission reference S/2682/13/OL. Work on the post excavation analysis of the results is now underway.

### **Cambridgeshire Fire and Rescue**

- 6.31 Support. no additional comments to make on this application as the service is satisfied that the condition applied to the outline S/2682/13/OL will meet the requirements at this point in time. The fire strategy is generally acceptable, although the open plan apartments may require some modification at the later design stage.

### **Cadent Gas Limited**

- 6.32 No comments.

### **Drainage Officer**

#### Comments on application as amended

- 6.33 Support. The amendments have now led to a scheme that has source control within the parcels and further changes to ensure that exceedance is adequately managed. The use of rain gardens, permeable paving and bio-retention tree pits is supported, although engineering information should be submitted to determine if these will be effective in managing surface water and water quality. This can be obtained by way of a condition.

#### Comments on application as submitted

- 6.34 Objection. There is insufficient engineering information submitted to determine if the use of rain gardens, bio retention tree pits and permeable paving will be effective in managing surface water drainage.
- 6.35 Engineering details of the rainwater harvesting is required. Beyond the square there does not appear to be any source control or SuDS features. Opportunities should be taken to combine the private parking areas and non-adoptable incidental landscape areas with SuDS features.
- 6.36 Levels along the shared surfaces are a concern. Careful detailing of shared surfaces is essential to ensure that properties are not flooded.

### **Cambridgeshire County Council (Lead Local Flood Officer)**

#### Comments on application as amended

- 6.37 No objection. Based on the amended plans, the objection to the reserved matters application is removed. The revised documents demonstrate that the runoff can be managed through the use of green roofs on the podium and garages, and permeable paving on all private shared access and driveways.

There will be rainwater gardens and bioretention tree pits within the low points of the market square area. The green roof will be connected to a below ground rainwater harvesting system for the irrigation of the podium, which connects into the wider drainage network.

Comments on application as submitted

- 6.38 Object. Large volumes of flooding will occur in the 50% storm event. It must be demonstrated that flood risk can be managed across the development without risk to life or property.

**Ecology Officer**

Comments on application as amended

- 6.39 No objection. The specification for brown roofs is supported. Virginia Creeper should be removed from the landscape schedule because it is illegal to spread this species in the wild.

Comments on application as submitted

- 6.40 Objection. Currently it is not possible to assess the impact of bird hazard strike. The Avoire report does not assess whether the application proposal complies with their specific design and landscape criteria. This is a critical safety issue for air safeguarding and must be addressed.

**Environmental Health Team**

- 6.41 No objections, subject to conditions. Further clarification has been provided for noise sources from the North Works.
- 6.42 Defer, further information required. Further information on operational noise is required. Unless information can be provided to the contrary, it seems that an assessment of just one delivery van, during the daytime, does not adequately summarise the potential noise emissions of the commercial units (and potential impact of the School). The rating level from any plant/services noise would be limited to 5dB below the measured representative background noise level. Further modelling of the North Works is also required.

**Commercial Waste Manager**

- 6.43 No objection. The Waste Minimisation Plan from the developer Hill details only that construction waste produced during the project build. A Waste Management Plan for the final development, once users are on-site, using predictions of likely volumes.
- 6.44 Whilst within the many attached documents there is a plan for both residential and non-residential waste neither of them show enough detail. The following is required:

- Location of bin store
- Likely numbers of bins required for users
- Size and interior detail of bin store
- Security and egress of bin store to road/loading point
- Vehicle tracking on approach road/s

6.45 Developer is recommended to produce a waste management plan and submit that for comment, for at the very least the commercial premises.

### **Arboriculture Officer**

#### Comments on application as submitted

6.46 No objections. The Tree Survey, Arboricultural Implication Assessment and Arboricultural Method Statement Tree Protection Plan are all considered satisfactory. Several recommendations are made regarding species selection in the soft landscaping palette and the need for a more sufficient irrigation regime.

### **Natural England**

6.47 No comments.

### **Cambridgeshire Constabulary (Architectural Liaison Officer)**

6.48 Support. The proposed design and layout for this development is acceptable. Should the developer be considering a Secured by Design application the office welcomes the opportunity to work with them to ensure they receive a Gold accreditation standard. This development has the potential to receive that Award.

6.49 Vehicle parking appears to be in-curtilage to the front/sides of properties, allowing owners the ability to view their vehicles from inside their home from active windows. Where vehicles are to be parked to the rear of homes we would like to see boundary treatments reduced from 1.8m to 1.5m with a 300mm topping which would allow owners to view their vehicles. Access to rear of properties should be gated to the individual property and the developer should consider the fitting of 'self-closures' on them to prevent being left open, which does happen.

6.50 A lighting plan is required. Bollard lighting should be discouraged as it is purely for wayfinding and can be easily obscured. It does not project sufficient light at the right height making it difficult to recognise facial features and as a result causes an increase in the fear of crime. It should be avoided and this office could not support its use when column lighting could be supplied.

### **Environment Agency**

6.51 No objection. This is provided that all outstanding pre commencement conditions are discharged prior to development.

## **Disability Panel (Pre application, meeting of 27 November 2018)**

6.52 The Panel's comments were as follows:

### *Parking and provision for servicing/deliveries*

6.53 The Panel note that around 100 visitor parking bays will be distributed throughout the site. With no on-street parking provision however, these spaces will be heavily used; causing potential difficulties for medical staff needing to park safely and within close proximity to their patients.

6.54 The Panel would therefore recommend that visitor bays have a time limit or are available during set hours in order to aid availability. This would also assist with deliveries as many disabled people rely heavily on making on-line purchases.

### *Routes across Market Square*

6.55 Although the Panel acknowledge the challenges associated with separating vehicles from cycles, some nervousness persists regarding potential conflict between pedestrians and cycles in a shared surface environment; particularly among the sensory impaired.

### *Play spaces and external seating*

6.56 Accessible paths and rest areas for parents/guardians at the play spaces would be welcomed. The designers are also reminded that a choice of seating styles across the site is preferable to a uniform design. Provision for wheelchairs at rest areas is also recommended; where the seat is designed to be inclusive.

### *Wheelchair accessible housing*

6.57 The Panel note that accessible units will be provided during the on-site delivery. The designers are reminded that demand is often unmet. Wet rooms - The Panel note that the designers are including these as standard practice. Handrails are recommended in all the bathrooms.

### *Conclusion*

6.58 A potentially good first phase in terms of access provision although the Panel would need to assess the interior plans before being able to make a full assessment.

## **Access Officer**

6.59 Support. Some of the properties look like they meet the M4(2) requirement, the 5% target could be identified by the architects. As with other areas of the

Greater Cambridge Shared Planning area it is hoped all units should meet Part M4(2).

- 6.60 There are areas of integration between cyclists and pedestrians and it is proposed to deal with this by shared spaces. Many disabled pedestrians are happy with considerate cyclists, but feel great danger from aggressive cyclists. If these shared areas be kept to a minimum, only where volume of cyclists will not be high, where the route is not on the desire line for long distance cyclists and where signage to encourage careful and considerate cycling can be placed.

### **Cambridge international Airport (Air Safeguarding)**

- 6.61 No objections. The proposed development has been examined from an aerodrome safeguarding perspective. Conditions controlling the use of cranes and other tall equipment during the construction phase are essential.

## **7.0 REPRESENTATIONS**

### **Fen Ditton Parish Council**

- 7.1 No objections. Welcome statements in the Design and Access Statement that the development complies with the parameter plans. The development is largely separated from existing buildings in Fen Ditton.
- 7.2 The distribution of affordable homes appears to fall short of the original aspiration.
- 7.3 The energy assessment report does not state whether Wing will provide for cooking with gas in this or any future phase. This is in the context of the Government's intention to ban gas cooking in new homes after 2025.
- 7.4 The dismissal of ground source heat pumps for any of the new buildings appears simplistic in view of their higher performance as compared with air source heat pumps.

### **Camcycle**

#### Comments on application as amended

- 7.5 Most concerns are now addressed. The following matters are raised:
- The cycle 'contra-flow for the S1 Block car park' should be secured.
  - The proposed Newmarket Road Park and Ride entry and roundabout crossing is acceptable. But the 90-degree turn on the easternmost segment of pathway at the dropped kerb where it meets the bus exit should be made less acute.
  - Further deflection buffers should be integrated into the P&R roundabout crossing.

- The Market Square pathway route needs to be well integrated with Morley Street and free of obstruction.
- The kerb details and cycleway construction specification should be specified.

#### Comments on application as submitted

- 7.6 Objection. We object to application S/1096/19/RM under policies 80 and 82. We do not object to the principle of development, we expect that all these issues can be resolved.
- 7.7 The cycle route through the Square runs along the edge of a school building, which leaves two blind corners at the building's corners where pedestrians could step out unexpectedly.
- 7.8 The car park driving route within the podium is one way, going the long way around, and it is unreasonable to expect people to cycle all the long way around to reach their cycle park. 'contraflow' cycle markings and signs are required within the podium.
- 7.9 Many houses appear to have 2m by 2m cycle sheds in the rear, with 0.9m doors and possibly 0.8m doors to access the rear garden. All these doors need to be 1m wide according to section 3.8.1 of the cycle parking guide SPD.
- 7.10 Please ensure that the sheds meet the requirements laid out in those diagrams, depending on the number of bedrooms in each house.
- 7.11 For parking four cycles at 4-bedroom houses, both the width and length of the shed would need to be at least 2.2m to accommodate 2 Sheffield stands. The main purpose is to ensure that cycles can be easily manoeuvred in and out of the shed, and securely locked to the Sheffield stands when inside.
- 7.12 Some garages do not appear long enough. It is unclear whether the one-car garages have a lockable door. Some houses do not appear to have any cycle parking at all, or it is unclear.
- 7.13 There is an avenue of trees highlighting a cycle route along the side of the market square, which connects to the P&R through a new entrance. We would need to see a detailed design for the new entrance from the P&R in order to comment on it.

#### **British Horse Society**

- 7.14 No objection. We would also like to raise the question of the status of the Jubilee Path. We would be very keen for equestrians not to be excluded from this route which could provide valuable links for horse riders. We understand from you that the question of users of this path can be looked at further down the line of the development.

#### **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

1. Principle of development
2. Affordable Housing
3. Context of site, design and external spaces (and impact on heritage assets)
4. Ecology and Arboriculture
5. Water management and flood risk
6. Residential amenity
7. Carbon reduction and sustainable design
8. Transport
9. Refuse Arrangements
10. Inclusive Access
11. Public Art
12. Third party representations
13. Planning Obligation Strategy

### **Principle of Development**

8.2 This reserved matters application has been submitted following the approval of the outline applications for Wing. Therefore the principle of the development for residential purposes has already been established both by the Wing outline consents, the CEAAP (2008) and South Cambridgeshire Local plan 2018 policy SS/3 which allocates land for part of an urban extension of Cambridge.

8.3 Proposals for residential development on the site will only be permitted subject to acceptable mitigation of environmental and health impacts, including noise from the airport. These principles were considered acceptable at outline stage, including the relocation of the Grounding Running Enclosure (GRE) within Cambridge Airport, to reduce noise impacts for the Wing development. The proposal is in accordance with the Development Plan because noise has been adequately mitigated. This is analysed in the amenity subsection below.

8.4 The application is made pursuant to condition 5 of the outline planning permission (S/2682/13/OL), which mandates submission of reserved matters for each development parcel. The application also seeks the partial discharge of the following outline conditions as they relate to the proposals:

- Condition 11 (Site wide sustainability strategy)
- Condition 12 (hard and soft landscaping)
- Condition 13 (tree retention/removal)
- Condition 14 (Local areas of play)
- Condition 15 (Youth facilities and children's play provision)
- Condition 17 (Ecological mitigation)
- Condition 18 (Artificial lighting)
- Condition 20 (Car parking)
- Condition 21 (Noise and insulation)

Condition 22 (Extraction equipment)  
Condition 26 (Sustainable design and construction)  
Condition 27 (Code for Sustainable Homes)  
Condition 28 (Compliance with site wide sustainability strategy)  
Condition 31 (Details of public art provision)  
Condition 34 (Surface water drainage)  
Condition 39 (Noise impact assessment)  
Condition 40 (Bird hazard management)  
Condition 42 (Odour and noise management from North Works)  
Condition 51 (Compliance with Code for Sustainable Homes level 4 for all dwellings)

8.5 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 distribution of residential plots and location of the local centre public realm fully accords with the land use parameter plan (PL 04).

8.7 The building heights parameter plan (PL-05) specifies two to four storeys for the buildings around Market Square, with a maximum overall height of 15m. The proposed block S1 stands 14.8m at its highest points and is therefore in accordance with the building heights parameter plan.

8.8 The alignment of the new tertiary street through the northern part of phase 1a and delivery of a combined pedestrian and cycle path through Market Square fully accords with the approved access and movement parameter plan (PL-06).

8.9 The proposed phase 1a maintains the woodland belt to the western side of Newmarket Road Park and Ride, which is required by the landscape and open space parameter plan (PI-07).

#### Outline Environmental Statement

8.10 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.

#### Compliance with other S106 Obligations

8.11 The location of the community facility adjoins the primary school as mandated by Schedule 4, paragraph 1.2 of the outline S106 Agreement.

8.12 The applicant has confirmed that each dwelling house will be connected to fibre optic broadband, in accordance with Schedule 4 of the outline S106 Agreement.

- 8.13 The proposed community facility accords with the specification set out in the outline S106 Agreement. (See block S1 subsection below).

### **Affordable Housing**

- 8.14 This phase of development provides 25 rented units and 52 shared ownership tenure. This is within the 30% affordable housing requirement agreed through the outline planning permission S/2682/13/OL and the agreed tenure split of 30%/70% in favour of Shared Ownership. Within the apartment building S1, its internal configuration does not exceed twelve units off a single core, which is a restriction in the S106. Overall, the Council's Joint Housing Development Officer fully supports the proposed approach to affordable housing on this scheme.

### Housing mix

- 8.15 South Cambridgeshire Local Plan 2018 policy H/9 sets out the Council's expectations of dwelling mix. It states that the market homes in developments of 10 or more homes will consist of at least 30% one or two bed homes; 30% three bed homes and 30% four or more bedroom homes. Overall the proposed development falls within the 10% flexibility allowance and is therefore acceptable.
- 8.16 Policy H/9 states that on all sites of more than 20 dwellings developers will supply dwelling plots for sale to self and custom builders. (This is not required for apartments). This requirement cannot however be applied within the scope of this reserved matters application because it was not secured at outline stage. Hill Residential does intend to offer customised layouts for some of the dwelling houses, giving choice and flexibility for future purchasers.

### **Context of site, Design and External Spaces and Impact on Heritage Assets**

- 8.17 The key design issues are the detailed design and function of Market Square and the design and appearance of the proposed new dwellings in context. This section analyses compliance with the approved Design Code.

### Overall Design vision

- 8.18 The Wing development will be a new urban village for Cambridge, providing a variety of homes across a range of tenures. Long term stewardship is intended, with the Marshall Group retaining a future interest in the design, delivery and management of Wing. A compact and sustainable urban quarter is intended with the highest quality of built form and open spaces and a thriving market centre. This reserved matters application seeks to contribute to local distinctiveness through creation of the character areas envisaged 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.

#### Site layout

- 8.19 The block structure and design follows guidance set out in the Design Code, in particular the principles of a well-connected, permeable and legible block structure set out on p32. The arrangement of the dwellings provides well defined edges to adjacent streets and open spaces, with ground floor active uses overlooking key spaces and routes. The proposed two new streets reflect the hierarchy of routes that was set out in the Design Code from p18.
- 8.20 The application site integrates with the approved site wide infrastructure and the streets adjacent to the proposed dwellings are already approved. There are two exceptions, the proposed Gregory Park Mews and Morley Lane, which fall within the application site. These streets have a low design speed, giving all modes, pedestrians, cyclists and vehicles, a more equal status. The approach taken accords with the vision and objectives set out within the Design Code.

#### *Morley Lane*

- 8.21 The proposed tertiary street follows the alignment and profile set out in the Design Code (p 21). They are predominantly terraced house types, set on a north – south orientated new street with car parking integrated within the threshold of each dwelling. This accords with the mandatory criteria for the Town character area in section 5.3 of the Design code, p76.
- 8.22 The pinched building line at the street corners of Morley Lane help to moderate vehicle speeds and provide a varied character within each block, which is supported. The overall street width will reduce vehicle speeds and prevent potential fly parking on the eastern side of Morley Lane. The street width also allows for deeper gardens for the Morley Mews units.
- 8.23 The height, scale and massing of the proposed dwellings will create an attractive frontage with a positive sense of place because of the variation along the street. Balconies are an integral part of the façade design for the upper level units on the eastern side of Morley Lane, as required by the Design Code (section 4.14, p 46) with generous window reveals to give articulation and character across the elevation of each house. This is in accordance with the principles of good design, as set out in South Cambridgeshire District Plan 2018 policy HQ/1.

#### *Gregory Park Mews*

- 8.24 This new mews street is a relatively narrow, neighbourhood street, which accommodates different two storey house types on the north and south sides. The siting of buildings close to the edge of the street with natural surveillance from windows, will create an attractive mews style environment with opportunities for play and meeting neighbours.

8.25 The proposed approach to landscape and drainage is comprehensive. A high quality public realm will be provided through a variety of hard and soft landscape treatments, which reflect its hierarchy and character. The street has block paved shared surfaces, with a drainage rill and a small area for threshold planting to define the front. A high quality street scene will be created with a privacy strip in front of each house, in accordance with the mandatory Design Code criteria for thresholds and boundaries, section 4.21 of the Design Code, p 58.

#### Market Square

8.26 The square is a pedestrian focused area divided into three 'rooms'; a flexible space to the west, a planted grove in the centre and an area of play to the eastern end. The majority of the proposed square will be public realm with vehicle access to the car park at the southern end.

8.27 The development includes an informal cycle route across the square. This is a subtle demarcation to manage the transition for cyclists through a pedestrian priority space. It will be shown through different coloured block pavements and reinforced through tree planting either side. In the view of officers, the proposal meets the Design Code aspiration of cycle access from the P&R through to the wider development and provides a safe direct route within a permeable layout. This is in accordance with South Cambridgeshire District Plan 2018 policy TI/2: Planning for Sustainable Travel.

8.28 The approach taken to manage likely cycle flows is considered to be appropriate. Street furniture has been arranged to reflect the key nodes for seating, to moderate cycle speeds and indicate a route across the space. Design of the public realm appropriately balances the needs of different users.

8.29 The applicant has provided additional information setting out the likely numbers of cyclists and pedestrians using Market Square. Even allowing for a greater modal shift towards cycling, the number of cycle journeys is considered to be low to moderate, with the greatest periods of use relating to school drop off and pick up. An estimated five cycle trips per minute through the space does not justify a segregated approach. As such, the potential for conflict between pedestrians and cyclists is unlikely to be significant.

8.30 The centre of Market Square includes 'The Grove', a grid of trees which relates to the café and will provide shade in summer. Around the perimeter of the square will be a colonnade of trees to define the edge with a rain garden to link the two nursery buildings at the eastern end of the square. A flexible space is intended in the western half of the square, which will provide space for events including markets, which is a mandatory criteria in the Design Code. This overall design and layout is considered to deliver a strong relationship between buildings that positively define the square and public spaces, in accordance with South Cambridgeshire District Council 2018 policy HQ/1 part e.

- 8.31 The detailed design of Market Square accords with the mandatory design requirements set out in the Wing Design Code (p 87). This is because of SUDs areas within the space, the provision of pedestrian routes across the space, the provision of a raised table which extends over Morley Street and a strong sense of enclosure around the perimeter of the space. Final designs of some of the SuDs engineering features are yet to be agreed, but will be secured through **condition 25: Surface water drainage**.

#### *Materials*

- 8.32 The Council's Landscape Team consider the proposed materials palette high quality with imaginative and appropriate integration of SUD's. In the of officers a high quality finish will be created, which can be easily maintained in the future. Final materials will be agreed through discharge of **condition 3: Public Realm Samples**.

#### *Lighting*

- 8.33 The design of the square has considered the use of the space during the night time. The hard landscaping plans propose an appropriate level of luminance for key pedestrian and cycle routes into Market Square. In so doing, due regard has been given to lighting, safety and an uncluttered appearance, in accordance with South Cambridgeshire District Council 2018 policy HQ/1 and the Design Code criteria.
- 8.34 **Condition 18** of the outline requires details of any external lighting (including floodlighting) are provided including an assessment of the impacts on sensitive residential premises both on and off site. Careful consideration of these impacts that may result from site lighting and haul road lighting will need to be considered in relation to nearby existing residential properties to the south-west of the main site and for future residential properties. This was not submitted with the application, consequentially **condition 4: External Lighting** is required. Discharge of this condition will also ensure there is no conflict with the S38 highways adoption process.

#### *Adoption and Management*

- 8.35 The potential issue of car parking on the public realm is discouraged by three factors; the design of the surface treatment of the carriageway and public realm; the position of street furniture and other features and the Traffic Regulation Order (TRO), which will regulate car parking of the carriageway and immediate adjacent public realm. Street signage is intended to be kept to a minimum in the interests of reducing clutter, both within the square and across the Wing development.

#### *Integration with local centre buildings*

- 8.36 The application is accompanied by an appropriate level of graphical analysis which demonstrates how thresholds of the adjacent buildings, in particular the Wing primary school to the north, will integrate. Tree planting provides a

threshold immediately in front of the primary school to facilitate opening of the main hall onto the square.

#### Mixed Use Block S1

- 8.37 The guiding concept for the design of block S1 is a 'great roof' or shelter which covers activity. The main concept is the unifying roof with the different local centre uses contained within. Quality Panel assessed the Market Square proposals and are supportive of the approach taken. The overall approach accords with the Design Code aspiration of a unified, consistent architecture (Design Code p 88) and will create a locally distinctive development, in accordance with South Cambridgeshire Local Plan policy HQ/1: Design Principles.
- 8.38 The mixed-use block S1 provides a continuous frontage to Morley Street, with active retail frontage on the ground floor and apartments on the upper floors. This arrangement accords with the mandatory Design Code criteria set out in section 5.4 of the Design Code, p 82.
- 8.39 The Design Code states that the western elevation of block S1 should be a landmark corner onto market square. In context with the other uses along Market Square the design and appearance of the elevation is considered an appropriate height and scale to mark the corner.
- 8.40 To the south, the generous glazing and narrow brick piers to the upper floor apartments create a lighter character to the frontage. Balconies are set within the floorplan of the building to provide shade and articulation across the length of the elevation. The proposed materials and graphical testing through photomontages suggest a high quality external appearance, in accordance with South Cambridgeshire Local Plan 2018 policy HQ/1.
- 8.41 Mail access is provided in the communal foyer where the letter boxes are located. This ensures that letter boxes are conveniently located and accessible from the street.

#### *Community Facility*

- 8.42 The proposed mixed-use building S1 integrates the community facility, which will serve the whole wing development. The double height community hall will provide a flexible space for a range of events and activities. It includes provision for the Parish Council office at the ground floor, as required by the outline S106 Agreement Schedule 4. The specification of the community facility accords with the Community Facility Specification set out in the outline S106 Agreement.
- 8.43 The proposed community rooms are arranged over two floors, with a double height hall, which helps to give this part of the building a strong presence on the square as required by the Design Code. The ground floor has a dual aspect design which enables light through the space to the rear courtyard. The proposed community facility will be a high quality amenity for both existing communities in the vicinity of Wing and future residents.

### Play Provision

- 8.44 The Design Code and **condition 14: Local Areas of Play** of the outline 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. The landscape drawings and youth and children's play strategy submitted to discharge **condition 15** of the outline, indicate proposed areas where these essential community facilities will be located. There will be one within Market Square, one on the first floor podium of block S1 and one within Gregory Park outside of the application site. Their detailed specification will be agreed through the future discharge of **condition 6: Local Areas of play provision**.

### Utilities

- 8.45 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).

### Cambridgeshire Quality Panel

- 8.46 The Cambridgeshire Quality Panel reviewed the emerging proposal on 10 December 2018 (at pre application stage). The Panel were supportive of the proposals. A number of specific recommendations were made to improve the scheme which are set out in table 2 below. The full minutes are attached as **Appendix 1**.

*Table 2: Quality Panel Issues and officer responses*

<b>Issues and recommendations of Quality Panel</b>	<b>Officer response</b>
<i>Fundamental Issues to be Addressed</i>	
Rename Morley Mews and create a better defined character.	Morley Mews is now renamed Morley Lane and its design reflects its function as a secondary street. The siting of dwellings has been staggered to help break up the length of the street and terminate key vistas.
Use appropriate planting on the tertiary street. The plant species need to be robust to deter inappropriate parking.	The thresholds to Gregory Park Mews have been reconfigured so that car parking has an improved relationship to the dwelling that it serves. The proposed Prunus Maackii 'Amber Beauty' is considered

	sufficiently robust.
There is a need to see sections through the podium garden over parking to understand the relationship with the community centre to the north, and 4-storey housing to the south.	The application submission includes sections and appropriate graphical analysis of block S1.
<i>Suggested amendments</i>	
The market square is much improved but thought to the various uses and management of expectations is required.	The amended information submitted sets out further details of the likely servicing regime of the retail unit. The proposed loading bay will ensure there will be no vehicle conflict at the delivery time.
Consideration needs to be given to managing parking in the market square.	The design of Market Square has evolved since the Quality Panel pre application presentation. It will be served with a vehicle access at the western end only to the visitor and blue badge car parking spaces. Careful placement of street furniture will prevent fly parking on the actual public realm. This also provides some mitigation for hostile vehicle strike risk.
<i>Suggested improvements</i>	
Consider other uses for the high volume in the community centre roof space over the nursery.	The proposed double height roof is a requirement of the S106 whereby the community hall must be suitable for a badminton court. The space created will be high quality and suitable for different activities.
Consider the need for a health facility.	The outline S106 Agreement secures contributions to off site health provision in the locality. There was not considered to be a need for an on site health facility through the outline process.
Future proof homes by preparing for life after the gas boiler.	This has been noted by Hill for future phases. Electrically driven heating and hot water systems may be required once the updated Part L and

	SAP10 criteria are released. The date not yet known but expect to be from 2020 onwards.
It is time to consider the embodied carbon.	The new Sustainability Strategy considers the wider sustainability impacts of the development in greater detail.  It is not possible to mandate the use of particular construction materials on the basis of their carbon emitted during the manufacturing process.
Parking enforcement for residential allocated parking.	Private car parking has now been better integrated within the threshold of each dwelling. Enforcement of visitor car parking will be provided through the future Traffic Regulation Order.

#### Quality Panel Conclusion

- 8.47 Quality Panel was supportive of the scheme. Their outstanding queries have been satisfactorily addressed through the application submission.

#### Impact on heritage assets

- 8.48 The County Archaeology Team has confirmed that all the required fieldwork associated with the Wing development has now been completed. The post excavation analysis is now been undertaken. As such, the heritage assets on the site have been adequately considered at this stage in the process. The development is therefore compliant with South Cambridgeshire Local Plan 2018 policy NH/14.

#### Designing out crime

- 8.49 The development has been assessed by the Designing out Crime officer at Cambridgeshire Constabulary, who considers the scheme has potential to receive a gold award. The recommendations regarding self-closing gates and trellis topping on some rear fences has been brought to the attention of the developer. Final details of lighting will be managed through discharge of **condition 4: External Lighting**. The design of the development adequately responds to crime and safety and is complaint with South Cambridgeshire Local Plan 2018 policy HQ/1.

#### Fire Strategy

- 8.50 The applicant has developed a Fire Strategy setting out how the development addresses means of escape; compartmentation and fire spread; smoke control; fire suppression; fire spread control; detection and alarm fire fighting access and emergency facilities. Hill Residential install sprinklers in all of their apartments, even where they are not a requirement for Building Regulations. All of the private apartments in the S1 block will therefore have sprinklers installed. The non-private apartments will be designed to accommodate sprinklers subject to tenant specifications, so the installation will be determined by the Registered Provider L&Q. In the view of officers the proposal adequately demonstrates consideration of the fire strategy for the purposes of the planning application and is compliant with South Cambridgeshire Local Plan 2018 policy HQ/1.
- 8.51 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.

### **Ecology and Arboriculture**

#### P&R woodland belt

- 8.52 The eastern end of block S1 is sited relatively close to the woodland belt which surrounds the P&R. The application was accompanied by a Tree Survey, Arboricultural Implications Assessment, Arboricultural Method Statement and Tree Protection Plan, the conclusions of which are all considered acceptable by the Council's Arboricultural officer.
- 8.53 The development results in removal of a small section of the tree belt to accommodate the footprint of block S1. This will require removal of a linear belt of trees referenced G20 and G21 on the tree survey. This includes six category B trees. Given the retained woodland will be managed and maintained both during construction and upon completion, the loss of trees is considered acceptable. This is consistent with the outline application and the related ecological mitigation for bat and other species. Overall, adequate provision is made for the retention of trees on the site in compliance with South Cambridgeshire District Plan 2018 policy HQ/1.

#### Ecology

- 8.54 **Condition 10** of the SCDC outline consent, requiring a site wide biodiversity management plan was approved as part of the site wide infrastructure application. 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 with biodiversity enhancement within the fabric of the buildings.
- 8.55 Whilst demonstration of biodiversity net gain is not formally required for this reserved matters, ecological enhancement is secured in line with the outline

ecology strategy. For this phase 16 bat roosts will be integrated into the fabric of block S1, 64 sparrow terraces will be provided across the site and provision of a hedgehog highway, consisting of small holes (13cm x 13cm) within the end panels of garden fences, to enable hedgehogs to forage across the development through private gardens.

#### *Bird Hazard Management*

- 8.56 Careful consideration has been given to the potential impacts of the landscaping strategy for aviation safety. The application has been reviewed by Aviaire Consultants, experts in the field of bird hazard management for aviation, who confirm it accords with their criteria, subject to future management. The Council's Ecology Team are satisfied that the implications of the planting and SuDs features have been considered by aviation specialists. The proposals are therefore considered acceptable. Compliance with the Wildlife Hazard Management Plan will be secured through **condition 29**.

#### Maintenance responsibilities

- 8.57 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.

#### **Water management and flood risk**

- 8.58 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.
- 8.59 The proposed finished floor levels provided within the amended plans demonstrate suitable gradients away from all residential properties reducing their risk from flooding. This addresses concerns previously raised by the Council's Sustainable Drainage Officer.
- 8.60 The residential properties within phase 1a adjacent to main roads drain via on plot drainage and connect into the surface water drains along the main street. All private driveways have tanked permeable paving with a perforated collector pipe which connects into the adoptable sewer network. Green roofs have also been incorporated over the flat car port rooftops. In the rear gardens, water butts contribute to runoff collection and can be used by householders for irrigation. These measures demonstrate compliance with South Cambridgeshire District Plan 2018 policy CC/8, part d.

- 8.61 Market Square and block S1 incorporate a range of sustainable drainage systems before discharging into the main sewer. Block S1 has rainwater harvesting on the podium landscaped deck before discharging into the main sewerage system. Market Square incorporates permeable paving, bio retention tree pits and rain gardens to slow the flow of surface water. This demonstrates that water will be managed close to its source at the surface and that opportunities have been taken to integrate sustainable drainage within the development, in accordance with South Cambridgeshire District Plan 2018 policy CC/8, parts d to e: Sustainable Drainage Systems.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.62 The proposed development will not have any adverse impact on the nearest residential properties to north at High Ditch Road. Construction related activities are adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.
- 8.63 There will be no direct overshadowing or enclosure impacts on the nearest residential properties along High Ditch Road because of the distances involved.

### *Impact on adjacent parcels*

- 8.64 As this is the first reserved matters application for buildings on the site there are no detailed approved plans for the adjacent residential parcels. The adjacent residential parcels will be assessed on their own merits but are likely to be compatible with the proposed layout, which closely follows the Design Code. The relationship is therefore acceptable.

### Amenity for future occupiers of the site

#### *Living conditions and external amenity space*

- 8.65 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All units either comply or exceed the standards, in many cases providing substantially more floor area than the minimum. In this regard, the units would provide a high quality internal living environment for the future occupants.
- 8.66 There are two anomalies, unit reference 2b4p, first floor market unit and S1A 03 (first floor studio) which are not shown served with a balcony on the associated floor plans for the podium of block S1. The developer team agree there is sufficient space for a private terrace which will be secured through **condition 28: Terraces – block S1**. The development is therefore in accordance with the requirements of South Cambridgeshire Local Plan 2018 policy H/12 – residential space standards.

8.67 The gross internal floor space measurements for units in this application are shown in the table 3 below:

*Table 3: Summary of internal space*

<b>Unit</b>	<b>Number of bedrooms</b>	<b>Number of bed spaces (persons)</b>	<b>Number of storeys</b>	<b>Policy Size requirement (m<sup>2</sup>)</b>	<b>Proposed size of unit</b>	<b>Difference in size</b>
<b>Dwelling houses</b>						
House Type 01 (Gregory Park Mews)	2	4	2	79	83	+4
House Type 02 (Morley Lane)	2	4	2	79	83	+4
House Type 03 (Morley Street and Morley Lane)	3	5	2	93	110	+17
House Type 04 (Gregory Park Mews)	3	5	2	93	113	+20
House type 05 (Gregory Park Mews)	3	5	3	99	129	+30
House type 06 (Morley Street)	4	8	3	130	146	+16
House type 07	4	7	3	121	153	+32

(Gregory Park Mews)						
House type 08 (Gregory Park North)	4	8	3	130	157	+27
<b>Block S1</b>						
Studio (First, second and third floors)	1	1	1	39	40	+1
One bedroom (First, second and third floors)	1	2	1	50	50	0
Two bedroom (First, second and third floors)	2	4	1	70	72	+2
Three bedroom maisonette (Ground and first floor)	3	5	2	93	110	+17

8.68 The already approved site wide infrastructure, upgraded Jubilee cycleway and Gregory Park will provide a high quality public realm to the benefit of public amenity for new residents.

*Back to back distances*

8.69 The residential properties along Morley Street and Morley Lane have a relatively close back to back relationship of 13.2m. However, they are bespoke in design to ensure that there will not be any direct interlooking

between windows. House type 02 along Morley Street has its primary outlook westwards which would also prevent interlooking.

- 8.70 The residential properties either side of Gregory Park Mews are similarly well designed to ensure that living and bedroom areas do not overlook each other. Permitted development rights for roof extensions are removed by **condition 31** because of future potential interlooking between properties along Gregory Park Mews and The Avenue.

#### *Operational Noise and Odour Impacts*

- 8.71 **Condition 22** of S/2682/13/OL requires a noise assessment to be carried out in relation to residential units, as a result of various sources of noise from roads, commercial premises and flying operations at the nearby Cambridge City Airport. The Environmental Health Team accept in principle the conclusions of the submitted noise report, and further evidence has been submitted setting out all existing noise sources of an industrial nature from the North Works. Activities at other Hangars occur within the building itself. These activities include the use of paint spray booths, which are inaudible outside the hangar whilst in use. Shot blasting only occurs at the location shown in the report. As such, officers are satisfied that the activities currently carried on at the North Works will not result in harmful noise nuisance for future occupiers of the development.
- 8.72 It was a condition of the outline permission that the use of the engine running bay would cease and this activity relocated further away in the GRE. The Environmental Health Team confirm the new GRE structure appears to be performing well, although are currently awaiting data on noise levels. Notwithstanding, given the distance between the proposed development compared to the nearest noise sources, the GRE will not significantly impact on the residential units on this phase.
- 8.73 Future use of the community facility, retail units and cafe have the potential to cause disturbance to the upper level offices. Protection from the noise impacts of proposed uses within the development (apart from residential units) therefore requires consideration. The ground floor uses may require noise mitigation and outline **condition 39** was originally requested to ensure this mitigation was installed. The applicant argues that with regards to noise from commercial and community buildings, such as sources associated with building services, the required detailed design information is not developed at reserved matters stage. Officers accept this position, but therefore require **condition 7: Noise Insulation** to ensure it is assessed later in the scheme development.

#### *Deliveries*

- 8.74 An assessment of noise from typical delivery operations associated with the retail units has been undertaken. It is estimated that there will be ten deliveries per day, with light vans. It is estimated there could be up to two larger lorry deliveries each day servicing the retail units. Notwithstanding the

potential low level of deliveries, the amended plans include a dedicated loading bay on Morley Street to ensure there is no conflict with parked cars which could otherwise result in more disturbance than is necessary during delivery times. The loading bay would form an extended part of the pavement, with studs giving a subtle indication of the loading area. The Traffic Regulation Order (TRO) would prevent parking in the loading bay in future. Before a TRO is enacting across the Wing development, bollards would prevent parking in the bay. The delivery regime will be closed controlled through **condition 17: Retail units – servicing and operational management plan**.

#### *Opening Hours*

- 8.75 The applicant has not advanced any proposed opening hours for the non-residential elements of the scheme, including the two retail units, café and community facility. Based on similar developments elsewhere and mindful of the likely noise impacts, officers consider the following opening times acceptable in this context:

*07:00 to 23:00 hours Monday to Saturday  
08:00 to 22:00 hours Sunday and Bank/Public Holidays.*

- 8.76 These times will be secured through **condition 9: opening hours**.

#### *First Floor podium – Block S1*

- 8.77 Noise and disturbance from the podium garden could potentially cause disturbance to adjacent residential properties. This could be a problem in summer evenings whereby noise will travel up the internal elevations of the building. Further consideration of the overall management of these communal amenity areas can be ensured through the imposition of planning **condition 10: management plan**. This will seek assurance that the management arrangements will address potential amenity implications arising from conflicting residential use and behaviour.

#### *Construction Phasing and Management*

- 8.78 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 and a temporary diversion of the Jubilee cycle route has been agreed through the infrastructure application.
- 8.79 A site-wide Construction Environmental Management Plan (CEMP) has been approved (**outline condition 35: CEMP**). This contains controls on construction noise, dust and building site activities. This includes a specific construction programme and other details including site compounds and lighting arrangements. This will ensure the environmental impact of construction is adequately controlled.

### *Contaminated land*

- 8.80 Intrusive investigations previously undertaken at the outline stage confirmed the absence of significant contamination for phase 1. 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 further condition is not required.

### Health impact Assessment (HIA)

- 8.81 South Cambridgeshire District Plan 2018 policy SC/2, requires the submission of a HIA with major development proposals. This is to ensure that new development has a positive impact on health and wellbeing of new and existing residents. The outline application Environmental Statement included a HIA which set out a number of recommendations to optimize the potential health outcomes, to which this reserved matters application positively responds.
- 8.82 The proposed development will meet Code Level 4 and meet internal space standards within the London Design Guide, which are equivalent to those set out within the South Cambridgeshire District Plan 2018. These measures are considered excellent from a public health perspective.
- 8.83 A Local Centre Management Strategy should be produced which includes the integration of allotment produce into a farmers market and local food stores and an indication of how much the retail space would be rented out for and the likely leasehold obligations. The HIA sets out that this information should be in place by year 1-2 of the construction phase. In order to ensure the development delivers the mitigation secured at outline stage, **condition 17: Local Development Management Strategy** is recommended.
- 8.84 The HIA also sets out that a Community Development Strategy and Communications Plan be developed for the management of the community hall. This also includes engaging with Royal Mail on being able to provide post office services through the proposed retail units and provision of cash machine facilities in the local centre. The outline S106 secures monies for community start up management and a part time Community Development Officer employed by SCDC. A management Group is currently being organised which will address this requirement of the HIA.
- 8.85 Measures to improve health outcomes for existing and future residents also relates to the public art scheme. The ongoing scheme involves existing residents and will partly be used to create inviting entry and exit points between the Fison Road Estate and the proposed development (not within the scope of this reserved matters). The overall design of Market Square and integration of public art has been considered to maximise health outcomes. See the Market Square subsection above.

- 8.86 The outline S106 Agreement secures £200,000 to improve primary care facilities to meet the needs of future residents. At this stage, the NHS Clinical Commissioning Group are still reviewing health care delivery in the east of the City and beyond, so there is not currently a specific project identified. This matter is independent of the application proposal and is controlled through the S106 Agreement.

### **Carbon reduction and Sustainable Design**

- 8.87 The application seeks discharge of strategic conditions 11, 26, 27, 28 and 51 of the outline planning permission. These conditions require that all non-residential buildings meet BREEAM excellent and that the residential dwellings all meet code for Sustainable Homes Level 4.
- 8.88 **Conditions 11 and 32** of the outline application requires the submission of a Sustainability Strategy for the site, which is to include details of how proposals will meet the requirements of policy CE/28 of the CEEAP. This requires the scheme to be an 'exemplar' of sustainability. In addition, South Cambridgeshire District Plan 2018 policy CC/1 sets out that planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development.
- 8.89 In response to the exemplar requirement, the applicant has submitted a Sustainability Statement setting out that the requirement is to be met by way of a collaboration with Swansea University's Active Building Centre. This collaboration involves running a pilot that will see a range of emerging technologies incorporated into a number of units on phase 1a. These technologies could include battery storage, photovoltaic panels, advanced home energy management systems and gas boiler replacement, as well as other emerging technologies. This pilot will include the monitoring of these systems, with the results of the monitoring informing future rollout of technologies across the site. This approach to meeting the exemplar requirement is to be welcomed, as are the proposals to roll out successful technologies more widely across the site, and **condition 22: active buildings pilot** will secure this scheme.
- 8.90 The Sustainability Strategy also a water efficiency specification for the residential units and a commitment to the use of A and A+ rated materials from the BRE Green Guide Specification for the main building elements. This is to be welcomed and **condition 23: revised water efficiency** is recommended to secure it.
- 8.91 The targeted energy savings have been achieved using air source heat pumps (ASHP) in the commercial units and solar photovoltaic (PV) panels for both residential and commercial buildings. This estimate is based on all PV panels being installed on the southwest and southeast facing roofs. Once the project reaches technical design stage a specialist will be appointed to determine the optimum location for PV arrays across the site and where to site the air source heat pumps. Whilst the submitted plans indicate the likely rooftop locations of the panels, which are broadly acceptable, these may be

subject to some modification which can be agreed through the discharge of **condition 24: Layout of photovoltaic panels.**

### Energy Strategy

- 8.92 The Energy Strategy for the site is supported. In line with the requirements of **condition 30** of the outline permission, all new homes on the site are required to meet the energy requirements associated with Ene01 of the now withdrawn Code for Sustainable Homes, which requires a 19% improvement on Part L 2013.
- 8.93 Further details of sustainable sourcing of materials 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.

### **Transport**

#### Transport Impact

- 8.94 The impact of the wider development was assessed at the outline stage and considered acceptable subject to a number of conditions and mitigation measures secured through that consent. This application falls wholly under the outline consent within the development limits.
- 8.95 The trip rate details accord with the outline approval and rates applied to the uses, along with the impacts both internal and external to the site. The occupation of this development will contribute towards occupations that will trigger mitigation measures within the S106 agreement.

#### Car Parking

- 8.96 The scheme provides a total of 399 car parking spaces across the development including on plot for each dwelling house, undercroft provision serving block S1 and on street visitor spaces. This provision does not exceed the maximum standards set out within the CEAAP 2008 and Design Code.

#### *Electric Vehicle Charging*

- 8.97 There are no specific standards which apply to electric vehicles within the Adopted Local Plan. The Design Code states that 'public and private electric car charging points *should* be included when designing streets and buildings'. But there is no mandatory requirement. There is a current Government consultation document which seeks to mandate EV charge points through the Building Regulations, but this is unlikely to come forward for several years.
- 8.98 The amended scheme commits to providing a slow charge Wall Box for electric vehicles, for all dwelling houses across the development. In addition, there will be one on street visitor EV charge facility and infrastructure provided

for eight spaces within block S1. Overall, this provision is positive, suitably meeting the needs of the (gradual) transition to electric vehicles.

### *Visitor Car Parking*

- 8.99 The street design across phase 1a includes provision for 30 on street parallel car parking spaces as part of the overall visitor parking provision for phase 1. These spaces are well distributed across the new streets and provide an appropriate number to meet the needs of future residents, including health care workers who may visit the site.
- 8.100 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.
- 8.101 The overall provision of car parking for phase 1a is summarised in table 4 below:

*Table 4: Car parking provision summary*

<b>Location</b>	<b>Number of units</b>	<b>Car parking spaces per dwelling (CEAAP 2008 standard and Design Code)</b>	<b>Total provided</b>
<b>Dwelling houses</b>			
<i>House size</i>			
2 bedroom	41	1	41
3 bedroom	61	2	122
4 bedroom	64	2	128
<b>Total</b>	166		291
<b>Block S1 – Podium/market square</b>		<b>Maximum provision in CIAAP 2008</b>	
Apartments	73	1 each (2 spaces for the 3 bed maisonettes)	<b>78</b>
Blue Badge			<b>4 blue badge</b>
Non residential spaces (retail/community facility/café/office/nursery)	5 units	Maximum of 40	<b>9</b>

<b>On street visitor spaces</b>	240	SCDC Local Plan – on merit, CEAAP – up to 1 space every for units provided the average does not exceed 1.5 spaces per dwelling.	<b>30</b>
On street blue badge		1	<b>1</b>
Car club space		No standard – on merit as part of travel plan	<b>1</b>
<b>Total car parking provision</b>	<b>240</b>		<b>399 spaces</b>

#### *Travel plan approach*

8.102 The applicant provided a detailed residential travel plan required by the S106. Part of this travel plan will include incentives to encourage trips by sustainable modes for all those living on the site.

8.103 Welcome ‘Sustainable Travel Information Packs’ will be provided to all new residents ensuring they have all up to date bus timetable information, taxi numbers, along with walking and cycling routes. This includes promotional material for a site-wide website and car-share database. These travel plan incentives are designed to encourage the choice of sustainable modes of travel from the outset reducing the need to own a car.

#### Cycle Parking

8.104 Cycle parking for the residential properties is provided at one space per bedroom as per the Design Code and South Cambridgeshire District Plan 2018 standards. Most of these spaces are located in a number of locations secure within the ground floor footprint of the dwellings. Cycle parking is secure, convenient and adequate in size to meet the needs of future occupiers. The provision of cycle parking is summarised in table 5 below:

*Table 5: Cycle Parking Provision*

<b>Location</b>	<b>Standard (CEAAP and Design Code)</b>	<b>Total provided</b>
<b>Dwelling houses – within building footprint</b>		
2 bedroom	One per bedroom	82

3 bedroom	One per bedroom	183
4 bedroom	One per bedroom	256
On plot visitor (mews streets only)	On merit	29
<b>Total</b>		<b>521</b>
<b>Non-residential staff and visitor spaces</b>	<b>CEAAP and Design Code Standards</b>	<b>Provision</b>
Retail	27	<b>82 spaces</b> uncovered in Market Square
Café	14	
Community Facility	17	<b>52 spaces</b> covered in shelter for staff
Office	20	
Nursery	15	
<b>Total</b>	<b>93</b>	<b>134</b>

8.105 Camcycle made comments on the application as submitted highlighting concerns with the dimensions of some of the cycle outbuildings for the dwelling houses; the provision of a contra flow in the block S1 car parking podium and concerns in relation to sightlines and the Market Square cycle route. The developer team has positively responded to these comments and provided more detailed floor plans demonstrating that cycles can be accommodated, allowing easy access and egress. In addition, they have committed to installing a contra flow cycle route in the basement and have modified the route of the cycleway through Market Square. Camcycle withdraw their objection to these points.

8.106 A number of more detailed points have been raised in relation to the amended plans, particularly the proposed cycle link through to Newmarket Road P&R. These points of clarification can be adequately secured through the discharge of **condition 27: cycle infrastructure details**.

#### Highway Safety

8.107 Vehicle swept path analysis has been undertaken for the proposed block S1 undercroft, Market Lane and new tertiary streets, which demonstrates its design is suitable for manoeuvring of refuse and other vehicles. The County Highways Authority fully supports the design of the access lane and servicing layby to Market Square. The County Highways Authority does not raise any concerns with highway safety.

#### Conclusion

- 8.108 The transport strategy on this site aims to be as sustainable as possible. Given public transport improvements secured through the outline permission, car club provision, cycle provision and infrastructure, the overall strategy for car parking is supported.

### **Refuse Arrangements**

#### *Dwelling houses*

- 8.109 The application Design and Access Statement details how each dwelling has a suitable space for bin storage within garages or rear outbuildings and unobstructed collection points are identified. All the streets are accessible by refuse vehicles which will minimise drag distances for collectors. Refuse provision is adequately integrated into each house type, in accordance with South Cambridgeshire District Plan 2018 policy HQ/1, part i).

#### *Block S1*

- 8.110 The non-residential units within the building each have their own separate waste storage areas with a communal collection point. Bins will be taken to the refuse collection areas on the day by a management company. The drag distance from the collection points to Market Mews is less than 10m in accordance with RECAP waste guidance. The amended plans demonstrate a suitable space within each store for the individual bins. Overall, the provision for refuse storage is considered compliant with South Cambridgeshire District Plan 2018 policy HQ/1 part i).

### **Inclusive Access**

- 8.111 Inclusive access is fundamental to the design of Market Square. The design development of the scheme has considered its impact on vulnerable user groups. The space includes a range of seating for rest, with longer dwell times in the centre of the square. Tonal and textural differences in the surface treatment of Market Square is intended to aid wayfinding for partially sighted people. In addition, toilet and washroom facilities will be available in the café and community facility directly off the Market Square. The design of the public realm has a pedestrian focus, and has robustly considered the needs of disabled people, in accordance with South Cambridgeshire District Plan 2018 policy TI/2.
- 8.112 All dwelling houses achieve Lifetime Houses compliance and the application Design and Access Statement demonstrates how they can be adapted for people with disabilities in future. This includes suitable wheelchair turning areas, provision for hoist and lift access through floors and an entrance level bed space. 95% of the homes will achieve Building Regulations Part M4(2) accessible and adaptable buildings, which significantly exceeds the South Cambridgeshire District Plan policy H/9 requirement of 5%. Overall, the application suitably addresses inclusive access in accordance with policy H/9.

### **Public Art**

- 8.113 The approved outline public art delivery plan for Wing includes provision for three artists in residence programmes. The programme for delivery includes art embedded throughout everyday objects on the site (e.g. seating, signage, cycle racks); artwork integrated with Kinsley Wood to the north of the site; a commission for the allotments with a community emphasis; artworks for the future Beta Square; art within Gregory Park and, finally, a commission within Market Square. The budget for Market Square is £100,000 out of the overall £650,000 total for public art.
- 8.114 **Condition 31: public art** of the outline permission requires each reserved matters planning application to provide a Public Art Delivery Plan for commissions within that parcel, where appropriate. The developer team has appointed an artist who intends to integrate artwork to both the private and public areas of this phase of development. This includes a bespoke cycle rack within Market Square; a community mural wall within the community centre; bespoke seating within Market Square; plinths for future artwork within Market Square and a bespoke fan light to the dwelling houses. Whilst the information supplied within the application Design and Access Statement is broadly encouraging, a full strategy is required through **condition 26: Public Art Delivery Plan**.

### Third Party Representations

- 8.115 The issues raised in the British Horse Society, Fen Ditton Parish Council and Camcycle representations 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>British Horse Society</i></p> <p>We would also like to raise the question of the status of the Jubilee Path. We would be very keen for equestrians not to be excluded from this route which could provide valuable links for horse riders.</p>	<p>The access parameter plan and Design Code (p 16) requires a bridleway to the south of Kinsley Wood as part of the overall access strategy.</p> <p>The previously approved infrastructure plans now show the route through the wood as a bridleway, which could be used by pedestrians, cycles and horses.</p> <p><b>Condition 8: Bridleway</b> of the infrastructure application requires 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.</p>

	<p>Designation of the main Jubilee route for equestrian users is not considered necessary and is not required through the outline consent.</p>
<p><i>Fen Ditton PC</i></p> <p>The distribution of affordable homes appears to fall short of the original aspiration.</p> <p>The energy assessment report does not state whether Wing will provide for cooking with gas in this or any future phase. This is in the context of the Government's intention to ban gas cooking in new homes after 2025.</p> <p>The dismissal of ground source heat pumps for any of the new buildings appears simplistic in view of their higher performance as compared with air source heat pumps.</p>	<p>The distribution of affordable homes accords with the 30% secured at outline stage and consists of a range of house types across the development, both dwellings and apartments.</p> <p>This is noted by Hill for future phases. Electricity driven heating and hot water systems may be required once the updated Part L is released, which is expected in 2020.</p> <p>The use of ground source heat pumps is not considered practicable for individual dwelling houses. A site wide reduction of 22.5% CO2 emissions will be achieved for this development.</p>
<p><i>Camcycle</i></p> <p>The cycle 'contra-flow for the S1 Block car park' should be secured.</p> <p>The proposed Newmarket Road Park and Ride entry and roundabout crossing is acceptable. But the 90-degree turn on the easternmost segment of pathway at the dropped kerb where it meets the bus exit should be made less acute.</p> <p>Further deflection buffers should be integrated into the Park and Ride</p>	<p>This will be secured through <b>condition 27: Cycle Infrastructure Details.</b></p> <p>The route of the cycleway can be easily smoothed through the discharge of <b>condition 28: Cycle Infrastructure Details.</b></p> <p>The developer does not consider it justified or necessary to adjust the</p>

<p>roundabout crossing.</p> <p>The Market Square pathway route needs to be well integrated with Morley Street and free of obstruction.</p> <p>The kerb details and cycleway construction specification needs to be specified.</p>	<p>roundabout geometry. Officers agree with that position.</p> <p>Market Square cycle/footpath joins the Raised Table Shared Square which is useable by all modes of travel. The kerbs are flush at the crossing point.</p> <p>The asphalt of the Morley Street cycleway will be machine laid.</p>
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### **Planning Obligation Strategy**

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

### **CONCLUSION**

- 8.117 The proposed first residential phase 1a 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 development includes the early delivery of Market Square, the key local centre and public realm serving the whole development. A range of house types will be provided that will create attractive streets and which successfully integrate car and cycle parking. The proposal complies with the Development Plan and Design Code and is therefore recommended for approval.

## **10.0 RECOMMENDATION**

**APPROVE subject to the following conditions.**

### **Plans compliance**

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.

### **Materials samples**

2. Prior to the commencement of development, with the exception of works up to and including slab level, samples of the materials to be used in the construction of the external surfaces of those buildings, which includes external features such as windows, window reveals, façade panels, head and cill treatments, brick slip systems, concrete strata band, porch details, doors,

external metal work, balcony fronts and balustrades, podium feature gates, rain water goods, lintels and coping, shall be submitted to and approved in writing by the local planning authority.

A sample panel (at least 1.5m x 1.5m) of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing, colour, type of jointing and any special brick patterning (e.g. perforated, striped alternated courses) shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to fully assess the external materials palette. (South Cambridgeshire Local Plan 2018; Policy HQ/1).

### **Public realm samples**

3. Prior to the commencement of development on block S1, except for any works up to and including slab level, sample panels of the materials to be used in Detail P-6 of Robert Myers drawing 672.01(CD)001, Detail P-3 and P-4 of Robert Myers drawing 672.01(CD)002 are to be erected on site and approved in writing by the Local Planning Authority. In addition, a sample of the synthetic turf proposed for the podium landscape shall also be submitted. The sample panels are to measure a minimum of 2m x 2m and clearly demonstrate the method of construction of the interfaces of two or more materials as shown in the details. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (South Cambridgeshire Local Plan 2018; Policy HQ/1).

### **External lighting**

4. 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.

Reason: To ensure that there is no conflict with the final lighting positions agreed as part of the S278 Agreement with the County Council, South Cambridgeshire Local Plan 2018; Policy HQ/1.

### **Landscape maintenance and management plan**

5. Prior to first occupation of any residential dwellings or first use of the non-residential units, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. 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.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development, South Cambridgeshire Local Plan 2018 Policy HQ/1.

### **Local Areas of Play**

6. Prior to first occupation of any residential dwellings hereby permitted, a detailed specification of the three proposed Local Areas of Play within Gregory Park, Market Square and on the first floor podium of block S1, 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: In the interests of ensuring the agreed play equipment is provided for all phases of the development as originally specified in outline condition 14; CEAAP policy CE/9 and South Cambridgeshire Local Plan 2018 Policy HQ/1.

### **Noise Insulation – residential properties**

7. Prior to the commencement of development of block S1 except works up to and including slab level, a noise insulation scheme detailing the acoustic noise insulation performance specification of the building envelope of the residential units above and adjacent to the community rooms (having regard to the building fabric, glazing and ventilation) to protect residential amenity shall be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented prior to first use of the non-residential units within block S1 and shall thereafter be retained as such.

Reason: To protect the amenity of the above and adjacent properties. South Cambridgeshire Local Plan 2018; Policy SC/10.

### **Noise Insulation – non – residential**

8. Prior to the commencement of development of block S1 except works up to and including slab level for all non-residential uses (i.e. any uses other than individual residential premises) a noise assessment and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

Reason: To protect the amenity of the above and adjacent properties. South Cambridgeshire Local Plan 2018; Policy SC/10.

### **Opening Hours**

9. Opening hours for the Community Rooms, retail units and cafe identified on drawings 097\_PL\_RM2\_120 Rev A, hereby approved shall not be outside the hours of:

07:00 to 23:00 hours Monday to Saturday

08:00 to 22:00 hours Sunday and Bank/Public Holidays

Reason: To protect the amenity of the above and adjacent properties. South Cambridgeshire Local Plan 2018 Policy SC/10.

### **Odour filtration ductwork**

10. Prior to the first occupation of the commercial units within block S1, details of the location of associated duct work, for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved ductwork shall be installed before the use hereby permitted is commenced.

Reason: To safeguard the amenity and health of future occupants of the adjacent and nearby residential units South Cambridgeshire Local Plan 2018 Policy SC/14.

### **Delivery time restrictions**

11. All Heavy Duty Vehicle (HDV) operational service collections / dispatches from and deliveries to the approved development including refuse / recycling collections shall only be permitted between the hours of 0800 hrs to 1800 hrs Monday to Saturday. There shall be no Heavy Duty Vehicle (HDV) collections or deliveries on Sundays and any Bank / Public Holiday.

(HDV – shall be defined as any vehicle over a maximum gross weight of 3.5 tonnes).

All other Light Duty Vehicle (LDV) operational service collections / dispatches from and deliveries to the approved development shall only be permitted between the hours of 0800 hrs to 1800 hrs Monday to Sunday and on any Bank / Public Holiday.

(LDV – shall be defined as any vehicle under a maximum gross weight of 3.5 tonnes).

No deliveries shall be made during night-time hours on any day. (07:00 – 23:00)

Reason: To protect / safeguard the health and quality of life (amenity) of existing residential premises in accordance with South Cambridgeshire Local Plan 2018 Policy SC/10.

### **Refuse collection – block S1**

12. All refuse / waste associated with block S1 shall only be taken outside, presented for collection or moved around the external area of the site between 0700 to 1900 hours Monday to Saturday.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 2018 policy 35).

### **Food and Beverage Commercial and Retail Uses - Noise Assessment / Insulation Scheme**

13. Prior to any above ground works commencing on block S1, a noise impact assessment of the non residential uses including the retail units/café/nursery/commercial units on neighbouring premises (to include existing residential premises in the area and the proposed habitable rooms on the upper floors of the development) and a noise insulation scheme or other noise control measures as appropriate, in order to minimise the level of noise emanating from the said uses and spaces (having regard to nature and type of uses and events to be held, typical noise generation - sound system setup with consideration of in system noise limiting devices / independent noise limiters, noise egress and airborne and flanking sound via the building structure - fabric, glazing, openings and ventilation systems acoustic performance, premises entrances / acoustic lobbies and associated external patron noise) shall be submitted in writing for approval by the Local Planning Authority.

The scheme / measures as approved shall be fully constructed and implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect human health and amenity in terms of noise and local air quality during the construction in accordance with policies x of the South Cambridgeshire Local Plan 2018.

### **Construction cranes**

14. Prior to the use of any cranes and/or temporary tall structures required during the construction of the development, a strategy shall be submitted setting out the details of the cranes and other tall construction equipment, including the details of obstacle lighting. The development shall be carried out in accordance with the approved strategy.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, South Cambridgeshire Local Plan 2018 Policy TI/6.

### **Non-Road Mobile Machinery Plant (NRMM) – Construction**

15. All Non-Road Mobile Machinery (NRMM) of net power between 37 kW and 560 kW used during demolition and construction works or similar, shall meet

the emissions standards in Stage IIIA of EU Directive 97/68/EC emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery and as amended) and "Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999" for both Nitrogen Oxides (NOx) and Particulate Matter (PM). If Stage IIIA equipment is not available the requirement may be met using the following techniques:

- Reorganisation of NRMM fleet
- Replacing equipment
- Retrofit abatement technologies
- Re-engineering

All eligible NRMM shall meet the emissions requirement above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit for both NOx and PM abatement is not feasible. In this situation every effort should be made to use the least polluting equipment available including retrofitting technologies to reduce particulate emissions.

Developers / contractors shall provide a written statement of their commitment and ability to meet the NRMM emissions requirements above within their Construction and Demolition Management plans or similar document, on request by the local planning authority.

An inventory of all NRMM, including evidence of emission limits for all equipment must be kept on site and all machinery should be regularly serviced and service logs shall be kept on site for inspection. This documentation shall be made available to local authority officers upon request.

Reason: To protect human health and amenity in terms of noise and local air quality during the construction in accordance with South Cambridgeshire Local Plan 2018 Policy SC/12.

### **Local Centre and block S1 Podium Management Strategy**

16. Prior to the first occupation of any dwellings within block S1 or first use of the non-residential units, a local centre management strategy for the community facility, café and first floor landscaped podium of block S1 (on a phased unit by unit basis / approach if necessary), including operational noise considerations to minimise and reduce the noise impact of sources associated with these uses (internally and externally) shall be submitted writing for approval by the Local Planning Authority.

The approved strategy shall be implemented in full thereafter and shall be reviewed and updated, as necessary and at the request of the Local Planning Authority.

The strategy shall consider (but not exclusively / limited to) the following:

- a) Control of external noise from customers / patrons (voices/shouting both onsite including in association with any external smoking areas /shelters,

- external terrace seating area and event spaces and dispersal at closing time to ensure that an acceptable noise environment is maintained);
- b) Limiting the egress of internal amplified music;
  - c) Prohibition of the playing of amplified music externally including in external terrace seating areas;
  - d) Closing of doors and windows when the premises is in use;
  - e) Opening / closing and drinking up times;
  - f) Hours of use of any external areas;
  - g) Security arrangements and CCTV system provision
  - h) Details of appropriate signage to be placed around the premises reminding customers of the residential nature of the location and need to be mindful about causing a noise disturbance;
  - i) Collections and delivery servicing activities and times;
  - j) Complaints procedure – receipt, investigation, outcome and review / actions whether complaints received directly from a member of the public, local premises or local authority;
  - k) Management / staff duties, roles and responsibilities / authority including monitoring and record keeping;
  - l) Regular review and update of the strategy, as necessary.
  - m) How all the above will be controlled/managed/enforced

Reason: To protect the amenity of nearby properties, South Cambridgeshire Local Plan 2018; Policy SC/10.

### **Retail Units - Servicing and Operational Management Plan / Scheme**

17. Prior to the first use of the retail units in block S1, a Servicing and Operational Noise Minimisation Management Plan / Scheme for service collections / dispatches and deliveries to the retail units shall be submitted in writing for approval by the Local Planning Authority (LPA).

The Plan shall include details of measures to be undertaken and implemented to mitigate and reduce service collections / dispatches and deliveries related noise impacts as far as is reasonably practicable. The approved plan / scheme shall be implemented and retained thereafter and shall be reviewed and revised as necessary at the reasonable request of the LPA.

The Plan / Scheme shall include the following:

- i. The loading bay:
  - When within the loading bay, vehicles will switch off their engines; and
  - Measures to minimise risks to vulnerable users (pedestrians and cyclists) around the site.
  - Vehicle radios will be switched off;
  - The use of external alarms or speakers will be prohibited within the service yard;
  - The internal alarm will be muffled to reduce potential for disturbance;
  - Noise generation from vehicle manoeuvring into loadings to be kept to a minimum;
  - Delivery drivers to be instructed to ensure that audible door alarms to the delivery vehicles are switched off prior to opening the cab doors or,

- alternatively, headlights are switched off to prevent the alarm from sounding when the vehicle is stationary and the doors are opened.
- At all times drivers will be advised to:
    - engage gears with minimal noise;
    - keep engine revs to a minimum;
    - apply brakes gently; and
    - close doors with minimal noise.
- ii. Unloading/Re-loading -
- Drivers shall ensure that engine and refrigeration units are switched off once vehicle the vehicle is stationary and in the unloading position;
  - Drivers shall:
    - lower loading plates into the correct position with minimal noise;
    - instruct staff to ensure that any restraining or locking bars are not dropped onto the lorry floor when unloading.
    - Ensure that forklift and roll cage movements avoid making contact with trailer walls, lift guardrails and other obstructions;
    - minimise noise from the movement of roll cages on the vehicle tail lift and during unloading, the tail lift and hard surfaces on the delivery bay shall be covered with resilient rubber matting by delivery staff prior to any unloading of the delivery taking place; and
    - keep conversation to a minimum.
- iii. Implementation of a complaints procedure for verifying and responding to complaints about noise / vibration.
- iv. Adoption of the Quiet Deliveries Scheme and good practice guidance issued by the Department for Transport.

Reason: To protect the amenity of nearby properties, South Cambridgeshire Local Plan 2018; Policy SC/10.

### **BREEAM Pre Certificate**

18. Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

### **BREEAM Post Certificate**

19. Prior to the occupation of the buildings hereby permitted, or within 6 months of

occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

### **Renewable Energy Technologies**

20. Prior to the occupation of each residential dwelling hereby approved, the applicable measures within the approved energy strategy as set out in the Energy Assessment Report (Stroma, 15/3/19) shall be fully implemented prior to the first occupation of the development. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

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 (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

### **Water Efficiency**

21. Prior to the occupation of the first dwelling hereby approved, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings 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 East Area Action Plan, policy CE/22).

### **Active Buildings Pilot Project Implementation**

22. Prior to the first occupation of any dwellings within Phase 1a, a Detailed Feasibility Study will be submitted to and approved in writing by the local planning authority in relation to the implementation of the Active Buildings Pilot Project. This study shall include plans showing the location of the units to which the pilot technologies will be applied, technical details and specifications of these technologies and information regarding their monitoring and, where required, maintenance. The proposals shall be implemented in line with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings to deliver an exemplar of sustainability (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

### **Implementation of water efficiency**

23. Water efficiency standards for all residential units will be implemented in line with the water efficiency specification included within the Sustainability Strategy (Stroma, Version SS1, 1 July 2019), in order to achieve a design standard of water use of no more than 110 litres/person/day.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge East Area Action Plan, policy CE/22).

### **Layout of photovoltaic panels**

24. Prior to first occupation of any dwellings hereby permitted, a site wide roof plan showing the layout of the proposed photovoltaic panels shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

### **Drainage details**

25. Prior to commencement of development drainage calculation runoff details of the rain gardens, permeable paving, rainwater harvesting and bio-retention tree pits should be submitted to and approved in writing by the local planning authority. This shall include details of the outfalls into Gregory Park. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development can be adequately drained so that there is no increased flood risk on or off site resulting from the proposed development. In addition, so that adequate erosion protection is in place and to ensure the headwalls are not detrimental to the visual amenity of the public open space, South Cambridgeshire District Plan policy CC/8.

### **Public Art – Phase 1a**

26. Prior to the first occupation of the residential or non-residential units within block S1, full details of a scheme of public art for Phase 1a shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for public art shall be carried out in accordance with the approved details not later than 6 months after the first occupation of the building or within a timeframe set out and agreed within the submitted scheme. The scheme shall demonstrate how the strategy integrates with the outline Public Art Delivery Plan.

Reason: In the interest of creating successful, high quality, attractive environments, South Cambridgeshire District Plan 2018 policy HQ/2.

### **Cycle infrastructure details**

27. Prior to occupation of block S1, the following cycle details shall be submitted to and approved in writing by the local planning authority:

- a) Details of the cycle contra flow markings within the ground floor car park;
- b) Details of the internal Sheffield Stand provision for the outbuildings which serve the three and four bed dwelling houses;
- c) Details of a modified cycle route and 'cut through' section through the existing traffic islands, currently shown on plan 097\_PL\_RM2\_125, March 2019.

Reason: For a), to ensure that the journey across the car park for cyclists living in block S1 is convenient and prioritised in the layout, for b) To ensure that the cycle parking outbuildings offer security and convenience for future occupiers and for C) to ensure that the proposed cycleway through to the P&R has a smooth route with no sharp turns, South Cambridgeshire District Plan 2018 policy TI/2.

### **Terraces – block S1**

28. Prior to the commencement of development of block S1, with the exception of below ground works, details of the private podium terrace serving units reference 2b4p, first floor market unit and S1A 03 (first floor studio) 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 each unit has adequate private amenity space as set out in the District Design Guide 2010 and South Cambridgeshire District Plan 2018 policy H/12.

### **Bird Hazard Management - compliance**

29. The development shall be carried out strictly in accordance with the Wildlife Hazard Management Plan (WHMP), Project Wing, Aviaire, March 2019, V007. This includes provision of adequate bird control measures and the regime of

monitoring in the construction period and post completion phases as set out in the WHMP.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport in accordance with South Cambridgeshire District Plan 2018 policy CE/32.

#### **Permitted development restrictions – retail units**

30. Notwithstanding the provisions of Class C, Part 3, Schedule 2 of the Town and Country Planning General Permitted Development Order (England) Order 2015, the proposed two retail units within block S1 shall remain in use class A1: retail.

Reason: Because conversion to a restaurant or café use would give rise to substantially different impacts, which would require assessment, South Cambridgeshire District Plan 2018 policy SC/14.

#### **Permitted development restrictions- dwellings**

31. Notwithstanding the provisions of Schedule 2, Part 1, Classes A and B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed on the following dwellings without the granting of specific planning permission:

The Avenue, units D1 - 1 to 10  
The Avenue, units E2 - 1 to 10  
Gregory Park Mews, units D1 - 11 to 20  
Gregory Park Mews, units E2 – 11 to 20

Reason: To protect the visual amenity for future occupiers South Cambridgeshire District Plan 2018 policy HQ/1.

#### **Informative: Outline Conditions**

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.

#### **Informative: Commercial Use Noise**

To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing

lowest background level dB LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

### **Informative: Operational Noise**

A noise and vibration assessment of Operational Noise' including mitigation/insulation scheme for non-residential use classes (e.g. Research and development areas, retail units, energy centres, waste recycling facilities, community buildings, recreational uses such as sports and games areas and any associated operational plant and equipment) will have due regard to and shall be in accordance with industry best practice / technical guidance including DEFRA's Noise Policy statement for England (as referenced in the NPPF, March 2012) and South Cambridgeshire District Council's Supplementary Planning Document.

### **Contact details**

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

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