

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 18 March 2020

Application Number	18/0481/OUT	Agenda Item	
Date Received	29 March 2018	Officer	Philippa Kelly
Target Date	31 March 2020 (with agreement)		
Parishes/Wards	Cherry Hinton		
Site	Land North of Cherry Hinton, Coldhams Lane, Cambridge		
Proposal	Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.		
Applicant	Marshall Group Properties Limited and Endurance Estates Strategic Land.		
Recommendation	Approve subject to conditions and prior completion of Section 106 Agreement.		
Application Type	Outline	Departure:	No

Application Number	S/1231/18/OL	Agenda Item	
		Officer	Philippa Kelly
Date Received	29 March 2018		

Target Date	31 March 2020 (with agreement)
Parishes/Wards	Teversham
Site	Cambridge Airport, Newmarket Road, Cambridge.
Proposal	Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.
Applicant	Marshall Group Properties Limited and Endurance Estates Strategic Land.
Recommendation	Approve subject to conditions and prior completion of Section 106 Agreement.
Application Type	Outline Departure: No

SUMMARY	The development proposed accords with the adopted development plans for the following reasons: 1. The site is allocated for development as Land North of Cherry Hinton, part of Cambridge East, in the adopted Cambridge Local Plan 2018 and South Cambridgeshire Local Plan 2018. 2. The proposals are consistent with the site allocation requirements of policy 13 of the Cambridge Local Plan 2018 and policy SS/3 of the South Cambridgeshire Local Plan 2018. It has been demonstrated that acceptable mitigation of environmental
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	and health impacts (including noise) from Cambridge Airport can be provided and secured by planning conditions and planning obligations through a Section 106 Agreement. 3. The application proposals demonstrate that the future development of Land North of Cherry Hinton will not prejudice the potential delivery of development on wider safeguarded land at some point in the future if it becomes available. 4. The continued authorised use of Cambridge Airport is not considered to pose a safety risk. Ongoing activities at Cambridge Airport will not have a significant adverse impact on prospective residential amenity and any new residential use will have an acceptable level of amenity and will not impede on the ongoing use of the airport. 5. The residual highway impacts will not be severe. 6. The proposed development is in accordance with the Cambridge East Area Action Plan 2008 and the Land North of Cherry Hinton Supplementary Planning Document 2018, in that the proposals will contribute to the creation of a sustainable community on the eastern edge of Cambridge with a provision of residential units with a mix of tenure and social infrastructure. 7. The indicative design and layout will set a framework for a high quality and distinctive new neighbourhood.
RECOMMENDATION	APPROVAL subject to planning conditions and prior completion of a Section 106 Agreement.

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1. EXECUTIVE SUMMARY

- 1.1 This report relates to outline planning applications (the Applications) for the Site which is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council (the Councils'). The Applications fall within the wider Cambridge East development site.
- 1.2 The submitted proposals (as amended) seek permission for up to 1200 dwellings (including a retirement living facility for up to 90 spaces), a local centre (up to 1850 square metres of floor space, including a food store not more than 500 square metres), a community hall (up to 250 square metres within the local centre), schools, open space and landscaping (including allotments) and new access junctions to the site, with all matters reserved except for three principle access junctions.

- 1.3 Cambridge East is allocated for a major mixed-used development on the edge of Cambridge. The Councils' jointly adopted the Cambridge East Area Action Plan (the Cambridge East AAP) in February 2008, which planned a new urban quarter to Cambridge (up to 10,000 to 12,000 dwellings) and provided for an early phase of development North of Newmarket Road. This allocation was dependent on the relocation of Marshalls Aerospace.
- 1.4 In 2010, the main landowner, Marshall of Cambridge, announced that the relocation of Cambridge Airport will not happen before at least 2031. The Cambridge Local Plan 2018 (CLP) and the South Cambridgeshire Local Plan 2018 (SCLP) (the Local Plans) carry forward the allocations for the parts of the Cambridge East AAP allocation that can be delivered with Cambridge Airport remaining operational. The remainder of the land is identified as being safeguarded so that it can be brought forward for development at a later date through a review of the Local Plans, if circumstances change.
- 1.5 The Land North of Cherry Hinton (LNCH) site is allocated for development in policy 13 of the CLP and policy SS/3 of the SCLP for approximately 1200 dwellings. It is anticipated that approximately 780 dwellings will be in Cambridge and approximately 420 dwellings in South Cambridgeshire. Policies advise that development proposals should make provision for education facilities, a local centre with community hub, open space and a spine road connecting Coldhams Lane with Cherry Hinton Road.
- 1.6 Further planning guidance on the development of the application site (the Site) is set out in the Land North of Chery Hinton Supplementary Planning Document (LNCH SPD), which was adopted by the Councils' in November 2018. This document is material to the consideration of the Applications.
- 1.7 In 2019, Marshall of Cambridge announced plans to relocate and redevelop the Cambridge Airport site by 2030. The Cambridge Airport site has been submitted as a site option and will be considered fully through the preparation and subsequent adoption of the new Greater Cambridge Local Plan.
- 1.8 The Applicants have confirmed their commitment to deliver the Site ahead of Cambridge Airport relocating. Both Marshall Group Properties and Endurance Estates Strategic Land intend to bring forward the development of LNCH promptly, once outline planning permission has been granted for the scheme.

- 1.9 The submission of the Cambridge Airport site as a site option in the Greater Cambridge Local Plan does not affect the determination of the Applications, which have been considered on their own merits.
- 1.10 The submitted Parameter Plans (PPs) include key spatial fixes relating to the land uses and movement and access across the Site. They also set out the parameters relating to building heights and open space.
- 1.11 The PPs have been submitted with the Applications for formal approval along with an Illustrative Masterplan and detailed access plans. The proposed parameters of development demonstrate that the Site can accommodate the quantum of development proposed, making effective use of land and maintaining the context of the Site.
- 1.12 The proposals are considered to align with the development plan policy framework and objectives of creating a sustainable community which will enhance the special character of the City and its setting, as guided by the LNCH SPD.
- 1.13 The development will deliver a significant number of new homes, which will help to maintain the Greater Cambridge five-year housing land supply and deliver affordable homes. The proposals include a minimum of 40% affordable housing (480 units), which accords fully with development plan policies.
- 1.14 Policy objectives of delivering the social objectives of sustainable development will be further met by the application proposals, in the form of a new primary and secondary school, community facilities, healthcare improvements, and provision for sports and open space.
- 1.15 National planning policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. The Applications will generate significant positive economic impacts during the construction and operational phases of the development.
- 1.16 In terms of environmental impacts, the proposed development will contribute to an improvement in habitat quality and biodiversity net gain. Provision is made to ensure prudent use of natural resources at the Site, and measures to minimise waste and pollution. Mitigation and adaptation to climate change will be facilitated through the proposed Site wide sustainability strategy, fulfilling policy objectives of demonstrating excellence in sustainable development.

- 1.17 The agreed transport mitigation package will also bring environmental benefits, through the prioritisation of sustainable travel. To this end, the proposals are supported by a large Section 106 package of sustainable travel interventions to support the development. As such, the development will be able to successfully mitigate its highway impacts and promote sustainable travel.
- 1.18 Overall, the proposed development will bring significant public benefits that accord with the three dimensions of sustainable development set out in the National Planning Policy Framework 2019 (the NPPF) – social, economic and environmental. Having taken into account the provisions of the development plans, the views of statutory consultees, as well as all other material planning considerations, the proposed development is recommended for approval subject to planning conditions and the prior completion of a Section 106 Agreement.

2. GLOSSARY OF TERMS

See Appendix A

3. SITE DESCRIPTION/AREA CONTEXT

- 3.1 The Site is a parcel of land approximately 56 hectares in size which is located on the eastern side of Cambridge, to the north of Coldhams Lane and Cherry Hinton (Appendix F). It is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council (Appendix K).
- 3.2 The majority of the Site (approximately 32 hectares) falls within Cambridge City (Cherry Hinton Ward). The village of Teversham, which is within South Cambridgeshire District, is situated to the north/north-east of the Site.
- 3.3 To the west and north of the Site is Cambridge Airport and associated land. The southern side of the Site borders existing dwellings along Teversham Drift, March Lane, Reilly Way and Church End. The eastern boundary of the Site is formed by Cherry Hinton Road and Airport Way. To the immediate north of the Site is agricultural land which is within the Cambridge Green Belt. Coldhams Lane forms the southern Site boundary.
- 3.4 The Site includes arable fields and semi-improved grassland. Large open arable fields are supported on the north-eastern side of the Site, some of which are bounded by fragmented hedgerows and scattered hedgerow

trees. The west and south-western side of the Site comprises airport land and is managed as open grassland. This part of the Site includes an existing building associated with the airport activities, which is connected by a track to Cambridge Airport.

- 3.5 A public right of way crosses the Site in a south to north direction, connecting Teversham and Cherry Hinton.
- 3.6 The Site generally falls in a north-westerly direction with highest elevations in the south-west and south-east corners. There is a shallow ridge to the east, where land slopes north-eastwards towards Airport Way and land west of the ridge slopes north-westwards towards a watercourse.

Site Constraints

- 3.7 The Site lies within an area of the lowest defined flood risk (Flood Zone 1) which has a less than 1 in 1:1000 annual risk of flooding. The Site overlies West Melbury Marly Chalk, which is designated as a principal aquifer
- 3.8 Several watercourses traverse the Site. An Awarded Watercourse ('Main Drain') is located across the western part of the Site and flows through the centre of the Site in a north-easterly direction, forming the boundary between the farmed land and open scrubland at the upstream end and between the farmed land and the airport towards the downstream end.
- 3.9 A number of ditches across the Site drain into the Main Drain: a tributary flows in an easterly/north-easterly direction from the adjacent airport site; two ditches drain from the north-west and south-east to the central area of the Site and a ditch runs along the eastern site boundary.
- 3.10 The Main Drain has been identified as supporting an existing water vole population, which is a protected species under the Wildlife and Countryside Act 1981 and a priority species in the UK Biodiversity Action Plan. Field surveys have also identified the presence of protected species of bats and birds within the Site.
- 3.11 There are no ecological designations within the Site itself. Two non-statutory nature conservation sites are located along the eastern side boundary : two County Wildlife Sites (Teversham Drift Hedgerow and Airport Way Roadside Verge) and Teversham Protected Road Verge.
- 3.12 The northern part of the Site is designated as Green Belt within the administrative area of South Cambridgeshire District Council. The Green

Belt designation continues beyond the northern and eastern boundaries of the Site.

- 3.13 There are no designated heritage assets within the Site, although the Site is located within an area where archaeological assets have previously been identified.
- 3.14 An existing 12-inch diameter intermediate pressure gas main enters the Site towards the west from Coldhams Lane and exits the Site to the north of the roundabout on Cherry Hinton Road/Airport Way.

4. THE PROPOSALS

- 4.1 Outline planning applications were submitted to both Cambridge City Council and South Cambridgeshire District Council on 29 March 2018. Formal amendments were submitted in March 2019, May 2019 and November 2019. Although two separate planning applications have been submitted, this is to reflect the cross-authority boundary nature of the proposed development and is for administrative purposes only. The development must be considered as a single entity, except where specific issues relate solely to land within either one of South Cambridgeshire or Cambridge City administrative boundaries. Any such issues will be addressed in detail within the assessment of the proposals laid out within this report.
- 4.2 The Site extends the allocated site boundary as defined in Local Plans and the LNCH SPD. The Site includes all land required for the proposed development captured by the Applications, including highway improvement and access works, and provision of playing fields to the north. The proposals have been fully evaluated on the basis of the red line application Site boundary as submitted. A location plan which identifies the application Site, the Local Plan Site allocation boundary and the administrative boundary of the Councils' can be found at Appendix K.
- 4.3 The proposals have been discussed with the Councils' officers as part of detailed pre-application work which was undertaken between Summer 2016 and March 2018. As part of this dialogue, three developer led public exhibitions were held in the local community, which were attended by representatives from the City, the District and the County Council.
- 4.4 Prior to the submission of the applications, developer presentations were also made to the Joint Development Control Committee (JDCC), on 14 March 2018 and 13 December 2018.
- 4.5 Following submission of the applications, a post submission officer update was presented to the JDCC in June 2019. Technical briefings were also made to JDCC Members in respect of education (November 2019), transport (November 2019), contamination (December 2019) and noise (January 2020).

- 4.6 The Applications seek outline planning permission for the following development, with all matters reserved (except for the means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for the following:
- A maximum of 1200 dwellings (Class C3), including retirement living facility (up to 90 spaces) (Use Class C2/C3).
 - Local Centre – up to 1850 square metres of floor space, including a food store not more than 500 square metres.
 - Community hall (Class D2) - up to 250 square metres (within the Local Centre).
 - Two form entry primary school.
 - Six form entry secondary school.
 - New primary access street from Cherry Hinton Road to Coldhams Lane
 - Means of access/junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way.
 - Pedestrian and cycle routes.
 - Open space and landscaping, including allotments.
 - Ancillary works and infrastructure.
- 4.7 Three principle access junctions to the Site are being applied for in full with the Applications:
- Junction 1: Airport Way/Cherry Hinton Road Access Signalised Junction.
 - Junction 2: Cherry Hinton Road/Gazelle Way Roundabout Access.
 - Junction 3: Coldhams Lane Site Access Signalised Junction.
- 4.8 As an outline planning application, a series of Parameter Plans (PPs) are submitted for approval (Appendix G), which will give clear, positive foundations for what the future detailed development proposals should include. An Illustrative Masterplan has also been prepared (Appendix H) which is underpinned by the PPs which are submitted with the Applications, relating to the following:
- Land Use (PP 01)
 - Movement and Access (PP 02)
 - Building Heights (PP 03)
 - Landscape and Green Infrastructure (PP 04)
 - Urban form (PP 05)

Amended Plans and Additional Information

- 4.9 Following the statutory consultation period and initial officer assessment of the Applications, additional information was submitted to the Local Planning

Authorities for review. These revisions relate to the following formal submissions:

June 2018 – Landscape and drainage consultation response schedule.

March 2019 - Amended documents pack including updated Planning Statement, Design and Access Statement, Sustainability Statement addendum, updated Environmental Statement (ES) and appendices (updated chapters relating to noise, ecology and nature conservation, traffic and transport, air quality, water resources, ground conditions and built heritage).

May 2019 – Secondary School specification upgrades providing additionally for community use.

November 2019 - Ecology Survey Update 2019.

December 2019 – Remediation Options Sustainability Statement and ES Review.

November 2019 – Revised junction access drawings.

February 2020 – Updated Arboricultural Impact Assessment (AIA).

- 4.10 A full re-consultation exercise was undertaken in respect of the updated ES and associated documentation, received in March 2019. Further limited re-consultation was also undertaken with regard to the other amendments submitted, the details of which can be found on the Applications files.

Application Documentation

- 4.11 As amended, the outline applications as put forward for consideration comprise:

Document	Issued	Note
Application Form	March 2018	
Ownership Certificates		
Application Drawings	March 2018 and March 2019	PPs covering the following land use issues have been put forward for approval: Land Use and Amount, Movement and Access, Building Heights, Landscape and Green Infrastructure, Urban Form.

		The Masterplan has been put forward for information/illustrative purposes.
Planning Supporting Statement	Updated March 2019	
Design and Access Statement	Updated March 2019	
Sustainability Statement and Addendum	March 2018 + Addendum 25 March 2019	
Utilities Strategy	March 2018	
Health Impact Assessment	March 2018	
Energy Statement	March 2018	
Waste Management Strategy	March 2018	
Site Waste Management Plan	March 2018	
Arboricultural Report	March 2018	
Arboricultural Impact Assessment	Updated February 2020	
Statement of Community Involvement	March 2018	
Environmental Statement with associated Appendices.	Updated March 2019	See Para. 4.19.
Memorandum of Understanding – Housing	23 January 2020	
Community facility strategy	V4 17 January 2018	

4.12 The drawings and documents to be approved are listed within **Condition 5 (Compliance with Plans)**.

Environmental Impact Assessment (EIA)

- 4.13 The development proposals have been assessed as falling within the remit of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2011 (as amended) (the EIA Regulations). This is because of the characteristics, location and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset.
- 4.14. The EIA Regulations require the ES to identify the 'likely significant environmental effects' of a development. The government's Planning Policy Guidance highlights that the ES should focus on the 'main' or 'significant' environmental effects only, and that the ES should be proportionate.

Scope

- 4.15 An Applicant who wishes to make an application necessitating EIA development may request a Scoping Opinion from the LPA in accordance with the EIA Regulations. A Scoping Opinion sets out the LPA's opinion on the information in the ES that should be provided.
- 4.16 A request for a Scoping Opinion was submitted to the Councils' on 09 August 2016 by LDA Design on behalf of Marshall Group Properties Ltd and Endurance Estates Strategic Land Ltd. It was accompanied by an EIA Scoping report (dated August 2016).
- 4.17 Following a consultation process, the Councils' issued a joint Scoping Opinion on 06 October 2016. The Applicant confirms (and officers are satisfied) that the submitted ES is based on the advice set out in the EIA Scoping Opinion and the EIA Regulations.

Methodology

- 4.18 The ES considers the likely significant effects of the proposed development during its construction and once it is complete and operational. The ES assesses the maximum quantum, physical extent and development principles defined for the proposal, as set out in the submitted PPs which are put forward for approval.

Topics

- 4.19 The ES assesses the following topics:

Landscape and Visual Impacts
Ecology and Nature Conservation
Archaeology and Built Heritage
Traffic and Transport
Noise and Vibration
Air Quality

Water Resources
Ground Conditions
Socio-Economics
Agricultural Land Use
Cumulative Impacts

- 4.20 ES Addendums have been submitted by the Applicants in response to requests for further information. A review of the ES was also carried out by the Applicants in December 2019 to provide a status update on the assessments undertaken as part of the ES. This confirmed the robustness of the baseline information and the conclusions of the assessments presented within the ES.
- 4.21 Having assessed the submitted Applications, officers are satisfied that the ES and other additional information provided complies with the 2011 EIA Regulations and that sufficient environmental information has been provided to assess the environmental impacts of the development proposals.

5. SITE HISTORY

Reference	Reference	Outcome
16/5256/PREEIA and S/2105/16/E2	Request for a Scoping Opinion, Proposed Urban Extension including approximately 1200 dwellings, primary school, secondary school and local centre.	Joint Scoping Opinion Issued October 2016

6. PUBLICITY

- 6.1 Advertisement: Yes
Adjoining Owners: Yes
Site Notice Displayed: Yes
- 6.2 Technical Briefing - Education 20 November 2019
Technical Briefing – Transport 20 November 2019
Technical Briefing - Contamination 18 December 2019
Technical Briefing - Noise 22 January 2020
- 6.3 Over 1300 neighbour notification letters were sent out by the LPA's. In addition to the standard consultation letters, statutory press notices and the display of site notices, the Applications have been subject to extensive consultation and publicity.

- 6.4 Prior to the submission of the Applications, the Applicants held a series of public meetings, exhibitions and workshops to seek public/stakeholder views on the proposed development.
- 6.5 The proposals have also been discussed with officers as part of comprehensive pre-application work, as well as presentations to the Cambridgeshire Quality Panel, Disability Panel, the JDCC and the Cambridge East Community Forum.

7. POLICY AND MATERIAL CONSIDERATIONS

EIA Directives and Regulations – EIA Regulations

- 7.1 Whilst new EIA regulations came into force in 2017, the former 2011 EIA regulations continue to apply to the Applications. This is because the transitional arrangements set out within Regulation 76 of the Town and Country Planning (Environmental Impact Regulations) 2017 are applicable to this application. Regulation 76 provide specifically that the Town and Country Planning (Environmental Impact Regulations) 2011 will continue to apply where an applicant has submitted either an ES or requested a Scoping opinion prior to 16 May 2017.
- 7.2 A Scoping Opinion for the proposed development was sought from the Councils' in August 2016. The Town and Country Planning (Environmental Impact Regulations) 2011 will therefore continue to apply to the ES which supports the Applications. The ES has been submitted in accordance with the 2011 Regulations and has been reviewed and updated since the Applications were submitted in March 2018.
- 7.3 European Union legislation with regard to environmental assessment and the planning regime remains unchanged despite the UK leaving the European Union on 31 January 2020. The government passed secondary legislation in October 2018 to ensure the continued operation of the EIA regime

The Conservation of Habitats and Species Regulations 2017

- 7.4 Consideration has been given to the application of the Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations'). Regulation 63 of the Habitats Regulations requires that the decision making authority before deciding to...give permission...for a plan or project which is likely to have a significant effect on a European site and is not directly connected with or necessary to the management of that site, must make an '*appropriate assessment*' of the implications of the plan or project for that site in view of the site's conservation objectives.
- 7.5 The Site is not in the vicinity of designated (European) sites of nature conservation importance and is not within such a designation. The Councils' are satisfied that the Applications are unlikely to have a significant effect on a European designated site, either on its own or in combination with other

projects and would not result in likely significant effects on European designated sites.

Planning and Compulsory Purchase Act 2004 (as amended)

- 7.6 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for the two LPAs are for Cambridge City Council, the Cambridge Local Plan 2018 (CLP) and for South Cambridgeshire District Council, the South Cambridgeshire Local Plan 2018 (SCLP). The development plan context is summarised in Appendix C.

Community Infrastructure Levy Regulations 2010 (as amended)

- 7.7 The Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations) generally set out regulations relating to the Community Infrastructure Levy (CIL). Part 11 refers specifically to planning obligations (including those in Section 106 Agreements) and is relevant to the consideration of these Applications and will influence the final content of Section 106 Agreement, in the event that planning permissions are granted.
- 7.8 CIL Regulation 122 imposes limitations on the use of planning obligations. It states (where there is no CIL charging regime), a planning application may only constitute a reason for granting planning permission for the development if the obligation is:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development, and
 - (c) fairly and reasonably related in scale and kind to the development.

Equalities Act 2010

- 7.9 The Applications have been assessed against the relevant sections of the Equalities Act 2010. It is not considered that the Applications discriminate against people with protected characteristics (age, gender reassignment, being married or in a civil partnership, being pregnant or on maternity leave, disability, race including colour, nationality, ethnic or national origin, religion or belief, sex, sexual orientation) specified in this Act. Consideration is given to the issue of accessibility in Section 12 (Inclusive Access) of this report.

Relevant Central Government Guidance and Advice

- 7.10 See Appendix B.

Relevant Development Plan Documents and Policies

- 7.11 See Appendix C.

Supplementary Planning Documents and Material Considerations

7.12 See Appendix D.

8. CONSULTATIONS

Cambridgeshire County Council (Transport Assessment Team)

Applications as Amended:

- 8.1 **No objection.** Comments. The Transport Assessment Team are now satisfied with the details of the Transport Assessment in terms of the predicted trip generation and the proposed schemes of mitigation. Should the LPA be mindful to approve this application, the proposed mitigation should ideally be secured via the Section 106 agreement or suitably worded conditions. Recommends conditions.

Applications as Submitted:

- 8.2 Support in principle to the development. Unable to sign off the Transport Assessment/Mitigation package at this stage. Requests further information.

Cambridgeshire County Council (Highways Development Management)

Applications as Amended:

- 8.3 **No objection.** Comments. The proposed changes will require additional road safety input. Requests that the application not be granted planning permission until this has been completed.
- 8.4 Reviewing the proposed amendments to Junctions 1, 2 and 3 in comparison to the previous revisions, the changes to junctions appear overall to be improvements to the design.
- 8.5 The proposed widening of Junction 1 has the potential to create some additional problems for non-motorised users when negotiating the junction. Confirmation should be sought from the Major Developments team that such a widening is required.
- 8.6 Junction 3 does not cater well for cyclists wishing to gain access to the shared use path heading east (on the northern side of Coldhams Lane). Suggests replacement of pedestrian crossing on the south-eastern side of this junction with a Toucan crossing.

Applications as Submitted:

- 8.7 Further information is required in relation to the proposed main junctions, and the design of the proposed shared use footway/cycle way on Coldhams Lane.

Cambridgeshire County Council (Archaeology)

- 8.8 **No objection.** Recommends that the site should be subject to a site wide programme of archaeological investigation. Recommends condition.

Cambridgeshire County Council (Flood and Water Management)

- 8.9 **No objection.** Recommends conditions/informatives relating to the following: strategic and detailed surface water drainage strategies for the site; maintenance arrangements for surface water drainage system (including all SuDS features); ordinary watercourse modelling.

Cambridgeshire County Council (Fire and Rescue)

- 8.10 **No objection.** Requests provision of fire hydrants. Access and facilities for the Fire Service should be provided in accordance with the Building Regulations Approved Document BS Section 16. If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required.

Cambridgeshire Quality Panel (meeting 4 June 2018)

- 8.11 **No objection.** Comments provided relating to the following:
- Delivery of public infrastructure.
 - Delivery and maintenance of community facilities and public open space in the longer term.
 - Incorporation of exemplar features for cycle provision.
 - Making best use of blue infrastructure.
 - Delivery of Passive house measures.
 - Division of land parcels.
 - Incorporation of trees within development scheme.
 - Aspiring to a 20% overall energy efficiency target.
 - Facilitation of recycling, bike and EV charging spaces on all housing plots
 - Development of health and well-being theme

Greater Cambridge Shared Planning Service Conservation Officer

- 8.12 **No objection.** The development proposed is acceptable subject to the imposition of planning conditions relating to a scheme of archaeological investigation in accordance with the advice of the County Archaeologist.

Greater Cambridge Shared Planning Service Sustainability Officer (Design and Construction)

Applications as Amended

- 8.13 **No objection.** The development proposed is acceptable, subject to the imposition of conditions relating to BREEAM, sustainability strategy and exemplar of sustainability; water conservation, energy and carbon reduction; overheating

Applications as Submitted

- 8.14 Further information is required before the scheme can be supported.

Greater Cambridge Shared Planning Landscape Team

Applications as Amended

- 8.15 **No objection.** Detailed comments provided. Previous officer comments regarding such items as landscape and visual impact mitigation and the treatment of site boundary areas can be dealt with at Design Code stage.
- 8.16 Further testing will be required as part of the reserved matters process, to ensure that the drainage strategy is robust enough to deliver usable open space, particularly in the primary amenity green spaces. The impact of the 1 in 30 year storm event on these spaces will need to be understood in detail.

Applications as Submitted

- 8.17 It is not possible to fully comment or conclude on the proposed development. Requests further information.

Cambridge City Streets and Open Space team

- 8.18 **No objection.** Detailed comments provided. Requests further information relating to boundary treatments of outdoor sports and recreation provision. Recommends condition relating to management responsibilities for public open space/play provision, playing fields, MUGA and allotments across the development.

Cambridge City Council Nature Conservation Officer (on behalf of Cambridge City Council and South Cambridgeshire District Council)

Applications as Amended

- 8.19 **No objection.** Comments. The Ecology Survey update confirmed that that the development site has not changed significantly between the preparation of the original ES (which was based on an ecological desk study in 2016 and species surveys in 2016 and 2017), and the new desk study and field survey carried out in October 2019. It concludes that the Ecology Chapter of the submitted ES (as updated in March 2019) can still be relied on in the decision-making process. This information has been reviewed, and the approach taken and conclusions are supported. The Technical Note: Ecology dated 19 December 2019 has also been reviewed. This document addresses previously raised queries relating to Biodiversity Net Gain, botanical richness

along Airport Way and the ecological impacts of the proposed remediation. Recommends conditions relating to Ecological Design Strategy, Landscape and Environmental Management Plan and Biodiversity Surveys.

Applications as Submitted

- 8.20 **No objection.** Comments. The residual effects on all ecological receptors and deemed long term positive, with the exception of ground nesting farmland birds associated with open field arable habitats.
- 8.21 In order to achieve a no net loss principle it is unclear why no offsite mitigation is proposed for these species. Recommends offsite mitigation solutions for skylarks. Recommends all the proposed mitigation measures (including retained and created habitats) are secured through a site wide Ecological Design Strategy condition. Encourages a commitment to biodiverse green roofs, with appropriate regard to aircraft safeguarding issues. Recommends conditions to ensure mitigation of grassland.

Greater Cambridge Shared Planning Service Urban Design Team

Applications as Amended

- 8.22 **No objection.** The amendments and clarifications relating to phasing, building heights, street sections and site plan have been provided. They are considered acceptable in urban design terms, and the application is supported.

Applications as Submitted

- 8.23 It is not possible to comment on the proposed development. Requires further information relating to in order to make comments.

Cambridge City Council Community Services Team

- 8.24 **No objection.** Comments. The on-site provision of community facilities is acceptable. The size of the facility planned is adequate. Agreement with an approach which is developer led and with a local management solution.

Cambridge City Council Public Art Officer

- 8.25 Comments. As part of the application, the Council would expect to see a detailed Public Art Strategy which has been developed by an experienced arts consultant in support of the planning application. A public art budget of £800,000 is recommended, to provide mitigation for the development both in environmental and social terms.

Cambridge City Council Growth Projects Officer

- 8.26 **No objection.**

South Cambridgeshire District Council Development Officer

- 8.27 **No objection.** The HIA is very comprehensive. Satisfied with methodology used and that the Applicant has considered and included officer advice. It has not been possible to determine which multiplier for average household size has been used to produce the population for the site.

Cambridge City Council Disability Consultative Panel

- 8.28 **No objection.** Comments. Panel were pleased by the scheme's dedication to ensuring accessibility throughout the design process and made recommendations for signage and navigation strategies on site, as well as other facilities that would improve everyday access for the residents.

Cambridge City and South Cambridgeshire District Joint Housing Development Officer

Applications as Amended

- 8.29 **No objection.** Comments. Officers have been working closely with the Applicants to agree a Memorandum of Understanding for the affordable housing scheme. The application accords with the current Affordable Housing SPD 2008 guidance for all sites capable of over 15 units or 0.5 hectares to provide 40% affordable housing. Of the proposed total 1200 units, 480 (40%) are to be affordable.
- 8.30 The current Cambridge Local Plan, South Cambridgeshire Local Plan & Greater Cambridge Housing Strategy require that the split between Social Housing for Rent & Intermediate tenures is 75/25% for Cambridge & 70/30% for South Cambridgeshire. To avoid issues around seeking different split on separate parts of the site, a 73/27% split has been provisionally agreed.
- 8.31 The Affordable Housing mix that was originally proposed was too heavily weighted in favour of larger properties. For both CCC & SCDC there is now a higher need for smaller properties for rent, particularly one bed dwellings. The following indicative mix has been proposed for the site:

No of Beds	%
1	50 - 55
2	25 - 30
3	10 - 15
4	5 - 10

- 8.32 The proposed mix is more reflective of current and likely future need, based on general needs housing and allows for more flexibility phase by phase
- 8.33 With 480 Affordable Homes to be provided on this site, it has been agreed that Council Officers and the Affordable Housing Provider (AHP) will work closely together to produce a bespoke Local Lettings Plan for this scheme.

Cambridge City Council Sustainable Drainage Engineer

Applications as Amended

- 8.34 **Comments.** Remediation techniques may impact on the quality and type of SuDS that are delivered. The provision of the SuDS should be one of the key considerations in the preparation of remediation strategy and the remediation should support the delivery of the SuDS and not hinder or constrain it.

Applications as Submitted

- 8.35 Detailed comments provided. It is not possible to comment on the proposed development. Requests further information.

Cambridge City Environmental Health Officer on behalf of Cambridge City Council and South Cambridgeshire District Council

Applications as Amended

- 8.36 **No objection.** Detailed comments provided. The development proposed is acceptable subject to the imposition of planning conditions/informatives relating to the construction phase; noise and vibration; lighting; air quality; odour; cessation of airport uses; phasing; site wide design code; allotment provision.

See Appendix I for full planning consultation response dated 02 March 2020.

Applications as Submitted

- 8.37 It is not possible to fully comment and reach an informed decision about the acceptability of the proposed development. Additional information requested.

Cambridge International Airport

- 8.38 **No objection.** Recommends planning conditions to safeguard the operational aspects of the airport, relating to the following: Construction Management Strategy; Landscaping Scheme; Control of Lighting; Wildlife Hazard Management Plan; Carbon Reduction and Renewable Energy (including PV cells), Navigational aids impact assessment.

Natural England

Applications as Amended

- 8.39 **No objection.** Comments. The LPA should ensure that the development will provide sufficient informal open space to meet the additional and growing recreational demands of new and existing residents and deliver biodiversity net gain. The Skylark compensation strategy is welcomed. An appropriate

condition of obligation should be attached to any planning permission to secure these measures.

Applications as Submitted

- 8.40 **No objection.** Comments. Note and generally support the findings and mitigation measures detailed in the ecological assessment. Measures to mitigate the negative impacts to farmland birds, through the permanent loss of around 50 hectares suitable habitat, have not been provided. The applicant should be requested to provide details of off-site measures to adequately address the impact to local biodiversity.
- 8.41 A development of this scale should incorporate significant landscape scale enhancements to demonstrate delivery of net biodiversity gain. In this location the development should provide enhancements which contribute towards targets for chalk grassland, woodland and farmland bird habitats.

Environment Agency (EA)

Applications as Amended

- 8.42 **No objection.** Withdrawal of holding objection. Previous comments raised have now been satisfactorily addressed. The submitted draft bespoke conditions (04 December 2019) are considered to be relevant. The additional information provides the EA with the confidence that the remediation strategy to address the identified PFAS contamination on site (and prevent further migration offsite) has reasonable prospects of being deliverable.
- 8.43 The use of a Section 106 agreement will address long-term environmental liabilities in relation to the maintenance of capping systems, on-going ground water monitoring requirements and further necessary groundwater contamination treatment. Recommends additional conditions relating to surface water drainage strategy and piling risk assessment.

Applications as Submitted

- 8.44 **Objection.** Insufficient information has been submitted in relation to known contamination below the site and its associated risk to groundwater.
- 8.45 The Environment Agency considers the current and previous uses of the site and surrounding areas to be potentially contaminative. Preliminary site investigation works have identified elevated concentrations of hydrocarbons in groundwater beneath the site as well as elevated concentrations of PFOS and PFOA and dissolved metals in surface water.
- 8.46 Given the sites heavy contaminative history and environmental setting, it is considered to be of high sensitivity and could present potential contaminant linkages to controlled waters.

Anglian Water

Applications as Amended

- 8.47 **No objection.** Recommends conditions relating to phasing plan for foul water drainage works.

Applications as Submitted

- 8.48 **No objection.** Comments. There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site.
- 8.49 The site layout should take an existing sewage pumping station situated adjacent the application site into account, and accommodate this infrastructure type through a necessary protective buffer (cordon sanitaire).
- 8.50 Foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows from the development site. AW are obligated to accept the foul flows from the development with the benefit of planning consent.
- 8.51 Recommends condition relating to surface water drainage strategy and informative relating to trade effluent discharge

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 8.52 **No objection.** Comments. There is no specific section in the documentation regarding security or crime prevention. The planning statement mentions NPPF Paragraph 58 Good Design (Create Safe and Accessible environment where crime and disorder, and the fear of crime and disorder, do not undermine quality of life or community cohesion). This mixed development could benefit from consultation regarding Secured by Design for the residential, commercial retail and education premises.

Sport England

Applications as Amended

- 8.53 **No objection.** Comments. Considers that the proposals go some way to meeting community sport requirements generated by the new development. Raises concern regarding lack of dedicated community sports provision.
- 8.54 Accepts proposed enhancements to improve the community sports facility offer. The proposed upgrade to a four-court sports hall, will enhance community provision.
- 8.55 Recommends conditions relating to assessment of ground conditions of the land proposed for the playing field and community use agreement.

Applications as Submitted

- 8.56 **Objection.** The proposals do not make adequate provision for outdoor/indoor community sport. Recommends that public provision for outdoor sport is included on a separate site, providing approximately 3 hectares of pitch space, supported by changing facilities and car parking.

Historic England

Application as Amended

- 8.57 **No objection.** The updated Environmental Statement takes previous advice into consideration. The updated document fully reflects that advice and the requirements of Paragraph 189 of the NPPF.

Applications as Submitted

- 8.58 Concerns raised on heritage grounds. Based on an analysis of the development site's location and its relationship to its surroundings, consider it unlikely that the development will affect the significance of the designated heritage identified.
- 8.59 The methodology applied by the Archaeology (ES) Chapter is considered to be formulaic and does not adequately allow an informed planning decision to be reached by the non-specialist. Recommends additional information is provided to address concerns.

Cambridgeshire Wildlife Trust

Applications as Amended (November 2019)

- 8.60 **No objection.** Comments. Should Biodiversity Net Gain through an off-site habitat creation project funded by the developer through a Section 106 Agreement be legally secured, this would address the original objection related to biodiversity loss.
- 8.61 Remain concerned regarding the levels of strategic greenspace provided on site, and the potential demands for countryside recreational and dog walking to be displaced to sensitive nature conservation sites nearby.

Applications as Amended (March 2019)

- 8.62 **Objection.** The current proposals will result in a net loss of biodiversity and will add to the emerging deficit in strategic natural greenspace within Cambridgeshire. Welcomes submission of a Skylark compensation strategy. Clarification sought of now the strategy will be delivered and guaranteed for a period of 25 years. Further clarification sought in respect of the Biodiversity Impact Assessment calculator.

Applications as Submitted

- 8.63 **Objection.** Comments. Although the on-site ecological impacts and mitigation measures have been fully catalogued, this is insufficient in itself to make the proposed development sustainable. Concerned that the quantity and quality of the greenspaces will not meet the recreational needs of the expanded population. The application does not appear to provide a measurable net gain in biodiversity.

Highways England

- 8.64 **No objection.**

NHS England

- 8.65 **No objection.** Comments. The proposed development is likely to have an impact on the services of two main GP practices and two branch surgeries operating within the vicinity of the application site. The GP practices do not have capacity for the additional growth resulting from this development and cumulative development in the area.
- 8.66 The proposed development will likely have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area, and specifically within the health catchment of the development. NHS England would therefore expect these impacts to be fully assessed and mitigated.
- 8.67 Requests a developer contribution of £435,291 to mitigate primary healthcare impacts.

Cadent Gas Network

- 8.68 **No objection.** Operational gas apparatus has been identified within the application site boundary. This may include a legal interest in the land which restricts activity in proximity to Cadent assets in private land. The applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

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

9. REPRESENTATIONS

Fen Ditton Parish Council

- 9.1 No comments to make.

Teversham Parish Council

9.2 **Objects** to the Applications on the following grounds:

- Development in Green Belt.
- Impact of noise and pollution on users of proposed secondary school.
- Visual impact of proposed secondary school and earth bund along Airport Way.
- Lack of pre-school provision.
- Lack of access by Teversham residents to proposed outdoor sports facilities and allotments.
- Highways Issues:
 - Impact of increased traffic on Teversham village.
 - Highway mitigation should be provided including safer crossing points on Airport Way for cyclists and pedestrians from the Newmarket Road direction.
 - Opportunity to relocate County Council lay-bye from Cherry Hinton Road Teversham further away from the village.
 - New bus service should be routed through Teversham.
 - Submitted plans for roads and footways unclear.
- Affordable housing provision:
 - At least 40% of social housing should be provided.
 - Greater percentage of homes for social affordable rent should be provided than the proposed 75/25 split.

Cambridge Cycling Campaign (Camcycle)

Applications as Amended

- 9.3 **Objection** to the proposals on grounds of the proposed layout of the road which proposes motor traffic passing through the site and in front of the proposed primary school.
- 9.4 The design of the access junctions now provide separation between the carriageway and the pathway at junctions. The overall geometry is considerably improved.

Applications as Submitted

9.5 **Objection** on the following grounds:

- Walking and cycling infrastructure should be implemented before first home is occupied.

- Location of primary school should be moved away from roads.
- Shared space designs should not be used on any road with more than an insignificant level of car traffic.
- Main junction design should be with separate spaces for walking and cycling, with cycleways that are geometrically appropriate for cycling.

Cambridge Past, Present and Future

Applications as Amended

- 9.6 **No objection.** Comments. Supports provision of off-site mitigation for biodiversity loss. Seeks clarity on Biodiversity Impact Calculation. The cumulative impact of all developments in the Cambridge area on strategic greenspace should be considered. Welcomes additional information regarding school playing fields and the Green Belt.

Smarter Cambridge Transport

Applications as Submitted

- 9.7 **Objects** to the application on highways grounds for the following reasons:
- The implications of a through-road for general traffic have not been properly considered.
 - The proposed through road will be used as a bypass even with a 20mph speed limit.
 - The new access road should be designed as a bypass, connecting Coldhams Lane and Gazelle Way.
 - Displacing traffic from the eastern end of Coldhams Lane, Teversham Drift and Cherry Hinton High Street will encourage people to make more local trips.
 - Modal shift from driving is needed to offset motor vehicle trips generated by the development.

Mill Road Medical Practice

- 9.8 Comments. Provision of land for an on-site health facility is supported. Identifies intention for practice to relocate the existing branch on Cherry Hinton High Street to the new on-site facility. Should delivery of the facility on-site not be achieved within an appropriate time span, a financial contribution should be sought as an alternative.

Savills on behalf of Anderson Group

- 9.9 Comments. The submitted Transport Assessment which accompanies the planning application does not appear to make any allowance for vehicular

traffic that could be associated with the future development of Land South of Coldhams Lane.

Teversham Playgroup Committee, Teversham Primary School

- 9.10 Comments. Unclear if provision has been made for Early Years childcare within the development. Questions how demand for early years provision from the development site will be met. A new purpose-built building for Teversham Playgroup will provide an opportunity for provision to be increased.

Third Party Representations

- 9.11 In addition to the above, over 25 third party representations were received from local residents. The following section provides a summary of the issues raised.

Support for development

Objection to development on following grounds:

- **Principle of Development**
 - Overdevelopment of site.
 - Existing unoccupied housing stock should be used.
- **Design Issues**
 - Character and community of Cherry Hinton will be harmed.
 - Scale of proposed 4 storey buildings out of character with surroundings.
 - Visual impact and loss of views towards Cambridge.
 - Drawings inaccurate.
- **Residential Amenity**
 - Impact on existing residential amenity – noise, overshadowing, traffic, privacy and overlooking.
 - Impact on prospective amenity - due to proximity of Cambridge Airport.
- **Housing Issues**
 - A minimum of 40% affordable housing should be provided.
- **Transport Issues**
 - Local road network already at capacity.
 - More should be done to accommodate increase in car use arising from development.

- Mitigation should include widening existing roads, increasing infrastructure elsewhere in Cambridge, and improving road surfaces.
- Traffic impact should be considered alongside impact of other approved developments in area.
- Questions whether traffic impact study undertaken on Teversham High Street.
- Proposed 'Spine Road' will become gridlocked.
- Development will become a rat run for cars driving down Airport Way wanting to turn right down Coldhams Lane.
- Proposed 20mph zone will not be policed or enforceable.
- Unsuitable to have a 60mph road adjoining the development.

Cycling and Pedestrians:

- Cycle network and linkages should provide better connectivity to Cambridge city centre.
- Effect of introducing extra cyclists via new cycleways onto surrounding roads needs careful consideration.
- Connected cycle route should be provided.
- Safe road crossings for cyclists should be made along Coldhams Lane, Airport Way and Teversham Drift.
- Pedestrian access from Teversham should be provided.
- Shared use cyclist and pedestrian paths should be replaced with segregated paths.
- Footway improvements required on development edges.

Proposed Accesses

- Primary entrance to site near Cherry Hinton Road should be a roundabout and relocated.
- Coldhams Lane cannot accommodate additional traffic.
- Traffic lights at junction with Coldhams Lane should be replaced with a roundabout.
- Additional access through Teversham Drift will facilitate uncontrolled street parking by non-residents.

Public Transport:

- Existing public transport services infrequent, and do not appropriately serve the area.
- Detail of proposed bus service should be provided.
- Proposed bus service for Teversham is inconvenient with services proposed at peak and school times only.
- Further measures to encourage public transport use required.

• **Ecology and Biodiversity Issues**

- Loss of green space.

- Design and use of proposed green areas unclear.
- Hedgerows should not be altered.
- Green space should be maintained between plots.
- Blocking of existing wildlife corridors.
- **Impact on Green Belt**
 - Principle of development (including acoustic bund and playing fields) in Green Belt.
- **Education Issues**
 - Existing early years learning service at capacity.
 - Development needs to accommodate provision for early years childcare.
 - Existing schools need to be supported by local authorities to ensure not adversely affected by new schools.
 - A new school in this location may not be the most efficient use of funding.
 - Delivery of proposed primary school should not precede first phases of development.
- **Health Care and Community Issues**
 - Existing health services at capacity.
 - Proposed development will increase servicing pressures.
 - New dentist and GP practices required.
 - Scope for co-locating facilities within the development.
 - Outsourcing current hospital based services into the community should be considered.
 - Community sport facilities should not be located within school sites and should be owned/controlled by an accountable public body to ensure public access.
- **Utilities and Servicing Issues**
 - Lack of water to service the development.
 - Unclear how waste will be disposed of.
 - Proposed dwellings are located above existing major gas infrastructure.
- **Sustainability Issues**
 - Proposed energy efficiency promises are vague.
 - Proposal does not do enough to deliver sustainability targets.
 - Development should meet Passivhaus sustainability standards

The above third party responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on each of the Application files.

10. PLANNING ASSESSMENT

- 10.1 From the consultation responses and representations received and an inspection of the Site and its surroundings, the assessment has been structured under the following headings:

REPORT SECTION	PLANNING ASSESSMENT – KEY ISSUES
11	PRINCIPLE OF DEVELOPMENT National Policy Context and Five-Year Land Supply Local Plan Policy Context Green Belt Development Cambridgeshire and Peterborough Minerals and Waste Core Strategy
12	LAND USE PARAMETERS Land Use and Amount Movement and Access Building Heights Landscape and Green Infrastructure Urban Form Illustrative Masterplan Phasing Inclusive Access Cambridgeshire Quality Panel
13	ACCESS AND TRANSPORT Transport Strategy Transport Assessment Framework Travel Plan Off-site Transport Strategy Site Access Car and Cycle Parking Other Transport Issues
14	HOUSING DELIVERY Quantum, Density and Mix Affordable Housing Accessible Housing and Internal Space Standards

	Self and Custom Build Age Exclusive Housing: Retirement Living Facility
15	SOCIAL AND COMMUNITY INFRASTRUCTURE Education Community Facilities Local Centre Health Care Provision Community Development and Support Libraries Open Space, Children's Play Space and Sports facilities Public Art Provision for Waste and Recycling Other Community Issues – crime and emergency services
16	ENVIRONMENTAL CONSIDERATIONS Agricultural Land Use Airport Safeguarding Air Quality, Odour and Dust Archaeology and Heritage Contamination and Unexploded Ordnance Drainage and Flood Risk Ecology and Biodiversity Landscape, Trees and Lighting Noise and Vibration Sustainable Construction and Design Utilities
17	IMPACT ON RESIDENTIAL AMENITY
18	CUMULATIVE IMPACTS
19	THIRD PARTY ISSUES

10.2 As this is a cross boundary development proposal, the Applications have been considered against both development plans. A summary of the planning policy context for both LPA's is provided for each topic area. Where policies of relevance to the assessment are contained in only one of the Local Plans, this is stated in the report.

10.3 For the avoidance of doubt, there are two planning applications which will give rise to two separate planning permissions being issued by each of the LPAs, specific to the land that falls within their administrative area.

11. PRINCIPLE OF DEVELOPMENT

National Policy Context and Five-Year Housing Land Supply

- 11.1 Policies in the NPPF are themselves material considerations which need to be brought into account when determining planning applications. Such policies may support a decision in line with the development plan or they may provide reasons which 'indicate otherwise'.
- 11.2 Paragraph 59 of the NPPF states to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed, and that land where permission is granted is developed without unnecessary delay.
- 11.3 The presumption in favour of sustainable development is at the heart of the NPPF and this is set out at Paragraph 11. This states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means (*inter alia*): '*approving development proposals that accord with an up-to-date development plan without delay*'.
- 11.4 Paragraph 12 of the NPPF qualifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. It advises that where a planning application conflicts with an up-to-date development plan permission should not usually be granted.
- 11.5 The Site is one of six allocated strategic sites around Cambridge which has been included in the Greater Cambridge joint housing trajectory. The Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply (November 2019) relies on the site being deliverable, with first reserved matters application expected to be submitted by October 2021, and completion of first dwelling anticipated by March 2023. The Applicants have confirmed that this is the anticipated project programme for the build out of the Site.
- 11.6 The published Five-Year Housing Land Supply document identifies the Greater Cambridge housing supply figure as 5.3 years. The deliverability of some sites has subsequently been challenged at appeal. At the time of writing this report, it has been held that Greater Cambridge can demonstrate a housing supply of 5.07 years (Planning Appeal Ref: APP/W0530/W/19/3220761; Land to the rear of Nos 30 and 32 New Road, Over, CB24 5PJ).

Local Plan Policy Context

- 11.7 The growth strategy for sustainable development within the Cambridge sub-region is set out in Local Plan policies. Policy 3 of the CLP and policy S/6 of the SCLP identify a development strategy which focusses new development in and around the urban area of Cambridge. The principle of residential

development of the site is well established in terms of local planning policy and endorsed by the LNCH SPD.

- 11.8 Land at Cambridge East was taken out of the Green Belt (through the Cambridge Local Plan 2006 and Cambridge East Area Action Plan (AAP) (2008)) for the development of a new major urban extension to the city of up to 12000 homes. This was dependent on the relocation of activities at Cambridge Airport. The Marshall Group has been actively looking into relocation options for airport activities since 2006. In 2019 they announced they had a deliverable relocation option and intended to relocate from Cambridge.

Cambridge East Area Action Plan (AAP)

- 11.9 The Cambridge East AAP identifies the three areas that together form the wider Cambridge East development area comprising: (a) the application site (Land North of Cherry Hinton); (b) Land North of Newmarket Road (Wing/Marleigh) and (c) Cambridge Airport. Together these areas will form an urban quarter of 10,000 – 12,000 homes, delivering the vision under policy CE/1 for *“a modern, high quality, vibrant and distinctive new urban quarter for Cambridge which will complement and enhance the character of the city and protect and enhance the environmental qualities of the surrounding area.”*
- 11.10 The Cambridge East AAP represents a long-term vision for its area. It sets out aspirations and objectives for creating district and local centres, housing, employment, leisure and community facilities, and guiding principles relating to landscape, biodiversity, water strategy and sustainability.
- 11.11 Since the adoption of the Cambridge East AAP in 2008, there have been a number of changes in circumstances. Policy 13 of the CLP and policy SS/3 of the SCLP which relate specifically to the Site have replaced policies CE/3 and CE/35 of the Cambridge AAP. All other policies in the Cambridge East AAP have been retained. The rest of the Cambridge East site is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site in question becomes available and following a review of the Local Plans as part of the emerging Greater Cambridge Local Plan.

Cambridge and South Cambridgeshire District Local Plans

- 11.12 The Local Plans play a key role in establishing how many jobs and homes are required to meet the objectively assessed needs of the Greater Cambridge area for the period to 2031 and set out the spatial strategy for future development.
- 11.13 Land at Cambridge East is identified for development within the Local Plans. The Site is identified as site R47 (LNCH) within the plans. Policy 13 of the CLP allocates the land for the development of approximately 780 dwellings during the plan period, along with adjoining land within the District for approximately 420 dwellings (allocated in policy SS/3 of the SCLP). These

policies advise that proposals for the development of the site should '*make provision for a primary and secondary school, a local centre with a community hub, open space and a spine road connecting Coldhams Lane with Cherry Hinton Road*'.

11.14 Local plan policies 13 and SS/3 identify that proposals for residential development of the site will be supported subject to a number of detailed criteria:

- Acceptable mitigation of environmental and health impacts (including noise from Cambridge Airport).
- A Masterplan submitted for development of the Site which safeguards the appropriate future development of the wider safeguarded land.
- Continued authorised use of Cambridge Airport does not pose a safety risk.

11.15 The Local Plan site allocations are supported by the LNCH SPD. This is a planning guidance document that sets the framework principles and masterplan for the Site and is a material consideration alongside the development plan.

The LNCH SPD

11.16 The LNCH SPD was formally adopted by the Councils' in October 2018. It is a material consideration in the determination of any planning applications coming forward on the application site.

11.17 The document provides more detailed site-specific planning guidance, to achieve the vision of creating a vibrant, high quality and distinctive extension to the existing settlement. It sets out guidance and detail on the implementation of Local Plan policies 13 and SS/3 and will be discussed throughout this report and in the assessment of the Applications.

11.18 The LNCH SPD establishes the strategic framework that will guide the appropriate development on the Site. As well as establishing the overall framework it also assesses character and makes recommendations about the likely form of development in the future. As such there are elements that translate easily into the PPs and accompanying Design & Access Statement. There are other elements that will be more appropriate to a future process such as the Design Code to be prepared for the Site. The LNCH SPD along with the PPs and Design Code will be important considerations when assessing future reserved matters applications for the Site.

11.19 Of particular relevance to the PPs is Section 5 of the LNCH SPD which establishes 'Framework Principles and Masterplan'. These have been used to inform the proposed PPs submitted in support of the Applications. Officers

are satisfied that the Applications are consistent with the guidance contained within the LNCH SPD.

Green Belt Development

- 11.20 Local Plan policies seek to protect the Green Belt, to ensure the preservation of the unique character of Cambridge, to maintain and enhance the quality of the setting of the City, and to prevent merging of communities with one another. These policies advise that new development in the Green Belt will only be approved if it accords with national planning policy as set out in the NPPF.
- 11.21 Policies NH8 and NH10 of the SCLP refer to development in the Green Belt. These policies seek to ensure that any development proposals within the Green Belt do not have an adverse effect on rural character and openness. They also offer support to proposals for new buildings to provide appropriate facilities for outdoor sport and outdoor recreation. where they will not harm the openness of the Green Belt.
- 11.22 At a site-specific level, policies in both Local Plans accept that development on part of the Cambridge Green Belt will be acceptable for school playing fields as part of the development of the LNCH site allocation, recognising that this is common practice elsewhere around Cambridge and in line with national policy on Green Belt.
- 11.23 The Site boundary extends north beyond the site boundary as defined in the Local Plan site allocation and LNCH SPD. This part of the Site (which covers an area of approximately 1.8 hectares), is currently in agricultural use and falls within the Green Belt. The proposals that this part of the site will provide playing fields (for the secondary school and wider community use), and informal open space.
- 11.24 Paragraph 145 of the NPPF provides guidance on the types of development which may be appropriate in the Green Belt. Material changes in the use of land for the provision of 'appropriate facilities' for outdoor sport and recreation is not considered an inappropriate use of designated Green Belt land, provided that the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.
- 11.25 Given the circumstances, the principle of development within the Green Belt is considered acceptable for the recreational purposes proposed, thereby in accordance with national and local planning policy. The impact of the change of use on the Green Belt is considered in detail in the subsequent Landscape, Lighting and Trees section of this report.

Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011

- 11.26 The majority of the Site falls in the Cambridge East Area of Search in respect of the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012) and an Area of Search allocated by the adopted Site

Specific Proposals Plan for waste management development (Policy SSP W1E).

- 11.27 The Cambridge East Area of Search is surrounded by a Waste Consultation Area designated through Site Specific Proposal Plan Policy SSP W8H, and Policy CS30 of the adopted Core Strategy. This latter policy requires that development will only be permitted within the Waste Consultation Area when it is demonstrated that this will not prejudice existing or future planned waste management operations.
- 11.28 No provision is made for strategic waste management facilities within the site allocation policies of the Local Plans, and no objection has been raised by the County Council on minerals and waste grounds. On this basis, officers consider that the proposals do not conflict with the policy provisions contained within the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011.

Principle of Development – Conclusion

- 11.29 The proposed development of this allocated site will play a key role in delivering housing and economic growth in Cambridge East and the Greater Cambridge area during the current Local Plan period. It will enable strategic housing development to take place as set out in the Cambridge East AAP, policy 13 of the CLP and policy SS/3 of the SCLP. It will also make a valuable contribution to the Councils' five-year housing land supply - the Councils' shared trajectory is reliant on the delivery of this Site.
- 11.30 The allocation of this site for development means that the application proposals are, subject to specific policy criteria being met (and other material considerations satisfied), acceptable in principle. The proposed development is therefore in accordance with Cambridge Local Plan policies 3, 4 and 13, South Cambridgeshire Local Plan policies S/6 and SS/3, the LNCH SPD and the NPPF.

12. LAND USE AND PARAMETER PLANS (PPs)

- 12.1 PPs fix the key principles for the development. A series of five PPs have been submitted to inform key thematic principles for the development. These are:

- Land Use and Amount (PP 02)
- Movement and Access (PP PP003)
- Building Heights (PP PP004 Rev A)
- Landscape and Green Infrastructure (PP 06)
- Urban form (PP PP007)

Land Use and Amount

- 12.2 Policy 13 of the CLP and policy SS/3 of the SCLP allocate the application site for the development of approximately 1200 dwellings. The submitted outline planning application proposes a total number of up to 1200 dwellings. The Applications propose a total number of up to 1200 dwellings, including affordable housing at Local Plan levels.
- 12.3 The Land Use PP and Illustrative Masterplan identify the different land uses across the Site. Whilst most of the Site will be in residential use, the development also includes land for education (including a new secondary school to the north with associated playing fields including community sports provision), a mixed use local centre, landscaping, access roads and associated infrastructure. Areas of public open space are also located throughout the Site, including strategic open space and allotments.
- 12.4 The distribution of uses and their interrelations, along with the mix of uses proposed, is considered to positively contribute to Local Plan policy 13 and SS/3 objectives of achieving a range of uses appropriate to the area, and supporting a vibrant, high quality and distinctive extension to the existing settlement.
- 12.5 The Land Use PP also illustrates the broad location and indicative alignment of the primary and secondary streets which link Coldhams Lane in the south to Cherry Hinton Road in the east. It proposes an option for the development edge at the north west boundary. The precise location of built development will be defined by the final drainage design and the proposed re-routing of the watercourse, which is subject to a separate procedure under the Land Drainage Act 1991. Sufficient flexibility and tolerance has been factored in for the built edge of this area to be adjusted as required to react to the detailed design solution.

Movement and Access

- 12.6 National and local planning policies seek to prioritise sustainable travel methods and ensure that development mitigates transport impacts. In addition, the LNCH SPD recognises the importance of developing a transport and movement strategy for the Site, which encourages walking, cycling and the use of public transport as the most desirable modes of travel.
- 12.7 The amended Design and Access Statement sets out the approach to movement and circulation within the Site. This is based on the key principles identified within the LNCH SPD, namely:
1. Reducing the need to travel by car within the development.
 2. Encouraging journeys on foot and by bicycle.
 3. Encouraging travel by public transport.
- 12.8 The spatial layout of the proposed development incorporates a number of broad principles in respect to access and movement. This includes the creation of walkable neighbourhoods by ensuring homes are located with good access to public transport routes, schools and on/off site local amenities;

the creation of a comprehensive network of interconnected streets and spaces that allow efficient movement, promoting a permeable walking and cycling network with strong links to the surrounding areas; and the provision of direct and convenient routes for pedestrians and cyclists and deliberately less direct routes for private cars, to discourage their use for short journeys. This will encourage residents to use more sustainable travel options, by reducing walk/cycle journey times.

- Proposed Spine Road (Primary Street)

12.9 In accordance with the provisions of Local Plan policies 13 and SS/3, the proposed primary street of the Site is shown as a spine road. This runs through the centre of the Site, connecting the two main access points to the Site: Coldhams Lane and Cherry Hinton Road/Gazelle Way.

12.10 During the design process, two options for the alignment of the spine road were considered – along the northern perimeter and through the centre of the Site. The central alignment was agreed as the most suitable design option. This was considered to provide a more attractive pedestrian and cyclist environment, which would reduce the likelihood of the street being used as a bypass.

12.11 The role played by the spine road in respect of vehicular movements was the subject of considerable discussion at the pre-application stage. Discussion focused on whether this route would permit all traffic to move between the Coldhams Lane and Airport Way corridors. Assessment of two scenarios was undertaken by the Applicants prior to the submission of the Applications:

1. A no-through route severed in the middle by a bus gate; and
2. A complete link which can be used for through movements by all traffic.

12.12 The two options were considered by Cambridgeshire County Council's Economy and Environment Committee on 07 December 2017. It was resolved to approve the spine road as a connected, through route (Option 2). This option was considered to ease traffic on Church Road and Coldhams Lane in the short term. Evidence indicated that the through route connection would not induce additional strategic traffic into the area but would have a beneficial effect on the north end of Cherry Hinton village, where some local traffic relief to the Church End and Coldhams Lane is forecast.

12.13 The Applications provide a through route design in order to comply with the Highway Authority's recommendations as approved by the County Economy and Environment Committee. The detailed design and alignment of the spine road will be subject to a future reserved matters application. The principles of this route being a low speed street with a speed limit of below 20mph will be further explored through the Design Code (**Condition 9 – Site Wide Design Code**).

12.14 Officers note that third-party representations raise the issue of the routing of the primary street through the development. This includes an objection on

behalf of Camcycle on the basis that the Illustrative Masterplan indicates the primary street passing by the proposed primary school. The precise alignment of the primary street and its relationship with other development will be a matter for the detailed design process.

- Proposed Street Hierarchy

12.15 The proposals included in the Applications, as demonstrated on the Movement and Access PP, identify the indicative alignments of the primary and secondary streets within the Site, together with the preferred alignment of the proposed cycle and pedestrian network.

12.16 The amended Design and Access Statement provides an accompanying commentary on the street hierarchy, which comprises primary, secondary and tertiary streets. The exact alignment and routing of proposed routes through the Site will be subject to the final design of the development and will be progressed through reserved matters phases. An allowance of 1m either side of the indicative routes provides a degree of flexibility at design code and the reserved matters stage.

12.17 Primary and secondary streets provide a width of 17.5m of adoptable highways land with footpaths and cycleways on each side of a 6.2m carriageway. It is proposed that a network of tertiary and side streets with shared surfaces will serve the residential areas and provide linkages to the primary/secondary streets. A bus route is proposed along the street network, with stops integrated along the route to serve the development.

- Means of Access

12.18 Means of access and detailed junction design are proposed as part of the Applications. The Applications propose vehicular access to the Site from three locations:

1. Airport Way – new signalised junction.
2. Gazelle Way/Cherry Hinton Road– new arm on existing roundabout.
3. Coldhams Lane – new signalised junction.

12.19 Detailed junction plans have been submitted for each of these access points. These are discussed in more detail later in the Access and Transport section of this report (Section 13).

Building Heights

12.20 The Building Heights PP identifies the maximum building heights permitted across the Site. Heights are expressed as a maximum, which allows for flexibility for the detailed design to be progressed pursuant to the permissions. Proposed building heights were considered as part of the pre-application dialogue with officers and have been designed to ensure the potential of the Site is maximised whilst respecting the character and visual appearance of the Site and the surrounding area.

- 12.21 The building height and urban form massing strategy is set out in the updated Design and Access Statement. The strategy proposes that building heights will range between 2.5 storeys (up to 10m above ground level) and 4 storeys (up to 15m above ground level). The mixed use/local centre with potential for residential use above is proposed to be up to 4 storeys (up to 16.5m above proposed ground level in height).
- 12.22 Lower heights will be located on the southern edge of the Site adjacent the existing built area of Cherry Hinton, with the tallest buildings located within the central area, (along the primary street and the western boundary of the airport edge), and also the secondary school to the north of the Site.

Landscape and Green Infrastructure

- 12.23 The landscape strategy for the Site has been informed by the existing landscape character and visual context of the Site and surrounding area. The Land Use PP and the Landscape and Green Infrastructure Plan identify new landscape features integrated with the drainage strategy. This includes linear parks, pocket parks, formal and natural play and allotments in line with policy requirements and the green infrastructure and open space principles identified in the LNCH SPD.
- 12.24 Key objectives of the green infrastructure are set out in the updated Design and Access Statement. This recognises the need to make best use of the existing landform and drainage pattern to achieve an efficient landscape and drainage strategy.
- 12.25 The proposals provide over 15 hectares of public open space, which is in excess of the provision required by the Local Plans. The updated Design and Access Statement specifies the proposals for strategic landscaping within the site, which includes the following key landscape spaces: North Park, West Park, Northern Fields, Pocket Parks, East Park, Play Park, Community Sports Pitches, Public Square, informal open space edge buffers and green corridor, and Allotments.
- 12.26 The Councils' Landscape Officers have revised the proposals and are satisfied that the landscape and green infrastructure proposals conform to the framework principles of the LNCH SPD by providing an optimum distribution and mix of accessible open space across the Site.
- 12.27 Subject to the recommendation of a condition to agree the Design Code set out in order to guide future reserved matters applications, the development proposals are considered acceptable with regard to landscape and green infrastructure (**Condition 9: Site Wide Design Code**).

Urban Form

- 12.28 The proposed urban form is set out in the amended Design and Access Statement which identifies how the development responds to its setting. The

Urban Form PP provides an overview of the key design elements that define the urban framework and the form that the development will take. This forms the basis of what will be detailed through the Design Code.

- 12.29 It is proposed that the building form and appearance will be contemporary architectural styles, integrating characteristics of the traditional built form of Cherry Hinton. A traditional block structure forms the basis of the Illustrative masterplan, based on design principles which include the alignment of the primary street connecting the Airport Way junction to the secondary school and local centre. Perimeter blocks are arranged in linear pattern, defining the public and private realms.
- 12.30 Additional information was submitted to address concerns raised regarding distance between building elevations and tree planting areas. Officers are satisfied that sufficient space has been provided to accommodate the appropriate size of tree species. In addition, private frontages have been incorporated between building elevations and public footpaths to allow enough space between the tree planting and building elevation for the tree to mature without causing a potential nuisance.
- 12.31 The townscape framework includes a number of elements which will create a legible and visually attractive environment, including inter-connected nodal spaces, internal vistas and market buildings. The layout has also been designed to ensure strong development edges which provide appropriate buffers between the site and adjacent uses.
- 12.32 The subsequent Design Code phase will set the rules for the design of the new development and will provide a tool to achieve the design objectives and site character principles set out in the Applications. Design Codes are typically secured by means of planning condition and require approval prior to submission of the reserved matters. A relevant condition has been recommended (**Condition 9 – Site Wide Design Code**).

Illustrative Masterplan

- 12.33 In addition to the suite of PPs as described above, an Illustrative Masterplan is submitted with the Applications. This demonstrates one possible form of future development, with conformity to the PPs referred to above. It demonstrates how key features, land uses, open space, movement strategy and access points could function together and deliver the quantum and type of development proposed. The detailed form of development will be secured at individual stages of reserved matters.

Phasing

- 12.34 The Applicants have confirmed an intention for submission of the first reserved matters application in parallel with the Design Code by October 2021, and commencement of infrastructure by March 2022. First housing completions are anticipated in the first quarter of 2023. This is a slippage of around 12 months from previous assumptions set out in the Applications as

originally submitted, in part due to the on-going negotiations of the proposals. It is anticipated that the development will be built out at approximately 170 homes per annum.

- 12.35 Whilst the optimum approach for delivering the Site will be determined by the Applicants, the LPAs expect that education provision and community development will be brought forward and delivery secured at the earliest opportunity. The updated Design and Access Statement includes an indicative phasing plan which identifies the potential phasing of the development. Whilst noting that the land is in two ownership and developer(s) have not yet been appointed, a three-phase construction programme is proposed by the Applicants.
- 12.36 It is anticipated that the first phase of development will commence from the east, immediately adjacent Cherry Hinton Road. The indicative phasing plan identifies that Phase 1 will also include construction of the primary school. Phase 2 will consist of the land to the west of Phase 1, including the local centre. The final phase will consist of the western extents of the development, and the junction onto Coldhams Lane.
- 12.37 With regard to the phasing of the schools, the County Council has advised that there may be some surplus primary school capacity in the local area at the outset of the development. It may not therefore be essential for the primary school to be built as part of Phase 1. The development of the main access road would enable delivery of the majority of the infrastructure required for the secondary school site and may enable the opportunity to bring this facility forward at an earlier stage, should this be required.
- 12.38 A planning condition has been recommended which requires a site wide phasing plan which sets out the broad sequence of providing the key elements of the scheme to be submitted with the first reserved matters planning application (**Condition 8 - Phasing**). Further discussions will also take place regarding whether it is also preferable to secure timings and phasing through a Section 106 planning obligation.
- 12.39 In accordance with the advice offered by the County Council, there is an expectation that the secondary school site will be identified as a separate phase not linked to other development, so as to provide clarity that it could be delivered at an early stage of the development. The exact timing of provision of education facilities will be in accordance with the requirements of the County Council and secured through the Section 106 Agreement, taking account of existing provision, predicted housing trajectory and new community needs.

Inclusive Access

- 12.40 Local Plan policies 56 and HQ/1 seek to secure high quality, accessible and inclusive development which allow for future changes in needs and lifestyles. Policy 57 of the CLP requires new buildings to demonstrate accessibility for all users.

- 12.41 The vision for the development reflects the Cambridgeshire Quality Charter for Growth – which promotes planning for sustainable growth along the themes of Community, Connectivity, Character and Climate. The supporting documentation which accompanies the Applications confirms an intention for the development to be as inclusive as possible. This will be further considered at the reserved matters stages. In addition, the Design Code will require the consideration of accessibility in the design of streets and spaces.
- 12.42 The Applications were discussed at meetings of Cambridge City Council's Disability Panel on 28th November 2017 (pre-application) and 30 April 2019 (post submission). The Panel were pleased by the scheme's commitment to ensuring accessibility throughout the design process and made recommendations for signage and navigation strategies on site. These can be secured through the detailed reserved matters phases of the development.
- 12.43 On this basis, officers are satisfied that the accessibility objectives of policies 56 and 57 of the CLP and HQ/1 of the SCLP have been met.

Cambridgeshire Quality Panel

- 12.44 The Cambridgeshire Quality Panel reviewed the emerging proposals on 08 January 2018 (at pre application stage) and again on 04 June 2018 when the Applications had been submitted. A number of specific recommendations were made. The full minutes are attached as Appendix J. Issues and recommendations of the June 2018 meeting are tabulated below, together with the officer response.

	ISSUES AND RECOMMENDATIONS OF QUALITY PANEL	RESPONSE
1	Can smaller parcels of land deliver public infrastructure intended for the wider developable area? Is the development future proofed?	Section 106 provides the legal mechanism by which infrastructure can be secured across the Site. This enables the future proofing of the Site, even if small land parcels come forward for development at the reserved matters planning application stage.
2	Trim trails, play spaces, community access to school playing fields and community café are all welcomed. How will these be delivered and maintained in the longer term – are there mechanisms in place to secure this?	Section 106 provides the legal mechanism for securing and maintaining the public open space.
3	Welcome proposed cycle provision, but can exemplar features be incorporated?	The Applicants have worked with planning officers, County Council highways officers and representatives of CamCycle to ensure that the

		development proposals appropriately addresses the needs of cyclists.
4	Does the site make best use of blue infrastructure – the Panel would encourage the applicant to explore some of the opportunities discussed to enhance the development further.	These are outline applications, and as such the detail of the blue infrastructure will not be known until the detailed reserved matters planning application stage. The information submitted in support of this proposals demonstrates a SUDS solution, which is acceptable in principle to city and County drainage officers. Officers will welcome the further consideration of blue infrastructure at reserved matters stage.
5	Panel supports and encourages the Applicant to further explore and deliver Passive House measures	The Addendum to the Sustainability Statement confirms the commitment set out in the Energy Statement to delivering a portion of residential units to Passivhaus standard. A condition has been recommended which requires all future reserved matters planning applications to be accompanied by a sustainability statement which sets out how the requirement for the development to be an exemplar in sustainability will be achieved.
6	Each parcel of land for house builders to deliver should include streets rather than be divided up along streets, to enable a better designed development	This issue can be addressed at the detailed design stage.
7	Use trees for all their benefits and whilst providing bird habitat is an issue for the airport, smaller bird species can be encouraged that need not be a concern	The proximity to the Site to an operational airport operating under a Wildlife Hazard Management Plan is a constraint to development. Key risks are associated with potential for bird strikes. Whilst any elements that have the potential to attract foraging, roosting or breeding species within the flight path of the airport can be designed out, this does prevent the biodiversity opportunities of the Site from being maximized.

8	Consider in conjunction with the local planning authorities, a 20% over-all energy efficient target rather than the current approach	This target would exceed the current policy target of 10% set by Policy CE/24 of the AAP. The Energy Statement submitted as part of the submission identifies the approach to reducing building related carbon emissions. More detailed Energy Statements will be required at the reserved matters stage, when more detail is available in relation to carbon calculations.
9	Do facilitate recycling, bike and EV charging spaces on housing plots.	The Applications commit to the provision of electric vehicle charge points. Provision for domestic and commercial recycling and cycling parking is also secured as part of the Applications.
10	Continue to develop the health and well-being theme	Noted.

12.45 In the opinion of officers, the application submission adequately addresses the points made by Quality Panel.

Land Use Parameters – Conclusion

12.46 The proposed quantum and mix of uses is considered to positively contribute to the policy objectives of creating a new and distinctive sustainable community on the eastern edge of Cambridge. Movement within the site is founded on comprehensive development and the prioritisation of sustainable travel. Further consideration will be required at Design Code stage towards all non-motorised modes.

12.47 Officers are satisfied that the Applications, including the submitted PPs, accord with the established framework principles identified in the LNCH SPD. Subject to conditions relating to the requirement for a Design Code (Condition 9), Phasing Plan (Condition 8) and requiring development in accordance with the approved PPs (Condition 5), officers are satisfied that sufficient safeguards are provided to ensure commitments set within the Design and Access Statement will be followed through at the Design Code stage. The proposals therefore comply with policies 13, 55, 56, 57 and 58 of the CLP, policy SS/3 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

13. ACCESS AND TRANSPORT

13.1 The NPPF requires transport issues to be considered from an early stage of a development proposal, to ensure that the potential impacts on transport

networks can be addressed, and opportunities to promote alternative travel modes to the private car are maximised. Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

- 13.2 Within the national policy context, applications for development should, (amongst other things), give priority first to pedestrian and cycle movements, within the scheme and with neighbouring areas. They should also, as far as possible, facilitate access to high quality bus transport - with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- 13.3 In the local context, policy 5 of the CLP and policy TI/2 of the SCLP seek to ensure development proposals are consistent with and contribute to the implementation of strategic transport strategies and priorities. Site specific transport policies can be found in the Cambridge East AAP (policies CE/10 and CE/11), which require the prioritisation of sustainable travel methods and mitigation of the transport impacts of development. The LNCH SPD also recognises the importance of ensuring new development has strong connections to Cherry Hinton, surrounding neighbourhoods and Cambridge City centre.
- 13.4 The Applications are accompanied by a Transport Assessment (TA) and Framework Travel Plan (FTP), the methodology and scope of which has been agreed by County highways officers.
- 13.5 In reviewing the proposals, the County Transport Assessment Team, has had regard to advice offered by the County Major Infrastructure Delivery team. During the course of the application, the Applicants worked with officers to address access and transport issues raised during the consultation process, which included a number of meetings with stakeholders.

Transport Strategy

- 13.6 The Applicants transport and movement strategy for the Site is based on the vision identified in the LNCH SPD. It works on maximising the location of the Site (which is close to facilities, services and jobs), and the promotion of sustainable travel for existing and future residents in the area. Three key principles are incorporated:
 - 1. Reducing the need to travel by car within the development, through offering permeability within the Site for pedestrians, cyclists and public transport.
 - 2. Encouraging journeys on foot and by bicycle through providing direct connections to strategic off-Site routes; and

3. Encouraging travel by bus by ensuring main routes within the Site accommodate buses and are designed to maximise the number of residents located within walking distance of a regular service.

Cycling and Walking Strategy

- 13.7 The Applications propose a comprehensive cycle and walking network within the Site. A network of new footpaths and cycleways will be provided which will connect to existing routes and provide a link between them. This includes a segregated shared foot path/cycle path between Airport Way and Coldhams Lane. The Illustrative Masterplan shows this path as running through the proposed linear park that bounds the full western edge of the development, connecting with Coldhams Lane via a Site access junction (Junction 3).
- 13.8 A number of segregated shared path connections are also proposed through the wider green infrastructure within the Site, allowing connections to Cherry Hinton and Teversham.

Transport Assessment (TA)

- 13.9 The TA and site wide FTP provide an assessment of the full development effects of the proposals in transport terms. From this, a package of mitigation measures has been proposed.
- 13.10 Officers note the third-party representation by Savills on behalf of Anderson Group. The TA which accompanies the planning application does not make any allowance for vehicular traffic that could be associated with future development of Land South of Coldhams Lane. The County Transport Assessment notes that the Land South of Coldhams Lane is identified in the CLP for outdoor recreation and some commercial element. This site has not been included in the TA methodology, as it is not a committed development (ie does not have the benefit of a planning permission).
- 13.11 During the course of the application, a TA Addendum (March 2019) was submitted which summarises changes to technical work arising from comments received from County highways officers and other stakeholders. The TA demonstrates that the Site can be developed without causing a severe impact on the transport network, subject to the development including a multi-modal mitigation package.
- 13.12 The TA considers both the construction and operational phases of the development, and the potential impact of vehicle trips generated on the highway network. The assessment considers a 'worse case' scenario of transport movements generated by the proposed development. The trips rates used within the trip calculations were adjusted to reflect the potential provision of sixth form (further education) facility at the proposed secondary school.
- 13.13 Both the TA Addendum and mitigation package has been assessed by the County Transport Assessment Team. Confirmation has been received that the

details of the TA in terms of predicted trip generation and the proposed schemes of mitigation are acceptable.

- Construction Phase Impacts

- 13.14 The TA concludes that the additional traffic generated by the construction phase of the development would not have a significant effect on the highway network. In accordance with advice from the County Transport Assessment Team, a condition has been recommended which requires the approval of a Traffic Management Plan (TMP) prior to construction commencing, to ensure that construction traffic mitigation measures (including construction traffic routing) will be implemented during this phase of the development (**Condition 55: Highways - Traffic Management Plan**).

- Operational Phase Impacts

- 13.15 The TA concludes that during the operational phase of the development (ie, when the Site has been fully built out) the majority of junctions within the agreed study area will continue to work within capacity or will not be severely impacted by the flows produced by the proposed development. The only location where improvement works will be required is at the Coldhams Lane/Barnwell Road roundabout.
- 13.16 The additional predicted trips using the Coldhams Lane/Barnwell Road junction as a result of the proposed development being fully built out are the equivalent of 177 Passenger Car Unit's in the morning peak and 170 Passenger Car Unit's in the afternoon peak. This represents an increase of 6% and 5% in the morning and afternoon peaks respectively.
- 13.17 A financial contribution is proposed towards remodelling the Coldhams Lane/Barnwell Road roundabout, to provide additional highway capacity and safe access across the roundabout for pedestrians and cyclists. This is discussed in more detail in the strategic infrastructure improvement section below.

Framework Travel Plan

- 13.18 The Framework Travel Plan (FTP) has been prepared as a result of the TA, in accordance with Paragraph 111 of the NPFF. Aimed at influencing the travel behaviour of all future site users, this document seeks to promote the most sustainable forms of transport. This is achieved by identifying measures to promote travel by modes other than by the private car.
- 13.19 Measures recommended in the FTP seek to reduce reliance on the private car, by encouraging cycling, walking and the use of public transport. Officers welcome the proposal to incorporate electric vehicle (EV) charging facilities across all land uses from the outset of the development, and the provision of a car club on Site. Relevant conditions have been recommended to secure the EV charging points (**Condition 57 – Site Wide Electric Vehicle Charge Point Provision and Infrastructure Strategy; Condition 58 – Site Wide**

Electric Vehicle Charge Point Provision and Infrastructure Scheme Strategy Delivery). The provision of a site wide car club can be secured as part of the Section 106 Agreement.

- 13.20 The FTP has been reviewed by the County Transport Assessment Team and is considered acceptable as an interim document. It is an expectation that a Full Travel Plan will be submitted for approval, which will identify all agreed mitigation scheme.
- 13.21 The requirement for a Full Travel Plan and its implementation (including the appointment of a Framework Travel Plan Co-ordinator who will be responsible for implementing the agreed measures) can be secured through the Section 106 Agreement.

Off-Site Transport Strategy

- 13.22 The development proposals for the Site are supported by a comprehensive off-site transport strategy that addresses and mitigates the transport impacts of the development. The approach to transport mitigation has been based on the need to ensure that the mitigation meets the relevant statutory tests set out in Regulation 122 of the CIL Regulations, namely: being necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.
- 13.23 The transport mitigation package has been the subject of extensive discussions with County highways officers, planning officers and other stakeholders, and has been agreed in principle by the County Transport Assessment Team. It includes off-site measures relating to strategic transport projects, measures to facilitate cross City connectivity, and improvements to the existing footpath and cycle path network.
- 13.24 The agreed transport mitigation package is summarised below. It is proposed that provision will be made for these facilities/services through a Section 106 Agreement. Further details of the Section 106 process, including a summary of the agreed financial contributions is provided in Section 20 of this report (Section 106 Planning Obligations).

PROPOSED TRANSPORT MITIGATION MEASURE
Strategic Infrastructure Improvements:
Remodelling Coldhams Lane roundabout.
Footpath and Cycle Path Improvements:
Pedestrian and cycle improvements at Rosemary Lane, Norman Way and The Tins (including to Tins Bridge).

Footpath improvements across Coldhams Common.
Strategic Connectivity Improvements:
Shared foot/cycleway (3m) along Coldhams Lane.
Upgrade to existing Barnwell Road pedestrian and cycle crossing.
Delivery of small-scale walking and cycling measures in the locality.
Public Transport Improvements:
Direct bus service to the City Centre via Coldhams Lane.
Improvements to existing bus stops on Cherry Hinton High Street.
Access Improvements:
Widening of existing footpath between site access / Gazelle Way roundabout and Tesco roundabout.
Signalised junction with Coldhams Lane.
Signalised junction at Airport Way.
Additional arm to Gazelle Way Roundabout and new toucan crossing on southern arm
Widening of existing cycleway/footway (3m) Airport Way / Church Road junction.
Footway widening between new signalised site access and Marshalls Close.
Other Improvements:
Environmental enhancement measures in Church End.
Traffic calming and cycle bypass on Cherry Hinton High Street close to Teversham Drift.
Travel Plan management and associated measures.

Table: Agreed off-Site transport mitigation

Strategic Infrastructure Improvements

- 13.25 The proposed development will increase trips through the Coldhams Lane roundabout junction which will require mitigation. The transport mitigation package includes an agreed financial contribution towards the remodelling of this roundabout. This is a strategic infrastructure scheme which is the responsibility of the Cambridge and Peterborough Combined Authority (CPCA).
- 13.26 The County Council has been funded by the CPCA to progress a range of potential design options for achieving the key aims of this project. This includes the provision of safer, direct and more convenient routes for cycling and walking.

Strategic Connectivity Improvements

- 13.27 The proposed development will increase trips towards the City centre for employment and leisure purposes by all modes of transport. Transport mitigation measures are proposed to reduce dependence on motor travel and encourage walking and cycling trips, by providing a safe route to link into existing infrastructure.
- 13.28 Proposed measures to improve strategic City connectivity include a financial contribution for improvements from the site access on Rosemary Lane to Norman Way and the Tins cycle route, as part of the Fulbourn Greenways Project.
- 13.29 The design upon which this contribution is based utilises the maximum space on Rosemary Lane, provides crossing facilities across Coldhams Lane and a widened connection along Norman Way. The contribution also includes costed improvements to the Tins Bridge.
- 13.30 Financial contributions have also been agreed for footpath improvements across Coldhams Common. This will help to encourage walking and cycling by providing a safe and direct route for pedestrians and cyclists to link into the Chisholm Trail, which is a County Council led scheme.

Other Footpath and Cycle Path Improvements

- 13.31 The proposed transport mitigation package also includes measures to improve connectivity through the improvement of local footpaths and cycle paths. A contribution is proposed to provide a shared footway/cycleway along Coldhams Lane, which will provide a direct route for pedestrians and cyclists to link between the site and Nuttings Road through to Barnwell Road. The upgrade and resurfacing of the existing Barnwell Road pedestrian and cycle crossing point is also proposed, to enhance the link between the proposed Coldhams Lane and Coldhams Common links.
- 13.32 Officers note that these improvements will positively address issues raised by CamCycle during dialogue with officers and the developer team in respect of junction design. The measures will improve connectivity between the

Coldhams Lane pathway and Barnwell Road and allowing enhanced access in respect of cargo bikes.

Public Transport Improvements

- 13.33 The public transport strategy for the site is based on providing public transport connectivity where no such connectivity currently exists. Based on an assessment of potential costs for providing a new bus service for the development, it has been identified that the proposed development can support a commercially sustainable operation requiring the purchase of two vehicles.
- 13.34 A proposed bus strategy has been agreed in principle with County Highways officers and Stagecoach bus operator. The outcome of the strategy is that the development site will be served by up to three buses per hour at peak times and two buses per hour off-peak to Cambridge city centre.
- 13.35 It is proposed that at morning and afternoon network peak and school times, the bus service will commence from/continue to the Marleigh/Wing development (Land North of Newmarket Road) via Teversham, to provide additional connectivity for workers in central Cambridge and for expected student numbers at the new North Cherry Hinton secondary school.
- 13.36 In the early mornings (pre morning peak period) and post-evening peak period the service will operate via Mill Road to provide access to Cambridge railway station. This will serve the needs of rail commuters to and from the new development. In the inter-peak (between 9:00 and 17:00 excluding school peak hours) the service would operate via Coldhams Lane.
- 13.37 The new bus service has been costed on providing access to and from the Marleigh/Wing development and would also serve Teversham. A relevant financial contribution has been agreed.

Site Access

- 13.38 The Applications propose three principle access junctions to the development site. Full details of these accesses, including detailed junction designs, have been submitted as part of the Applications.
- **Junction 1:** Airport Way/Cherry Hinton Road Access Signalised Junction.
- 13.39 This junction is proposed to be a signalised four arm left/right staggered junction, formed off Airport Way/Cherry Hinton Road/the application site.
- **Junction 2:** Cherry Hinton Road/Gazelle Way Roundabout Access
- 13.40 This access would see the addition of a fourth arm onto an existing 3 arm roundabout between Cherry Hinton Road and Gazelle Way.
- **Junction 3:** Coldhams Lane Site Access Signalised Junction

- 13.41 This junction onto Coldhams Lane is designed to operate alongside the junction that serves the Weston Homes development on land at Hatherdene Close.
- 13.42 The proposed accesses have been considered on their own merits by Cambridgeshire County Council as Highway Authority. All three junctions have been subject to a Road Safety Audit and preliminary design checks.
- 13.43 The Road Safety Audit process has considered the needs of all road users, not just those travelling by motorised vehicle. Officers are satisfied that an appropriate balance has been taken between the need to give high priority to non-motorised vehicles users, with the requirement to cater for the types of vehicles that would use the three junctions, without causing conflict between the different user groups.
- 13.44 During the course of the Applications, meetings were held with County Transport Assessment Officers, Walking and Cycling Officers and representatives from CamCycle to discuss the detailed junction designs. This resulted in a number of design improvements (including separation of cycle route and carriage way at junctions where possible) to enable improved accessibility for cyclists and pedestrians. These amendments were formally submitted to the LPAs in November 2019.
- 13.45 Officers note that the size of Junction 1 has been queried by the County Highway Development Management Officer. The Major Developments team has confirmed that widening/alignment of this junction is necessary to allow large vehicles to negotiate it.
- 13.46 Third party representations raise concern that Junction 3 does not cater well for cyclists wishing to gain access to the shared use path heading east (on the northern side of Coldhams Lane). It has been suggested that the pedestrian crossing on the south-eastern side of this junction be replaced with a toucan crossing. Officers are advised that toucan crossings can only be provided where they link to cycle facilities on the opposite side of a road. It is not possible to install such a crossing in this location, as there is no space to provide off or on road cycle facilities on the opposite (southern) side of Coldhams Lane.
- 13.47 The access amendments have been reviewed by the County Transport Assessment team, who have confirmed acceptability from a highways perspective. The County Development Management Engineer has also reviewed the proposed amendments to the three junctions, and confirmed that, in comparison to the previous revisions, the changes proposed offer improvements to the design.
- 13.48 The Transport Assessment team has considered the proposals in detail and is satisfied that they meet the user requirements. Subject to planning conditions relating to the detail of Junctions 1, 2 and 3, the proposed access arrangements are considered acceptable in highways terms (**Condition 49, Highways – Details of Access Junction 1; Condition 50, Highways –**

Details of Access Junction 2; Condition 51, Highways – Details of Access Junction 3).

Car and Cycle Parking

- 13.49 Secure cycle parking will be secured by way of planning condition (**Condition 47, Highways - Cycle Parking**) to ensure provision is in accordance with Local Plan requirements and cycle parking guidelines. It is an expectation that cycle parking will be considered early in the more detailed design stages and will generally be provided as Sheffield stands or within garages.

Other Issues

- Transport Improvements – Teversham Village
- 13.50 The Applications will deliver enhancements onto Church Road, a signalised junction at Airport Way and walking and cycling enhancements, all of which will bring benefit to existing residents of Teversham.
- 13.51 The request made by Teversham Parish Council for traffic calming within the village, and the relocation of an existing lay-by has been considered by officers. It is not considered appropriate or reasonable to require such enhancements as part of the proposals brought about by these Applications, because they fail the statutory tests under Regulation 122 of the CIL Regulations.
- 13.52 The TA provides no evidence to suggest that additional trips generated by the development would have an adverse highways impact Teversham. The number of predicted vehicle trips through the village as a result of the proposed development is negligible at 4 two-way Passenger Car Unit trips during the morning peak. This would not trigger the requirement for addition traffic calming through the village
- 13.53 It would not be reasonable to require the Applicants to fund the costs of relocating an existing lay-by which is situated some distance from the application site, on land which is not within their control. Officers are of the opinion any such requirements either through a condition or a planning obligation would fail to meet the statutory tests required by Regulation 122 of the CIL Regulations.

Access and Transport - Conclusion

- 13.54 The Applications have been considered in the context of relevant transport and access policies as contained in the NPPF, the LNCH SPD and Local Plans. The proposed transport mitigation package and FTP would prioritise sustainable travel modes. Whilst the proposed development will generate additional traffic, the residual cumulative impacts will not be severe. On this basis, the proposed development is considered to accord with the NPPF, which in paragraph 109 states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of

development are severe. There are no such grounds to refuse these Applications on this basis.

- 13.55 The transport mitigation package includes the provision of strategic solutions. The mechanisms and timing of these off-site improvements and financial contributions can be secured by way of Section 106 Agreement and planning conditions as described above.
- 13.56 The proposed accesses to the Site are considered safe, having met the stringent requirements of a safety audit which has been approved by the Highway Authority. The development proposals would not lead to significant highway safety issues or hazards. Having considered the evidence and comments received from the Highway Authority, officers are satisfied that the proposed development would not lead to traffic danger or congestion of the highway network, including during morning and afternoon peak hours.
- 13.57 On the basis of the above evaluation, and subject to appropriate identified mitigation secured through planning conditions and obligations as part of a Section 106 Agreement, the Applications are considered acceptable with regard to highways and transport issues. The development proposals therefore comply with policies 5 and 13 of the CLP, policy SS/3 of the SCLP, policies CE/10 and CE/11 of the Cambridge East AAP, the LNCH SPD and the NPPF.

14. HOUSING DELIVERY

Quantum, Density and Mix

- 14.1 Policies within the Local Plans seek to ensure developments provide a balanced supply of housing and appropriate mix of dwelling sizes, types and tenures to meet projected household needs, including the needs of different groups in the community.
- 14.2 Specific guidance in respect of housing density is provided by the Cambridge East AAP and LNCH SPD. Policy CE/7 of the SPD seeks to achieve an average net site density of at least 50 Dwellings Per Hectare (DPH); whilst the SPD identifies an average overall net housing density requirement for the site of between 40-50 DPH.
- 14.3 The Illustrative Masterplan submitted in support of the Applications demonstrates an average residential density across the Site of between 40 to 50 dwellings per hectare, which accords with the LNCH SPD. Higher density areas correspond to building heights, with increased density towards the western boundary and central part of the Site around the local centre, and lower densities across the southern edges adjacent to existing settlement.
- 14.4 The PPs supporting the Applications demonstrate that at the proposed housing density, the development would respect the spatial development principles set out in the LNCH SPD. Officers are satisfied that the quantum of

housing development proposed (up to 1200 units) can be successfully delivered on the Site together with all the necessary infrastructure and open space.

- 14.5 A range of residential types, sizes and tenures are proposed by the Applications, including a minimum of 40% affordable housing. The proposed housing mix has been revised to reflect the Local Plan policy framework and market evidence. It is proposed that 53% of the total number of dwellings will be one- and two-bedroom units, 32% 3 -bedroom units and 20% 4-bedroom units. The Councils' Housing Officers have confirmed the acceptability of the proposed mix.
- 14.6 The agreed indicative market and affordable housing mix is set out in the table below.

	Market	Affordable	Total	%
1 bed apartment	72	252	324	27
2 bed apartment	112	32	144	12
2 bed house	68	100	168	14
3 bed house	324	60	384	32
4 bed house	144	36	180	15
TOTAL	720	480	1200	100

Table: Indicative Housing Mix

- 14.7 The LNCH SPD envisages that the 1200 residential units would likely comprise a mix of 35% apartments and 65% housing, based on initial capacity studies. The proposed housing mix represents a split of 39% apartments and 61% houses, which is considered appropriate given market evidence.
- 14.8 Officers note that the precise housing mix may differ as subsequent reserved matters phases are brought forward for further development. Each phase would need to have regard to the cumulative housing mix across the application site, and also the need for any specialist accommodation. The Section 106 Agreement will secure the details of the housing mix to allow for such flexibility. A condition has also been recommended requiring each residential parcel to be accompanied by a statement demonstrating how it accords with the agreed indicative housing mix for both market and affordable housing (**Condition 11 – Housing Mix**).

Affordable Housing

- 14.9 The NPPF states that LPAs should use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing. It also states that policies should be set for meeting the

identified need for affordable housing, and that policies should be sufficiently flexible to take account of changing market conditions.

- 14.10 Policy 45 of the CLP requires residential development of 15 or more units to provide a minimum percentage of 40% affordable housing. Policy H/10 of the SCLP requires a minimum of 40% affordable homes on sites of 11 dwellings or more.
- 14.11 The Applications propose 40% of the dwellings will be affordable (480 units), which the Section 106 Agreement will secure.
- 14.12 The development will be tenure blind, with the affordable homes and the market housing integrated. Affordable housing will not be identified through location, segregation or the appearance of buildings.
- 14.13 A Memorandum of Understanding (MoU) on addressing the delivery of has been agreed by the Applicants and the Councils'. This is a statement of joint intent which sets out the broad principles that will be sought when making decisions about affordable housing provision, based on the following key principles:
1. A minimum of 40% of housing to be affordable.
 2. Tenure mix to be 73% rented (social rent and affordable rent) and 27% intermediate (shared ownership).
 3. Phasing of affordable housing to be in accordance with the Affordable Housing Scheme, secured through the Section 106 process and based on the general principles as set out in the MoU.
- Affordable Housing Tenure
- 14.14 The Greater Cambridge Housing Strategy acknowledges the significant affordability challenge for Greater Cambridge households across a range of income levels. Whilst the provision of affordable rent remains the highest priority to support households on the lowest incomes, there is also recognition that there is a growing 'affordability gap', where middle income households are being squeezed out of the market; with limited housing options for low cost home ownership or the private rented sector. Having a blended mix of different tenure types provides greater choice for those unable to access the open market.
- 14.15 Shared ownership is generally the traditional form of intermediate housing that provides an affordable option for households on median incomes who are able to raise a small deposit and qualify for a mortgage. The shared ownership model gives the opportunity to initially purchase between 25-75% of the property and pay rent on the remaining equity purchase.

14.16 The guideline tenure split set out in the Greater Cambridge Housing Strategy between social and affordable/intermediate housing is currently 75/25 for Cambridge City and 70/30 for South Cambridgeshire. Discussions have taken place between City and District housing officers and the Applicants regarding the proposed affordable housing mix and tenure split. To avoid issues around seeking a different split on different parts of the site, a 73% rented (social rent and affordable rent) and 27% intermediate (shared ownership) split across the Site has been recommended by housing officers. The Applicants have confirmed the acceptability of this approach.

14.17 The precise detail of the affordable housing scheme, including tenure mix, location of units within the Site, and their transfer to a registered provider can be secured through the Section 106 Agreement.

- Affordable Housing Indicative Mix

14.18 The affordable housing indicative mix has been the subject of detailed discussions between the Applicants and Councils' officers, to ensure that it reflects local evidenced need for smaller properties to be provided as social housing, and in particular one-bedroom properties.

14.19 The Affordable Housing Provision MoU proposes an overall affordable housing indicative mix which officers consider reflects current and likely future need, based on general needs housing (see table below).

No. Beds	Percentage	Dwellings	Proposed Tenure
1 bed	50-55	240-264	100% affordable rent and SO
2 bed	25-30	120-144	100% affordable rent and SO
3 bed	10-15	48-72	50% social rent 50% affordable rent and SO
4 bed	5-10	24-48	All social rent
TOTAL	90-110	432-528	

Table: Proposed agreed indicative affordable housing mix

14.20 The proposed housing mix planning condition will ensure that subsequent reserved matters applications include a schedule of affordable housing. This will enable the mix provided to respond to detailed design requirements and other factors, eg changes to the evidential basis for the provision of affordable housing (**Condition 11: Housing Mix**).

14.21 In accordance with the advice offered by Housing Officers, it is proposed that the Indicative Mix is reviewed following approval of the reserved matters

application that results in 600 or more homes being approved. This can be secured through the Section 106 Agreement.

- Nominations Agreement

14.22 It is understood that nominations for the affordable homes would be shared equally between the City and District, with each receiving 50% of these to meet their needs. The Councils' and Affordable Housing Provider will work together to produce a bespoke Local Lettings Plan, which will seek to achieve (amongst other things) priority to households within an agreed geographical radius or with a local connection.

Accessible Housing and Internal Space Standards

14.23 The Councils' are keen to ensure new housing (both affordable and market) is 'future proofed' through design, so that they can be easily adaptable to enable people to live independently in their own homes as they age.

14.24 Policy 50 of the CLP and policy H/12 of the SCLP require internal space standards for new residential developments, whilst policy 51 of the CLP requires all housing development to be of a size, configuration and internal layout to enable Building Regulations requirement M4 (2) '*accessible and adaptable dwellings*' to be met; and 5 per cent of the affordable housing component of housing development sites of more than 20 homes to meet Building Regulations requirement M4 (3) '*wheelchair user dwellings*' to be wheelchair accessible (or easily adapted for residents who are wheelchair users).

14.25 Whilst this level of detail is not normally expected at an outline planning application stage, the Applicants have confirmed an intention that all housing will be of sustainable standards i.e. complying with housing quality Indicators (HQI) scores for unit size, layout and noise, and nationally described space standards will be achieved. Relevant planning conditions have been recommended to ensure the Local Plan policy requirements in respect of accessible housing internal space standards are achieved (**Condition 12 – Internal Residential Space Standards; Condition 13 - Accessible and Adaptable Dwellings, Condition 14 – Wheelchair User Dwellings**).

Age Exclusive Housing: Retirement Living Facility

14.26 With a rapidly ageing population, the Councils' are keen to promote a range of housing options to accommodate people and families throughout their lifetime (including housing specifically for older people), in line with the Councils' emerging Joint Housing Strategy.

14.27 The provision of specialist housing types for occupation by older people (including residential care) is supported by policy 47 of the CLP, subject to evidence of the demonstratable need for this type of development.

- 14.28 The description of the proposed development includes reference to some form of retirement living, in the form of up to 90 units of the 1200 overall to be specific homes for the elderly. The inclusion of an element of retirement living within the scheme provides flexibility should the need arise in the future.
- 14.29 In accordance with policy 47 of the CLP, a planning condition has been recommended which requires any reserved matters applications with retirement living to be accompanied by a market demand/economic case statement (**Condition 15 – Specialist Housing**).

Self and Custom Build

- 14.30 The delivery of self-build and custom-build housing is strongly supported by legislation and national policy, offering the opportunity for residents to be involved in the design and construction of their own homes. Policy H/9 of the SCLP requires developers to provide plots for sale to self and custom builders on sites of 20 or more dwellings, although provides no details of the required level of provision. There are no equivalent policies in the Cambridge Local Plan.
- 14.31 Given the role Cambridge East will play in delivering housing over the current and subsequent period of the Local Plans, officers consider it reasonable that opportunities are sought to address the requirements as part of this development
- 14.32 Whilst there are no forecasts for future demand for self and custom build in the area, South Cambridgeshire keeps a register of those seeking self or customer build plots. At the time of writing this totalled over 500 people. A target of 5% self and custom build has been applied elsewhere on large strategic sites.
- 14.33 A 5% target is considered an ambitious target given the limited delivery of self and custom build elsewhere across the City. However, it has the potential to meet unmet demand across the Greater Cambridge area, and contribute towards the aims and objectives of policy H/9. A cumulative minimum target of 5% across the site is therefore recommended to be secured by the Section 106 Agreement, along with a mechanism for marketing self/custom build plots. The Applicants have agreed to this approach. A condition has also been recommended to secure the details of the self and custom build scheme (**Condition 16 – Self Build and Custom Build Scheme**).

Housing Delivery - Conclusion

- 14.34 In summary, the overall quantum and density of the development is considered to make best use of a sustainable site. The development proposals demonstrate a good mix of house type sizes and tenures which would meet the needs of all sectors of society. This would contribute towards the LNCH SPD vision of a vibrant and livable community with a provision of a mix of tenure and social infrastructure.

- 14.35 The proposals include affordable housing options and total provision of a minimum of 40% affordable housing, in accordance with Local Plan policies. This would help meet future household needs within the Greater Cambridge area.
- 14.36 Subject to securing affordable housing by Section 106 planning obligations, and the conditions as identified, officers are satisfied that the proposals comply with policy 45 of the CLP, policies H/9 and H/10 of the SCLP, policy CE/7 of the Cambridge East AAP, and are in accordance with the LNCH SPD and national planning policy housing guidance contained in the NPPF.

15. SOCIAL AND COMMUNITY INFRASTRUCTURE

- 15.1 The social dimension of sustainable development identified by the NPPF includes social wellbeing. The NPPF's core planning principles include a requirement that developments take account of and support local strategies to improve cultural wellbeing for all, delivering sufficient community and cultural facilities and services to meet local needs.
- 15.2 Local Plan policies recognise the need for new strategic development to provide a range of uses appropriate to new communities, including education, community and healthcare facilities. Policy CE/6 of the Cambridge East AAP seeks to ensure that local centres provide the focus for neighbourhoods within Cambridge East. This policy advises that centres should be provided in accessible locations and provide for the day to day needs of local residents for convenience shopping and service provision. At a site-specific level, policy 13 of the CLP and policy SS/3 of the SCLP identify that on-site provision should be made for a primary and secondary school and a local centre with community hub
- 15.3 The LNCH SPD also recognises the importance of the local centre in reflecting the needs of the future population and supporting existing facilities within Cherry Hinton. It also identifies the need to locate community facilities centrally within the Site.
- 15.4 The Applications include provision for a range of community facilities/services to meet the demand of the residents. These include the following:
- Primary and Secondary Schools.
 - Community Facilities.
 - Local Centre.
 - Health Care Provision.
 - Community Development and Support.
 - Library Provision.
 - Open Space, Children's Play Space and Sports facilities.
 - Public Art.
 - Provision for Waste and Recycling.

- 15.5 It is proposed that provision will be made for these facilities/services through the Section 106 Agreement. The Applicants have confirmed the acceptability of this approach, and the provision of the facilities and services as identified below. Further details of the Section 106 process, including a summary of the agreed financial contributions and infrastructure requirements is provided in Section 20 of this report (Section 106 Planning Obligations).

Education

- 15.6 The proposals include provision for a primary school and secondary school facilities, in accordance with the policies contained within the Local Plans. Cambridgeshire County Council, as the local children's services authority, has provided detailed advice in relation to the range of educational needs arising from up to 1,200 homes and confirmed the acceptability of the revised proposals.
- 15.7 In providing detailed advice in respect of the Applications, the County Council recognises that whilst the proposed development is intended to provide for itself in terms of infrastructure provision, it is also enabling wider benefits for secondary education across a broader area. The primary and secondary school sites identified in the Applications (including Parameter Plans) have been confirmed by the County Council as generally acceptable. Site specific educational requirements will be agreed as part of the subsequent detailed planning stages.
- 15.8 The County Council's education requirements are for the proposed development to provide the following:
- Sufficient land on-Site for:
 - A 2 Form of Entry (FE) primary school (2.3 ha) serviced site; and
 - A 6 FE secondary school (5.7 ha) serviced site.
 - Financial contributions proportionate to the impact of the development, towards the build costs of the primary and secondary school.
 - Start-up costs towards the primary school.

Primary School and Early Years Provision

- 15.9 The LNCH SPD requires provision to be made for a 2 FE primary school on a 2.3 ha site to serve the needs of the community. In accordance with the LNCH SPD, the proposals make provision for a primary school site of this size. This will ensure sufficient flexibility to accommodate a 2 FE entry primary school, taking account of the existing supply of school places and forecasts of future need arising from projected population and household growth.
- 15.10 The County Council has advised that on the basis of the indicative housing mix (revised January 2020), the development proposals would not generate the demand for 2 FE primary school. Based on projected child yield arising

from the agreed indicative housing mix, primary age pupil demand projections indicate that the development proposals would generate the requirement for a 1.2 FE primary school. Officers note that it is not possible to build a school of this size, and in order to effectively mitigate the impact of the development, a 1.5 FE primary school (with early years) would be required.

- 15.11 On the basis that a 1.5 FE primary school will be required to mitigate the development impact, a proportionate financial contribution of the costs of building a 2 FE primary school has been requested (75% of the capital costs).
- 15.12 The Illustrative Masterplan identifies the primary school is to be situated in a central location within the development site, in close proximity to other community facilities. This is in accordance with the principles set out in the Cambridge East AAP and LNCH SPD. The Building Heights Parameter Plan identifies the building will have a maximum height of 3 storeys. The detailed design of the building will be developed at the reserved matters stage.
- 15.13 The indicative phasing plan contained in the updated Design and Access Statement identifies that the construction of the primary school will be within Phase 1 of the development. The opening timescale will be agreed with the County Council following an agreed period of house building and a process to review capacity and demand. This will be secured within the Section 106 Agreement.
- 15.14 It is proposed that the primary school will include early years provision (teaching and learning facilities for children up to the age of 5 years) depending upon the final housing mix and yield. At the request of the County Council, a financial contribution for early years provision has been sought.
- 15.15 Officers note the third party representations regarding the enhancement of existing pre-school facilities at Teversham. The County Education Officer has confirmed that a contribution has not been sought to improve existing pre-school facilities off Site because of the immediate preference for securing pre-school provision as part of a new build primary school.
- 15.16 Officers understand that if the delivery of the primary school is delayed, a review of the available early years options will be undertaken by the County Council. The review will include an assessment of whether surrounding settings (Teversham / North Cherry Hinton) have the potential for expansion to meet the demand arising from proposed development. This is likely to consist of a full options appraisal to understand the practicalities, cost, and achievable capacity.

Secondary School

- 15.17 The Applications propose a 6-form entry secondary school, of site area just under 7 hectares. The Illustrative Masterplan identifies that the secondary school will be located on the eastern side of the Site, close to key transport routes, served by the access from Airport Way. It will be a maximum of 3 storeys in height, with the detailed location, building design and boundary

treatments building to be developed at the reserved matters stage. The current County Council construction standard requires BREEAM 'Very Good', which will be secured by planning condition **(Condition 22 - BREEAM)**.

- 15.18 The County Council is supportive of the general location of the proposed secondary school as identified on the Indicative Masterplan. It is an expectation that the school site would be available at an early stage, and transferred in line with the County Council's standard site specification.
- 15.19 The proposed secondary school would meet the needs of the development and a wider catchment area. The County Council has therefore requested a pro-rata contribution towards the capital costs of the new school, to mitigate the demand arising from the development. Based on projected child yield, secondary age pupil demand projections indicate that the development proposals would generate the requirement for a 1 FE secondary school – one sixth of the proposed 6 FE school.
- 15.20 Taking this approach, a financial contribution has been sought, reflecting the overall level of demand projected to arise from the development. On the same basis of apportionment, the development would be expected to provide 1 ha of serviced site area at nil cost.
- 15.21 The County Council accepts that an element of the secondary school site in excess of that needed to mitigate the development will need to be purchased. The arrangements for this will be subject to separate negotiations with the developer.

Education – Summary

- 15.22 Cambridgeshire County Council has confirmed the acceptability of the Applications with regard to primary and secondary school provision, subject to them being secured through the Section 106 Agreement. On this basis, officers are satisfied that the approach to educational provision accords with policy 74 of the CLP, policy SC/4 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

Community Facilities

- 15.23 In accordance with policy 13 of the CLP, policy SS/3 of the SCLP, and the LNCH SPD, the development proposals include provision for a community hall (Use Class D2). A facility of up to 250 square metres is proposed within the Local Centre.
- 15.24 Officers have worked with the Applicants to agree the framework and key principles for delivering the community facilities. A draft Community Facilities Specification has been agreed by all parties. This sets out the proposed specification, components, process and engagement principles for delivery of the permanent community facility. It also makes provision for the delivery of temporary community facilities.

Permanent Community Facility

- 15.25 The community facility specification envisages that the facility will be a flexible and multi-functional space, providing opportunities for a variety of different activities to take place. It is an expectation that it will be designed in accordance with good practice principles set out in Sport England's relevant design guidance.
- 15.26 The detailed design (including precise layout and size) and delivery of the community facility will be subject to agreement through the design development process and secured through the Section 106 Agreement. It is an expectation that as part of this process, consultation will take place with key stakeholders and potential user groups, including local authorities, residents, faith groups and other community groups.
- 15.27 In terms of the timing of delivery, it has been agreed that the community facility will be constructed and fitted out ready to use, prior to the first occupation of the 500th dwelling.
- 15.28 The management and maintenance of the community facility will also be secured through the Section 106 Agreement, which will require details of a management strategy to be submitted. It is not envisaged that the Councils' will be involved in the managing of the facility, although support will be offered to the process for determining the appropriate management arrangements. This could be through a trust, existing Community Group, procurement/tender process to appoint a private management company, or by a new community organisation.

Temporary Community Facility

- 15.29 Temporary community facility provision has also been sought by officers, to ensure that community space is available from an early stage of the development of the Site and prior to the delivery of a permanent facility. This is recognised as helping to ensure a sense of community from the outset of the development, which will assist in addressing social isolation.
- 15.30 The draft Community Facilities Specification identifies that provision should be made for a temporary community facility to be provided on Site, prior to the first occupation of the 100th dwelling. Provision for this will be secured as part of the Section 106 Agreement.
- 15.31 Similar to other approaches adopted elsewhere across Cambridge, the temporary community facility may include a temporary building, use of vacant units within the local centre, or use of a vacant residential unit. Details of the temporary community facility will be secured as part of the Section 106 Agreement.

Community Facilities - Summary

- 15.32 The delivery of the community facility will be secured as part of the Section 106 Agreement as identified above. On this basis, the proposed development is considered to make appropriate provision for community facilities, in accordance with policies 13 and 73 of the CLP, policies SS/3 and SC/4 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

Local Centre

- 15.33 In accordance with Local Plan policies, a local centre is proposed as part of the development. The Applications identify the local centre as providing up to 1850 square metres of floor space, accommodating a range of potential uses within Use Classes A1/A2/ A3/ A4/ A5/ B1a/ D1/ D2. Of this, a food store (A1 use class) will be no more than 500 square metres.
- 15.34 The Illustrative Masterplan proposes that the local centre will be situated adjacent the primary school, in a centrally accessible location, in accordance with principles within the LNCH SPD and Cambridge East AAP.
- 15.35 The range of potential uses provides commercial flexibility to meet the needs of the local needs of the development, and market demands to ensure long term viability. The nature of the final provision of this infrastructure will be delivered as part of the reserved matters planning stage.

Health Care Provision

- 15.36 Specific Local Plan policies do not require on-Site health care provision. Policy 74 of the CLP 2018 supports the provision of new healthcare facilities where they are located in the area they are expected to serve, to meet an existing deficiency in healthcare provision or support regeneration of new development. Policy SC/4 of the SCLP recognises that the provision of health facilities in new development contributes towards the provision of community needs.

Health Impact Assessment

- 15.37 The Applications are accompanied by a Health Impact Assessment (HIA) (March 2018), in accordance with Policy S/2 of the SCLP. This considers the health care requirements of the new residents, and assesses how those needs will be fulfilled, taking into consideration existing facilities within the area.
- 15.38 The HIA suggests there is sufficient existing capacity to absorb the additional demand on existing healthcare services which would be generated by the new residents of the development. This is predominantly as a result of data derived from the NHS Choices website which states that local GP practices are still accepting patients. Officers are of the view that this is not an indication that a practice has the capacity to offer a full range of services for the local community.

Primary GP Health Services

- 15.39 Detailed consultation advice in respect of the provision of healthcare facilities has been provided by the Cambridgeshire and Peterborough Clinical Commissioning Group (CCG). This advice is supported by a Healthcare Impact Assessment, which provides the basis for requesting a developer contribution towards capital funding to increase capacity within the GP catchment area.
- 15.40 The HIA indicates existing GP practices within the catchment area do not have the capacity to accommodate the additional growth and resultant increased demand upon existing services arising from the proposed development. The primary healthcare services directly impacted by the proposed development are Mill Road Surgery, Cherry Hinton Medical Branch, East Barnwell Health Centre and Cornford House Surgery.
- 15.41 If unmitigated, the development would have an impact on primary healthcare provision in the area. A developer contribution has been requested by the CCG for off-site mitigation of the impacts of the development. This was re-confirmed in January 2020 as representing the capital cost of providing additional primary healthcare services at existing practice(s) in the vicinity of the development.

On-Site Provision

- 15.42 The documentation which supports the Applications confirms that the local centre has been designed to allow for on-Site health care provision in the future, if this is required. This would be subject to there being a demonstrable need for a new facility and that this can be viably delivered, managed and maintained to provide a long-term community resource.
- 15.43 The initial consultation response on behalf of NHS England advised that as an alternative to the financial contribution for off-Site improvements to existing GP practices, mitigation could be provided on Site through the provision of land for on-Site primary healthcare provision should the demand arise. Officers have sought further advice in respect of on-Site health care provision from the CCG. Confirmation was received in January 2020 that there are no current plans in place for on-Site provision.
- 15.44 The representation received on behalf of Mill Road Medical Practice is noted, which sets out support for an on-Site health facility, and an ambition of the practice to relocate the existing branch on Cherry Hinton High Street to a new on-Site facility. Officers are of the view that, in the absence of an identified project for an on-Site health care facility, it would not be reasonable to seek provision on Site. However, flexibility can be provided within the Section 106 Agreement for monies to be used on site, should a scheme come forward within a realistic timeframe. The CCG has confirmed that this would still enable mitigation of the impact of the development, regardless of which Practice (or other premises) within the Primary Care Network had the project.

- 15.45 Other healthcare facilities such as pharmacies and dental surgeries have not been sought by the NHS and would be delivered privately through the market. Such services could be facilitated through the other land uses included in the development specification.

Healthcare Facilities – Summary

- 15.46 Subject to securing a financial contribution to mitigate the healthcare impacts of the proposed development, the proposals are considered acceptable with regard to healthcare provision, and in accordance with policies 74 of the CLP, SC/2 and SC/4 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

Community Development Support

- 15.47 Local Plan policies recognise that new developments take time to develop and that support is needed to help people to settle and start the groups, clubs and activities found in more established neighbourhoods. Until established (which can be upwards of 15 years), a new community places increased financial pressure on Cambridgeshire County Council and other public sector authorities, due to factors including the significantly larger proportion of younger families than is present in the overall Cambridgeshire population.
- 15.48 The County Council's Strengthening Communities Team has provided detailed advice and justification for the provision of a number of short-term financial contributions to enable authorities to focus on early intervention and preventative services, in order to reduce reliance on public services.

Multi-Agency Support

- 15.49 A financial contribution has been sought towards a team co-ordinator to co-ordinate the multi-agency team to provide early intervention and prevention support for families. The co-ordinator will ensure the multi-agency team jointly plans provision across the new community, helping to provide a transition between services (including collaborative work with the Health Service). The post will also allow locally based support and advice to promote the formation of community groups in the area.

Community Development & Mental Health Training

- 15.50 A financial contribution has been sought for the provision of a 0.4 Full Time Equivalent Specialist Community Development Worker (SCDW), to be employed to support existing local authority community development workers, focusing on more traditional community development and placemaking activities. It is envisaged that the role will specialise in supporting more vulnerable residents of the development who often struggle to engage in more general community development work. The SCDW will work as part of the multi-agency team.

15.51 In addition, funding has been sought to provide Mental Health training to all the members of the multi-agency team, to ensure all are equipped to recognise any member of the community who may be struggling and provided early intervention.

15.52 Funding has also been sought to provide additional counselling for children moving to the development. This support will be reserved for those who are presenting with poor mental health as an intervention rather than a prevention.

Specialist Support

15.53 Funding has been sought to provide additional capacity for the specialist support required by the new community. Additional family workers (Locality Staff) will be sought as part of the multiagency team to bring experience of working across partner agencies to support vulnerable children, young people and families at an early stage.

15.54 In addition to the family workers, it is anticipated that the new development will become a Child and Family Zone. This means that child & family activities (also known as Sure Start or Children Centre Activities) will be delivered as outreach in the development. Funding has been agreed to contribute to a child & family worker, and some equipment to enable activities to take place.

15.55 Given the size of the development, funding has also been sought for an Independent Domestic Abuse Advisor (IDAA) to join the Multi-agency team and combat the anticipated increase on service demand created by a new development.

15.56 Recognising the high birth rates often seen in new developments, a contribution has been sought to increase capacity in the multi-agency local health visiting team. This will ensure that a health visitor is able to attend every first time mother in the development.

Kickstart and Activity Funding

15.57 A financial contribution has been sought to support the multi-agency team to run, promote activities, support and events to support residents of the new development. In addition to events and activities, Kickstart Funding has also been agreed to support the establishment of community groups and to support initial activities. This will be targeted at community-led groups which support:

- Those with physical disability, learning disability and their carers
- Integrating and supporting older people into the community
- Supporting families and young people to thrive
- Early intervention and prevention of mental ill health

15.58 It is envisaged that the Kick Start funding will sit alongside and compliment the Community Chest which is currently operated by Cambridge City Council.

This provides a resource for the multiagency team to use to incentivise community-led action.

Healthy New Towns Legacy

- 15.59 Cambridgeshire County Council has worked with the Health New Towns Initiative promoted By NHS England. As part of a demonstrator town, the Cambridgeshire Healthy New Towns project team have had access to detailed research and experience of all the other projects along with the work that they have done with Northstowe site. A financial contribution has been sought to deliver elements of that project to the Site.

Community Development Support - Summary

- 15.60 A range of financial contributions have been requested in respect of community development. Subject to securing the contributions through the Section 106 Agreement, the application proposals will provide appropriate community support to meet the needs of future residents.
- 15.61 On the basis of the above evaluation, the proposals are considered acceptable with regard to community development and in accordance with policy 85 of the CLP, policy SC/4 of the SCLP, policy CE/9 of the Cambridge East AAP, the LNCH SPD and the NPPF.

Library Provision

- 15.62 Local Plan policies require new development to include or contribution to the provision of services and facilities necessary to meet the needs of the proposals, including the provision of library facilities. Cherry Hinton library is situated in the heart of Cherry Hinton, approximately a mile from the centre of the Site. This facility currently provides the local library service to residents, together with the Central Library in Cambridge city centre.
- 15.63 Cambridgeshire County Council as statutory provider of the library service has advised that additional demands on Cherry Hinton Library will be brought about by the proposed development. A financial contribution has been requested to increase the capacity of the library building and service, to mitigate the impact of the development. This includes extension of opening hours and improvement of access to electronic resources, and integration of library space with existing community space on either side of the library.
- 15.64 Subject to securing the requested contribution through the Section 106 Agreement, the development is considered acceptable with regard to library provision, in accordance with policy 85 of the CLP, policy SC/4 of the SCLP and the NPPF.

Open Space, Children's Play Space and Sports Facilities

- 15.65 In keeping with other cross boundary fringe sites, the provision of public open space (POS), children's play space and sports facilities has been measured

against the LPA which has the largest portion of land within its administrative area of the red line site boundary. In this case, it is Cambridge City Council; accordingly policy 68 of the CLP is the relevant LP policy. This requires all residential development proposals to contribute to the provision of open space and recreation sites/facilities on site.

15.66 The table below outlines the public open space POS requirements for the proposed quantum of development as required under policy 68 of the CLP and relevant open space and recreation standards, and the amount of public open space provided as identified on the Illustrative Masterplan.

Type of Public Open Space (POS)	Local Plan policy standard <i>(hectares per 1000 population)</i>	POS required by policy (ha) <i>(based on agreed 2.3/1000 household size multiplier)</i>	Scheme provision
Outdoor sport provision (formal)	1.2	3.31	4.0ha
Informal open space	2.2	6.07	9.23 ha
Children and teenagers play space (formal and informal provision)	0.3	0.83	0.87 ha
Allotments (formal)	0.4	1.10	1.10 ha
Indoor sports provision (formal)	1 sports hall per 13000 people. 1 swimming pool per 50,000 people		To be provided as part of secondary school education provision. None.
Total POS provision		11.30 ha	15.20 ha

Table: Open Space Provision

15.67 The quantity of informal open space, allotments, formal outdoor playing fields and play space to be provided as part of the development proposals (as

identified on the Illustrative Masterplan) has been confirmed as acceptable by the City Council Streets and Open Spaces team, and in accordance with the agreed standards of provision as set out in Appendix I (Open Space and Recreation Standards) of the CLP.

- 15.68 The detailed distribution and layout of the POS will be a matter for the reserved matters process. Conditions are recommended relating to the details of the POS to be provided, to ensure that the recreational needs of residents are met **(Condition 37 – Open Space Details)**. Planning obligations will secure the delivery and future management/maintenance of the open space provision.

Formal Outdoor Sports Provision

- 15.69 It is proposed that formal outdoor sports provision will be provided as part of the delivery of the secondary school site. This is in excess of that required by the City Council's agreed standards of provision. The Illustrative Masterplan identifies an area of approximately 4 ha for outdoor playing fields and a Multi-Use Games Area (MUGA).

- 15.70 It is proposed that the secondary school pitches and MUGA are made fully accessible for community use when not being utilised for the school curricular activities. Following concerns raised by Sport England in respect of pitch over-use and deterioration over the winter season, the Applicants agreed to make the following additional provision for enhancing the proposed formal outdoor sports provision:

- i. Upgraded drainage to be applied to one sports pitch to allow for greater capacity of use.
- ii. Upgrading of sports hall from 3 court to 4 court size (33m x 18m).

- 15.71 The additional provision will sustain both curricular and public use of the sports pitch to support league games and training by the school and local clubs and enhance community provision by enabling a greater range of sports to be accommodated within the sports hall. Sport England has confirmed the acceptability of these measures, subject to securing details of the playing field ground conditions by way of planning condition **(Condition 33, Playing Fields - Ground Conditions Details)**.

Informal Open Space

- 15.72 Over 9 hectares of informal open space is to be provided across the Site. The Illustrative Masterplan indicates that the majority of this space will be located along the green linear park, which includes approximately 6 hectares of natural green space. In addition, pocket parks and informal open space is to be provided across the development providing more immediate local access for residents.

- 15.73 The Illustrative Masterplan indicates that the informal open space may include multi-functional drainage features. Where these are to be delivered, the detailed design will be developed at the Design Code and reserved matters stages to ensure the appropriate form and function of these areas.

Children and Teenagers Play Space

- 15.74 Just under one hectare of play space for children and teenagers is shown to be provided across the Site. The Illustrative Masterplan indicates three Local Equipped Areas of Play (LEAP) and one Neighbourhood Equipped Area of Play (NEAP) are to be provided. In addition, play areas will be located throughout the site. Details have been secured by planning condition **(Condition 36 – Site Wide Strategy for Youth Facilities and Children’s Play)**.

Allotments

- 15.75 Two locations for allotments are shown to be provided on the Illustrative Masterplan – one area on the northern part of the Site, the other to the south. The detailed location of the allotments will be subject to detailed reserved matters planning phase.
- 15.76. In accordance with consultation advice received from the Councils’ Environmental Health and Landscape Officers, a planning condition has been recommended which requires the submission of an Allotment Management Strategy **(Condition 35 – Allotment Details)**.

Indoor Sports Provision

- 15.77 The scale of the proposed development does not trigger a requirement for on-Site provision of a swimming pool. However, the development will place additional burden on existing local services and contributions to the existing local infrastructure are considered appropriate.
- 15.78 A proportionate level of contribution for swimming pool provision for has been requested by officers for the provision of and/or improvements to the swimming facilities as identified in the City Council’s Swimming Facilities Investment Strategy (June 2018) at Abbey Pool, Whitehill Road, Cambridge, which is within 1 mile of the Site. This is in line with the City Council’s current Planning Obligations Strategy in lieu of on-Site provision.
- 15.79 An indoor sports hall is to be provided as part of the proposed secondary school. Community access will be secured by way of community access agreement as part of the Section 106 Agreement, to enable the indoor sports facilities to be used outside of school curricular use times.

Community Use and Access Arrangements

- 15.80 Officers note that Sport England raise concern that there is no dedicated outdoor community pitches for community use. The County Council has a

long-established practice of allowing and encouraging use of school facilities, as a means of securing community access to specific provision. The adoption of community access arrangements is an approach which has been successfully adopted on a number of new schools on new strategic developments across the Greater Cambridge area.

- 15.81 The County Council has worked closely with the Applicants and officers to make the most of this approach, through the enhancement of school facilities to deliver improvements in facilities for the wider benefit of the community. Officers are confident that with careful management of the school and community use, the pitches proposed can remain accessible and playable for the school and wider community. Community use provision (including management and maintenance arrangements) will be secured through the Section 106 agreement and by planning condition **(Condition 34 – Use of Playing Fields)**.

Management/Maintenance Arrangements

- 15.82 The City Council's Open Space SPD provides for the transfer of public open space (including allotments), and future management/maintenance of these spaces by the City Council. The Streets and Open Spaces team have advised that consideration should also be given to investigation the transfer of the formal and informal open space to a Management Company.
- 15.83 It is proposed that the Applicants are provided with an option in the Section 106 Agreement to transfer areas of public space to the Council (with a commuted payment for maintenance). Otherwise, the land would need to be managed and maintained by a management company formed by the developer.
- 15.84 On the basis of the above assessment, and subject to securing through planning conditions and planning obligations as part of the Section 106 Agreement, officers are satisfied that the development proposals provide appropriate provision of public open space, children's play space and sports provision. The proposals therefore accord with Local Plan policies, the Cambridge East AAP, the LNCH SPD and the NPPF.

Public Art

- 15.85 Public art can make a significant contribution to the cultural wellbeing of a community and the physical landscape. The social dimension of sustainable development identified by the NPPF includes social wellbeing. The NPPF's core planning principles include a requirement that developments take account of and support local strategies to improve cultural wellbeing for all, delivering sufficient community and cultural facilities and services to meet local needs.
- 15.86 The Councils' are committed to the provision of public art within developments and the public realm: Policy 56 of the CLP encourages development proposals to embed public art as an integral part of the proposals, whilst

policy HQ/2 of the SCLP encourages the provision of public art in residential developments comprising 10 or more dwellings. Policy CE/2 of the Cambridge East AAP recognises the importance of public art in giving a sense of place.

- 15.87 The Design and Access Statement which accompanied the Applications references public art, although does not provide detail. The Applicants have proposed a financial contribution in respect of the delivery of Public Art across the Site, secured as part of the Section 106 Agreement. Appropriate conditions have also been recommended which seek a public art strategy at design code stage, along with a public art delivery plan at reserved matters stage (**Condition 43 – Site Wide Public Art Strategy; Condition 44 – Public Art Delivery Plan**).
- 15.88 On this basis, officers are satisfied that the Applications are compliant with policy 56 of the CLP, policy HQ/2 of the SCLP, policy CE/2 of the AAP, the LNCH SPD and the NPPF with regard to the provision of public art.

Provision for Waste and Recycling

- 15.89 The NPPF requires Local Plans to consider a variety of infrastructure needs including waste management, as reflected in policies 85 of the CLP and policy SC/4 of the SCLP. The Greater Cambridge Shared Waste Service is responsible for the waste service. Section 106 contributions have been sought from the development towards the provision of a refuse vehicle and cardboard skips to serve the residents of the proposed development.
- 15.90 The developer will be required to provide a hardstanding area in a public realm area for the provision of bring banks for the collection of items such as textiles, small electrical items, bulbs and books (one hardstanding area for every 800 dwellings is considered large enough to place four banks). This detail will be secured as part of subsequent reserved matters phases.
- 15.91 Subject to the above, and the recommendation of planning conditions relating to details of on Site storage facilities for waste (including waste for recycling) and the provision of a Detailed Waste Management Plan (DWMP), the proposals are considered acceptable with regard to waste and recycling (**Condition 66: Waste - Construction Waste; Condition 67: Waste – Waste Storage Details**).

Other Community Issues - Crime and Security

- 15.92 Designing out crime and creating an environment for people that is, and feels, safe is an objective of national and local planning policies, including policy 57 of the CLP and policy HQ/1 of the SCLP. This would normally be addressed at a later stage of the planning process at detailed design stage and through the Design Code. The consultation response received on behalf of Cambridgeshire Constabulary notes that the development would benefit from a secured by design approach to the residential, commercial, retail and education premises.

- 15.93 The Applicants have confirmed that secure by design has been considered throughout the design development and that further consideration of these issues will be given at the detailed design stage. A relevant informative will be included.

Conclusion - Social and Community Infrastructure

- 15.94 Subject to recommended conditions and Section 106 planning obligations, as detailed above, the proposed development is found to accord with the social and community objectives of Local Plan policies, the Cambridge East AAP and the LNCH SPD and the NPPF, by providing a range of uses appropriate to the new community. This includes the provision of community services and facilities and measures to assist the development of a new community.

16. ENVIRONMENTAL CONSIDERATIONS

Loss of Agricultural Land

- 16.1 The NPPF states that the economic and other benefits of the best and most versatile agricultural land should be taken into account by Local Planning Authorities. It further advises that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be sought in preference to that of a higher quality. Policy NH/3 of the SCLP reinforces this position by seeking to prevent the irreversible loss of high quality agricultural land.
- 16.2 The Applications will result in the permanent loss of approximately 41 hectares of '*best and most versatile agricultural land*' (Grades 1, 2 and 3a in the Agricultural Land Classification system). Officers agree with the ES assessment that the loss of this high-grade agricultural land is an adverse permanent effect of moderate significance.
- 16.3 Policy NH/3 recognises that there are certain circumstances when the loss of agricultural land is acceptable, including where land is allocated for development. Officers are therefore satisfied that the Applications do not cause conflict with policy NH/3: the level of growth planned for the Greater Cambridge area to 2031 and beyond means that some development on agricultural land will be inevitable, as part of the development of allocated sites.
- 16.4 The proposals include areas of POS, amounting to approximately 15 hectares, where, although the land would be removed from agricultural use, the soils would remain in a relatively unaffected condition. In order to safeguard soil resources and ensure soil quality as part of the overall sustainability of the development, details of the soil handling process can be secured as part of the requirement for a site wide Demolition and Construction Environmental Management Plan (DCEMP) and Materials Management Plan

(Condition 60: Site Wide DCEMP; Condition 75: Materials Management Plan).

Airport Safeguarding

- 16.5 Policy 37 of the CLP and TI/6 of the SCLP seek to ensure that the Cambridge Airport air safeguarding zone is taken into consideration when considering applications for new development. Airport safeguarding is specifically concerned with physical safeguarding (ensuring that buildings, structures or works do not infringe protected surfaces / airspace, obscure runway approach lights or contain lighting which has the potential to distract pilots); technical safeguarding (ensuring that developments do not have the potential to impair the performance of aircraft / airport navigation aids, radio aids or telecommunication systems); and bird strike (controlling developments such as water features which have the potential to increase the number of birds or the bird hazard risk).
- 16.6 Site specific policies 13 of the CLP and SS/3 of the SCLP, and the LNCH SPD, also recognise the relationship of the Site to Cambridge Airport. These advise that the development of the Site is supported subject to the continued operational use of Cambridge Airport not posing a safety risk. Airport safeguarding requirements have been taken into consideration in respect of airport operations as summarized below.

Fire Training Ground and Cross Wind Runway

- 16.7 The continued use of the current fire training ground (located immediately adjacent the Site) and cross wind runway at Cambridge Airport have the potential to create adverse noise and air quality impacts on the quality of life/amenity of prospective occupants of the proposed development.
- 16.8 The documentation supporting the Applications advises that the existing fire training ground will cease operation prior to first occupation of any residential unit. The buildings and infrastructure associated with the fire training ground would remain in-situ. It is proposed that the cross wind runway at Cambridge Airport will cease use for the taking off and landing of aircraft prior to occupation of any dwelling on the Site.
- 16.9 The principle of this approach is accepted by officers, subject to the inclusion of planning obligations within the Section 106 Agreement to secure the cessation of the fire training ground and cross wind runway. The timing of the cessation of these uses will be a matter for further Section 106 discussions between parties.

Primary Radar and Very High Frequency Direction Finder (VDF)

- 16.10 Cambridge Airport has a safeguarded area to protect against interference with its radar and VDF. Whilst the airport radar and VDF remains operational in its current location, the height of the development on the part of the Site falling within the safeguarded area will be restricted.

- 16.11 It is understood that Cambridge Airport is planning to replace the Primary Surveillance Radar with new radar to be positioned on the north side of the Airport, close to Hangar 17. Initial work will begin in Spring 2020, and it is anticipated that the new radar will be operational from early 2021. A Section 106 planning obligation is proposed to restrict development within the safeguarded area.

Ground Run Enclosure (GRE)

- 16.12 The ES has been prepared on the assumption that no dwelling would be occupied until the GRE is fully operational. On the basis that the GRE has been fully operational since 01 October 2019, officers do not consider it necessary to include a planning obligation within the Section 106 Agreement that restricts occupancy of any residential dwelling within the Site.

Wildlife Hazard Management Plan (WHMP)

- 16.13 A draft WHMP has been submitted with the application. This document has been prepared by an independent airport safeguarding consultant working on behalf of Cambridge Airport to ensure that the scheme proposals for the scheme do not create an undue risk to airport operations with regard to the proposed lighting, landscaping, SuDS and proposals for ecological enhancement. The WHMP has been reviewed by Landscape and Ecological Officers who accept the principle of this approach.
- 16.14 A relevant condition has been recommended which requires detailed reserved matters applications to be accompanied by a WHMP, in accordance with policy 37 of the CLP and TI/6 of the SCLP (**Condition 31 – Wildlife Hazard Management Plan**).

Summary – Airport Safeguarding

- 16.15 With Section 106 planning obligations and planning conditions in place as discussed above, officers are satisfied that the proposed development will not give rise to unacceptable impacts arising from the operational use of Cambridge Airport. On this basis, the development will not give rise to airport safeguarding issues and is in accordance with policies 13, 37 of the CLP, policies SS/3 and TI/6 of the SCLP, the Cambridge East AAP and the LNCH SPD.

Air Quality, Odour and Dust

- 16.16 The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment. Development should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Wherever possible, development should help to improve local environmental conditions such as air quality. Planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives

for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones (CAZ), and the cumulative impacts from individual sites in local areas. Planning decisions should also ensure that any new development in AQMAs and CAZs is consistent with the local air quality action plans, such as the Cambridge City Council Air Quality Action Plan 2018 – 2023.

- 16.17 The key pollutant in relation to local air quality management is nitrogen dioxide arising primarily as a result of exhaust emissions from road vehicles, but with contributions from domestic, commercial and industrial heating sources. Policy 36 of the CLP and policy SC/12 of the SCLP advise that new development will be permitted where it can be demonstrated that no significant adverse effects on health, the environment or amenity will arise from air quality, odour or dust emissions. The LNCH SPD recognises the need to consider air quality at the design stage, and the importance of mitigating emissions. Detailed advice on the types of air quality mitigation is offered in the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document which was adopted in January 2020 (GC Sustainable Design and Construction SPD).

Air Quality

- 16.18 The Site is located outside of designated AQMAs. The proposed development represents an intensification of use in a currently undeveloped area and introduces new emission sources and receptors into the area.
- 16.19 The updated ES includes an Air Quality Assessment (AQA). This includes the results of modelling of nitrogen dioxide and particulate matter concentrations arising from changes in road traffic levels predicted by the TA, as well as a qualitative analysis of the likely effects arising from dust and finer particulate matter generated during the construction and operational phases. The methodology for this assessment was agreed at the pre-application stage by Environmental Health Officers.
- Proposed Impact - Construction Phase
- 16.20 The AQA demonstrates that the additional traffic generated during the construction phase will have a negligible impact on air quality. This is not considered significant.
- Proposed Impact - Operational Phase
- 16.21 The AQA considers the local air quality impacts of the development on receptors both inside and outside the Site (including within the AQMA). The assessment finds that levels of nitrogen dioxide, and particulate matters (PM10 and PM2.5) will be below the national air quality objective at all receptors when modelled both with and without the proposed development.
- 16.22 When modelled using the worst-case scenario, air quality exceedances are predicted at three receptor points located within the City Council's AQMA. The

Environmental Health Officer is satisfied that the proposed development will not lead to any new exceedances within the Site, surrounding area or AQMAs.

- 16.23 The AQA demonstrates that the proposed development will lead to a worsening of air quality within the Cambridge City Council AQMA. This is contrary to policy 36 of the CLP and policy SC/12 of the SCLP and thus will require appropriate mitigation. The AQA includes reference to measures to help minimise the air quality impacts of the development, including a low emission strategy and detailed TP setting out measures to encourage sustainable means of transport. The TP refers to the provision of active and passive electric bike charging facilities and the provision of a car club on site.
- 16.24 In accordance with Policy 36 of the CLP and the adopted Air Quality Action Plan (2018), measures to mitigate air quality impacts, including electric vehicle (EV) charge points, car clubs and emissions limits on any combustion emissions to air will be required. These will be delivered to the standards outlined in the recently adopted GC Sustainable Design and Construction SPD (2020).
- 16.25 In accordance with the advice offered by the Environmental Health Officer, relevant conditions have been recommended (**Condition 56: Combustion Appliances – Low Emissions; Condition 57: Site Wide Electric Vehicle Charge Point Provision and Infrastructure Strategy; Condition 58: Site Wide Electric Vehicle Charge Point Provision and Infrastructure Scheme Strategy Delivery**). In addition, the provision of a site wide car club will be secured as part of the Section 106 Agreement. With these measures in place, officers are satisfied that the impact of the development on air quality will not be significant.

Odour

- Impact on Prospective Amenity – Existing Sources

- 16.26 Odour can have a potentially unacceptable adverse impact/effect on amenity, quality of life and living conditions. The Site is located adjacent to an operational airport, a number of emission sources from which have been identified as potentially odorous.
- 16.27 The principal sources of odour pollution are from aircraft emissions, from the main aircraft engines and auxiliary power units, and emissions from the engines used in ground support equipment (including airside vehicles and mobile ground power units) at Cambridge Airport. Odours are primarily from the incomplete combustion of aviation kerosene and diesel when aircraft are taxiing or idling. These sources have the potential to impact on the residential amenity of prospective occupants of the proposed development.
- 16.28 The ES includes an Odour Risk Assessment (ORA) which considers the potential odour impacts associated with Cambridge Airport on the proposed development. The ORA advises that odour emissions will occur at the runway

(during take-off and landing), taxiways, aprons and the GRE adjacent Hangar 17 on the western side of the airport site. The majority of odour emissions (over 90%) are likely to be released during engine start up, taxiing and queuing of aircraft, when aircraft engines are at low (idle) thrust settings.

- 16.29 Officers note that the GRE is situated approximately 500m away from the Site and is operated in accordance with an Odour Management Plan (OMP) as required by a planning condition of that planning permission, to prevent potential odour nuisance.
- 16.30 In accordance with advice offered by the Environmental Health Officer, additional odour field survey work was undertaken by the Applicants ('sniff testing') to support the findings of the ORA. This was undertaken having regard to national and industry odour standards, guidance and criteria including the Institute of Air Quality Management (IAQM) '*Guidance on the assessment of odour for planning (IAQM, 2014)*'. The results were submitted as part of the updated ES.
- 16.31 The additional field surveys demonstrate that odour emissions arising from Cambridge Airport are infrequently detectable outside of the Airport and are only detectable during engine testing or large aircraft operations - both of which occur very infrequently and for short durations. When detected, the odours will be very faint and the overall odour effect throughout the application site is negligible.
- 16.32 The updated ES concludes that odour effects at the Site resulting from the operation of Cambridge Airport will be negligible and not significant. This judgement is based on the conclusions of the ORA and odour field surveys, which identify the potential for negligible odour effects. The Environmental Health Officer agrees with these conclusions.
- 16.33 On the basis of this evaluation, officers are of the view that odour arising from the operational use of Cambridge Airport is unlikely to have an adverse impact on the health and quality of life/amenity of the prospective occupants of the proposed development.
- Impact on Prospective Amenity – Operational Phase
- 16.34 The description of the development includes provision for a variety of uses to be potentially located within the local centre. This includes cafes and restaurants (Use Class A1 to A5/B1a/D1/D2). Such uses have the potential to generate cooking fumes, smoke and odours which may have an adverse impact on quality of life/amenity of future residents.
- 16.35 In accordance with the advice offered by the Environmental Health Officer, a condition has been recommended which requires details of the ventilation scheme for all non-residential uses at the detailed design stage (**Condition 65: Odour Operational – Details of Extraction Systems**).

Dust

- 16.36 The amended ES identifies that Site clearance and construction phases have the potential to affect amenity if not controlled. The proposed development is considered a high risk site for dust soiling effects during earthworks and construction and a low risk site for human health effects
- 16.37 The documentation which supports the Applications includes a draft DCEMP which contains a package of measures to manage the potential risk of dust creation during the construction phase, including the provision of a Dust Management Plan. The Environmental Health Officer is satisfied that with these measures in place, the residual effects of dust will not be significant. A condition has been recommended to secure the implementation of site wide and site specific DCEMP's (**Condition 60: Site Wide DCEMP; Condition 61: Site Specific DCEMP**).

Summary - Air Quality, Odour and Dust

- 16.38 On the basis of the above evaluation, and subject to the recommendation of conditions as outlined above, officers are satisfied that there will be no unacceptable or significant adverse impacts on health and quality of life arising from air quality, odour and dust. The development is therefore in accordance with policy 36 of the CLP, policy SC/12 of the SCLP, the Cambridge East AAP, the LNCH SPD, the Cambridge City Council Air Quality Action Plan (2018) and the GC Sustainable Design and Construction SPD and the NPPF.

Archaeology and Heritage

- 16.39 The application site is situated in an area of high archaeological potential for a number of periods, including Middle Iron Age, Roman and Saxo-Norman. The site itself has been subject to archaeological evaluation, which has identified evidence of activity from the early Neolithic to the modern period.
- 16.40 In terms of built heritage, a number of designated heritage assets are situated within 1km of the application site. These include the historic centres of Teversham and Cherry Hinton, and thirteen listed buildings. In addition, two Scheduled Ancient Monuments lie within 2km of the site: an Iron Age Settlement Site by Caudle Corner Farm, and a Moated Site at Manor Farm, Teversham.
- 16.41 The ES includes an Assessment for Archaeology and Cultural Heritage, which identifies the designated and non-designated heritage assets within the site and the surrounding area. During the course of the application, and following advice received from Historic England and the GCSPS Conservation Officer, the assessment was updated to clarify the methodology used.
- 16.42 Amendments to the ES were submitted in March 2019, including an additional chapter on the Built Environment. The additional documentation has been reviewed by Historic England and the Conservation Officer, who have confirmed the approach taken and the conclusions reached.

Impact on Below Ground Heritage Assets – Construction Phase

- 16.43 The groundworks required during the construction phase have the potential to cause significant impacts on below ground heritage assets. The updated ES proposes appropriate mitigation by way of excavation in advance of development. This will ensure the significance of archaeological assets is recorded.
- 16.44 The County Archaeologist has reviewed the updated ES and has confirmed agreement to this approach. In accordance with the advice offered, a site wide programme of archaeological investigation can be secured by planning condition (**Condition 17: Archaeology**). With this mitigation in place, the impact of the development on below ground archaeology is considered negligible.

Impact on Built Heritage - Operational Phase

- 16.45 The updated ES considers the potential impacts of the proposed development on the built heritage. The assessment includes a review of the effects of the construction process; the presence of new built form; the new road layout, access and patterns of circulation; and changes to the visual qualities of the site.
- 16.46 No physical works are proposed to any designated heritage assets, and the distance of the site from the assets means no effects are predicted through the presence of construction activity.
- 16.47 In terms of post construction effects on the settings of built heritage assets, the closest designated assets are in the Church End area of Cherry Hinton and Teversham Conservation Area. These heritage assets are some distance from the application site and are screened by existing development. Officers agree with the conclusions of the updated ES, that the characteristics and wider setting of heritage assets is unlikely to be significantly affected by the development proposals.

Summary – Archaeology and Heritage Assets

- 16.48 The updated ES has been reviewed by Historic England, the County Archaeological Officer and Conservation Officers, who have confirmed the acceptability of the application proposals with regard to archaeology and built heritage.
- 16.49 Based on the above assessment and recommended conditions, the development is considered acceptable and in accordance with heritage objectives set out in Local Plan policies and Paragraph 128 of the NPPF.

Contamination

- 16.50 Paragraph 178 of the NPPF requires planning policies and decisions to ensure that a site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation, including land remediation (as well as potential impacts on the natural environment arising from that remediation). The development should also be appropriate for its location. Paragraph 179 states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development with the developer and/or landowner where a site is affected by contamination. Policy 33 of the CLP and policy SC/11 of the SCLP relate specifically to ground contamination, offering support for development where it is demonstrated that there will be no adverse impacts to future occupiers, controlled waters and the environment from suspected/identified ground contamination. The GC Sustainable Design and Construction SPD also offers detailed advice on contaminated land issues relevant to new development.
- 16.51 Current and previous uses of the Site and surrounding areas are potentially contaminative. These include the Airport site, and the associated use of land for fuel storage tanks and as a fire training ground for the retained airport fire crew. Historical landfilling activities located to the south and south-west of the Site are also potential off-site sources of contamination.
- 16.52 The ES includes a chapter on Ground Conditions. This is supported by the results of site investigation and a land contamination assessment. An updated ES was submitted following, and in response to, discussions between the Applicants, Environmental Health Officers and Planning Officers on behalf of the Councils' and the Environment Agency (EA). Further information in respect of ground contamination was also formally submitted in December 2019.
- 16.53 Discussions in respect of contamination have principally related to the need for further information on the full extent of groundwater contamination resulting from the former use of part of the Site as a fire training ground. Former fire training grounds have a significant and lasting legacy of contamination due to the complex chemistry of fire-fighting foam chemicals – specifically perfluorooctanesulfonic acid (PFOS) and perfluorooctanonic acid (PFOA). These fluorinated surfactants are a very mobile (especially in water), persistent, bioaccumulative and toxic form of pollutants.
- 16.54 PFOS and PFOA are classed as 'emerging' legacy contaminants that require a high level of qualitative site investigation data in order to quantify the risks and to inform the decision as to whether effective remediation is feasible. There are no known similar UK based precedents (ie PFOS and PFOA contamination of a chalk aquifer) at the current time.

Impact on Controlled Waters

- 16.55 Given its contaminative history and environmental setting, the EA considers the Site to be of high sensitivity which could present potential contaminant

linkages to controlled waters. Chemicals which present a risk of pollution of controlled waters can be mobilized by surface water infiltration. Controlled waters are particularly sensitive in this location, because the Site is located on a principal aquifer.

- 16.56 Preliminary site investigations undertaken up until March 2018 demonstrated elevated concentrations of hydrocarbons in groundwater beneath the Site, in addition to an elevated presence of firefighting foam chemicals and heavy metals in controlled waters. Given the nature of the PFOS and PFOA contaminants, further technical information was requested by the EA.
- 16.57 Since March 2018, both the EA and the Councils' have engaged with the Applicants in order to address the PFOS and PFOA data gap and associated uncertainty. During this period, the Site was subject to further investigation and groundwater monitoring.
- 16.58 As a result of further site investigation, a Conceptual Site Model (CSM) has been gradually refined, and a site specific Detailed Qualitative Risk Assessment (DQRA) for controlled waters has been developed and accepted by the EA.
- 16.59 Given the inherent uncertainties associated with the current state of knowledge on PFOS and PFOA treatment in the long term, and uncertainties over the influence of Site specific factors upon such remedial treatment (such as localised hydrogeology and the presence of other organic contaminants), a highly precautionary approach to remediation is considered necessary.
- 16.60 Further technical information in support of the Applications, including details of the proposed groundwater remediation, was formally submitted in December 2019. This has been reviewed by the EA and the Environmental Health Officer on behalf of the Councils'. In principle, a site-specific groundwater remediation strategy for PFOS and PFOA will, in the EA's opinion, have a reasonable prospect of being deliverable.
- 16.61 Following a full review of the additional technical information submitted in December 2019, the EA's holding objection was withdrawn in February 2020. The Environmental Health Officer has also confirmed the acceptability of the proposals.
- 16.62 The acceptability of the impact on controlled waters is subject to securing Site specific conditions requiring a groundwater pilot trial to be undertaken prior to the commencement of development, with results to be reviewed by the LPA. Should the trial be found to be effective, then development may progress in accordance with planning obligations secured through the Section 106 Agreement which address the longer term issues associated with PFOS and PFOA treatment. This includes on-going groundwater monitoring post treatment, unexpected remediation results (and any associated monitoring), maintenance of capping systems, and the need for future remediation.

- 16.63 With the above safeguards in place, officers are satisfied that short term and long term uncertainties associated with PFOS and PFOA treatment can be overcome. This will ensure a robust strategy to ensure the effective remediation of the Site for the lifetime of the development and the protection of controlled waters and human health. Relevant conditions have been recommended **(Condition 68: Contamination – Ground Water Remediation Pilot Trial; Condition 69: Contamination - Implementation and Completion of Groundwater Remediation Pilot Trial; Condition 70: Contamination – Submission of Site Wide Investigation Report; Condition 71: Contamination – Submission of Remediation Strategy; Condition 72: Contamination – Site Wide Maintenance and Monitoring Scheme; Condition 73: Contamination – Completion/Verification Report; Condition 74: Unexpected Contamination; Condition 75: Materials Management Plan).**

Summary – Contamination

- 16.64 Subject to securing appropriate remediation as part of the Section 106 Agreement and planning conditions as described above, officers are of the view that the contamination risk to controlled waters and human health can be suitably managed and mitigated.
- 16.65 On this basis, the proposed development is considered to accord with policy 33 of the CLP, policy SC/11 of the SCLP, the LNCH SPD and the NPPF with regard to contamination and pollution control.

Drainage and Flood Risk

- 16.66 Local Plan policies seek to ensure that new development incorporates sustainable drainage systems to manage surface water, in accordance with the practice guidance to the NPPF. In addition, local plan policies require appropriate provision is made for foul drainage and sewerage disposal, together with provision and management of sustainable surface water drainage measures to reduce the risk of flooding.
- 16.67 The LNCH SPD recognises the importance of the flood risk and drainage design for the site following best practice. This includes the Cambridge Flood and Water SPD (2016) which aims to guide the approach taken to manage flood risk and the water environment as part of new development proposals.
- 16.68 Guidance on the Site wide surface water drainage solution is offered in the LNCH SPD, which encourages a network of on-site planted and unplanted channels and urban rills, supported by other strategic attenuation features. The SPD recognises that the incorporation of large permanent open water features is unlikely to be supported, due to the proximity of Cambridge Airport and the risk of bird strike. It also notes that proposals for below ground attenuation should be considered as a last resort.
- 16.69 A Flood Risk Assessment (FRA) and Drainage Strategy was prepared in support of the Applications, and an assessment of the impacts of the

development in relation to flood risk and water resources is reported in the updated ES. During the course of the application these documents were updated following technical advice received from statutory consultees.

Proposed Impact on Flood risk

- 16.70 The Site is located within the lowest defined floor risk area (Flood Zone 1), which is defined as land having a less than 1 in 1000 annual probability of fluvial flooding. The FRA confirms that the Site has a low probability of flooding from fluvial sources.
- 16.71 The technical information which supports the updated ES identifies that parts of the site are at risk of surface water flooding caused by heavy rainfall running off land and ponding as it flows towards a land drain. Flood compensatory works are proposed to allow for areas within the surface water flood risk extent to be incorporated within the development areas as defined on the PPs and shown by the Illustrative Masterplan. It is also proposed to realign, widen and deepen the main drain within the Site to increase the surface water flood capacity.
- 16.72 The development will result in an increase in the impermeable area over the existing situation. The proposed surface water strategy has been designed to ensure that run off from the development is controlled close to source prior to being discharged into the existing network. In addition, the strategy proposes a reduction in run-off to existing water courses and drainage ditches, based on a mixture of above and below ground attenuation to mitigate the increased run off into the surrounding watercourse.
- 16.73 The proposals have been reviewed by the EA, and the County Council as Lead Local Flood Authority. The approach to flooding is supported, subject to planning conditions requiring site wide and detailed surface water drainage strategies (**Condition 24: Drainage – Strategic Surface Water Drainage Strategy; Condition 25: Drainage – Surface Water Drainage Strategy**). With the proposed construction and mitigation measures in place, officers are satisfied that the development will minimise the risk of flooding to the site and will not cause an increase in flood risk to the surrounding area

Proposed Impact on Surface Water Drainage

- 16.74 The Applications detail the proposed site drainage strategy for the sustainable management of surface and foul water, including mitigation measures. It is proposed that SuDS will be utilized throughout the Site, delivering long term mitigation by attenuating and treating the development surface water run-off, and where possible providing betterment.
- 16.75 The proposed SuDs design ensures that sufficient surface water storage is provided during the 1 in 100 (1%) Annual Probability plus 40% climate change events, with discharge rates limited to existing greenfield rates.

- 16.76 At the construction stage, impacts on the quality of surface water and groundwater can be avoided by measures in the DCEMP. A relevant condition has been recommended.
- 16.77 The proposed surface water management strategy for the Site when constructed takes into consideration Site constraints, long term storage mitigation requirements, landscaping proposals and water quality treatment stages in accordance with relevant guidance.
- 16.78 An acceptable SuDs solution is proposed by the surface water management strategy. This demonstrates that with the quantum and layout of development proposed, SuDs features such as strategic urban rills, linear detention areas and detention basins can be utilised. In addition, measures for on-site water treatment measures are identified, including the use of rainwater gardens, bio retention planters and porous paving. This approach is in accordance with the guidance offered in the LNCH SPD.
- 16.79 The proposed SuDS solution offers flexibility in the final design and will be subject to further refinement as part of the detailed planning stages. It is an expectation that the final SuDs solution will play an integral part of the green infrastructure for the site and be designed to maximise opportunities for habitat creation and wildlife.
- 16.80 The SuDS features will be designed to enable maintenance throughout the lifetime of the development. It is anticipated that these will be adopted by a body responsible for management and maintenance of these areas. A planning condition requiring details by way of a SuDS management plan has been recommended **(Condition 26: Drainage – Surface Water Drainage Details)**.

Foul Water Drainage

- 16.81 It is proposed that foul water flows from the site will be discharged to the existing Anglian Water foul sewer located to the south of the Site. A discharge rate has been agreed with Anglian Water, who has confirmed that the current system will require some enforcement works to accept the proposed discharge rates from the development. This will be the responsibility of the developer. A relevant condition has been recommended **(Condition 27: Drainage: Foul Water Drainage Details)**.

Summary – Drainage and Flood Risk

- 16.82 The Applications demonstrate that a suitable surface water drainage scheme can be accommodated within the indicative masterplan layout. The FRA confirms that residual risks of flooding in more extreme events can be mitigated taking into account climate change. Officers are of the view that with appropriate mitigation measures in place, the proposed development will not have a significant adverse impact on drainage and flood risk.

- 16.83 The application proposals have been considered by the EA, the City Council's Sustainable Drainage Engineer, and the County Council as Flood Authority. No objection is raised to the development on drainage and flood risk grounds, subject to planning conditions as identified above. On this basis, the proposals are considered acceptable in terms of drainage and flood risk and in accordance with policies 31 and 32 of the CLP, policy CC/8 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

Ecology and Biodiversity

- 16.84 National planning policies seek to ensure that biodiversity is conserved and enhanced. At a local level, planning policies seek to ensure the provision of achievable mitigation and the enhancement of the nature conservation value of sites, through habitat creation, linkage and management (CLP policies 69 and 70, SCLP policies NH/4 and NH/5).
- 16.85 Given the time which has elapsed since ecological survey work was undertaken, an update to the Ecology Survey was submitted in November 2019. This presents information gained from a further desk study and Phase 1 habitat survey undertaken in October 2019. The purpose of this exercise was to establish the robustness of the ecological information submitted within the Ecology chapter (and associated appendices/figures) of the ES and update habitat and protected species data
- 16.86 The Ecology Survey update confirmed that the Site has not changed significantly between the preparation of the original ES (which was based on an ecological desk study in 2016 and species surveys in 2016 and 2017), and the new desk study and field survey carried out in October 2019. It concludes that the Ecology Chapter of the updated ES can still be relied on in the decision-making process. The City Council Ecologist has reviewed this information on behalf of both Councils', in addition to an Ecological Technical Note dated 19 December 2019. The approach to the ecological assessment as set out in the updated ES, and the conclusions of the Ecology Survey update, are supported.

Existing Site Biodiversity

- 16.87 The Site supports arable fields and semi-improved grassland. A combination of hedgerows, ditches and trees are present on field and site boundaries.
- 16.88 Three non-statutory designated sites are located partly within or on the boundaries of the Site:
- Airport Way Road Side Verge (RSV) County Wildlife Site (CWS) along the eastern site boundary, including road verges and associated hedgerows/scrub on Airport Way.

- Teversham Protected Road Verge (PRW) along part of the eastern site boundary. This includes road verges and associated hedgerows/scrub on Airport Way and Cherry Hinton Road.
- Teversham Drift Hedgerow City Wildlife Site (CiWS) along part of the southern site boundary

16.89 A number of statutory designated nature conservation sites are located within 2km of the Site, including the nationally important Cherry Hinton Chalk Pits Site of Special Scientific Interest (SSSI) and six Local Nature Reserves (LNR) of regional/county level importance.

16.90 The ecological desk study identified records of the protected species (bats, water vole, badgers, farmland bird species, great crested newt and reptiles) within the vicinity of the Site.

16.91 Field surveys conducted in 2016, 2017 and 2019 identified the following protected species within the Site:

- Bats: At least seven bat species were identified as using the Site for foraging and commuting, with the majority of activity next to field boundary features within and on the periphery of the Site. Very little activity recorded in open arable fields or semi improved grassland areas.
- Water Vole: Evidence of low/medium density water vole occupation of the drainage ditches recorded during the 2016 and 2017 surveys.
- Birds: Over 40 bird species identified during the winter bird survey (including wintering waterbirds, gulls and game). Six species of bird listed as Species of Principal Importance recorded in the breeding bird season survey, five being listed on the Bird of Conservation Concern (BoCC) red list and one on the BoCC amber list.

16.92 The Ecological Assessment submitted as part of the ES presents the approach and findings of the potential effects of the development on ecology and biodiversity, with regard to the baseline conditions of the site. During the course of the application, the Ecological Assessment was updated following advice from the Council's Ecologist and consultation response received from the Cambridgeshire Wildlife Trust (the Wildlife Trust).

On-Site Ecological Impacts

16.93 The Applications will result in the net loss of arable and semi-improved grassland habitats. The updated ES identifies that the largest habitat types to be lost are of low conservation importance.

- 16.94 The Applications provide measures for enhancing biodiversity, including through the provision of new species rich habitats, including hedgerows, grassland and drainage ditch. It is also proposed to install nesting and roosting features for birds and bats.
- 16.95 In accordance with the advice offered by the Council's Ecologist, a Site wide Ecological Design Strategy (EDS) will be required to capture all on Site biodiversity requirements. This will include the provision of new wildlife features including bird nesting features, bat boxes and hedgehog highways within buildings and their curtilages. A relevant condition has been recommended **(Condition 29: Biodiversity – Ecological Design Strategy (EDS) and Landscape and Ecological Management Plan (LEMP))**.
- 16.96 Proposed access Junction 1 on the eastern side of the Site has the potential to directly impact on the non-statutory nature conservation sites (the CWS Airport Way RSV and CWS Teversham Drift Hedgerow) which are located partly within the Site. Ecological considerations have informed the junction design, and the junction has been located away from areas identified as supporting scarce vascular plant species. The City Council's Ecologist has confirmed that the ecological impacts of the access are acceptable and the proposed access road will not have an adverse impact on identified protected plant species.
- 16.97 The Applications will involve the loss of a number of trees and hedgerows. The City Council's Ecologist has raised no objection to the proposed losses from a biodiversity perspective, noting that some of the removals may lead to ecological enhancements if encroaching scrub is removed from designated areas. Relevant conditions have been recommended to secure replacement planting **(Condition 38: Hard and Soft Landscaping Details)**.

Off-site Biodiversity Mitigation (Biodiversity Net Gain)

- 16.98 Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better state post development. Paragraph 170 of the NPPF requires planning decisions to minimize impacts on and provide measurable net gains for biodiversity including the establishment of coherent ecological networks. These objectives are also reflected in Local Plan Policies.
- 16.99 The Applications as originally submitted did not include a measurable net gain in biodiversity, pre-dating relevant guidance on biodiversity net gain. On request further work on was undertaken by the Applicants, and biodiversity net gain was reassessed using a methodology agreed by officers and the Wildlife Trust.
- 16.100 The change in the Site's biodiversity value has been assessed through the DEFRA Biodiversity Impact Assessment Calculator (version 2). The approach maps and assesses the condition of all habitats on a site pre-development. This provides a baseline score (in biodiversity units) for a site based on the extent and quality of habitats present. Following the mitigation hierarchy of

avoid, protect, mitigate and compensate the development proposals can assess the loss and gains of a proposed site development. The DEFRA metric contains multipliers that encourage retention of good quality habitats and also recognizes the temporal loss whilst new habitats establish.

- 16.101 Based on the indicative illustrative Masterplan and taking account of proposed habitat creation and enhancement within the Site, the calculator originally predicted a negative Habitat Biodiversity Impact Score of minus 4.18. The December 2019 technical note advises that a further 1.5 units will be lost due to the re-assessment of areas of existing grassland from '*improved grassland*' to '*species-poor semi improved grassland*' following the field re-surveys in 2019, reflecting the dominance of a mix of grasses, with a low number and frequency of herbs. This results in a predicted Habitat Biodiversity Impact Score of minus 5.68. The methodology for calculating the biodiversity impact score has been confirmed as acceptable by the City Council's Ecologist and the Wildlife Trust.
- 16.102 Officers note that the shortfall of biodiversity is due to the locational constraints of the Site, primarily the proximity to an operational airport, which operates under a Wildlife Hazard Management Plan. Key risks are associated with potential for bird strikes and the requirement to design out any elements that have the potential to attract foraging, roosting or breeding species within the flight path of the airport. Larger, flock forming species pose the greatest risk, including gulls, wood pigeons, corvids and waterfowl. For example the WHMP precludes the creation of areas of open water or significant stands of wetland vegetation within SuDs provision. This prevents maximizing the biodiversity value of the drainage functions of the Site.
- 16.103 Based on the government's agreed figures of biodiversity unit costs, the biodiversity assessment of the Applications equates to a requirement to offset 11-12 units. The off-setting of biodiversity and provision off-site can be provided by way of a financial contribution to an appropriate off-set project or habitat creation, to be secured through a Section 106 planning obligation. The City Council's Ecologist and the Wildlife Trust have confirmed that this is a sound and reasonable approach, and discussions have taken place regarding the financial contribution and the project.
- 16.104 A financial sum has been proposed for grassland habitat creation at Fulbourn Fen SSSI, extending and buffering grassland habitats, which is a strategic priority for local biodiversity. The landowner and land managers of Fulbourn Fen have been in discussions with the Applicants, the Wildlife Trust and Council's Ecologist. Officers are confident that this project can be delivered within appropriate timescales, to secure a meaningful biodiversity net gain post development. The details will be secured through the Section 106 Agreement.
- 16.105 The uplift in grassland quality identified in the 2019 field survey provides a more accurate assessment of the baseline value of grassland habitats on the Site. The enhancement of baseline habitat quality affects the biodiversity net

gain calculations. This will be reflected in the Section 106 Agreement for off Site habitat creation.

16.106 The Applications also propose compensation measures to address the loss of semi improved grassland and arable farmland habitats. These provide existing habitat for breeding skylark which are unlikely to utilize the proposed new on-Site habitats. A skylark mitigation strategy has been submitted which sets out how the loss of habitat will be compensated through the provision of dedicated off-Site replacements. The City Council's Ecologist is satisfied with this approach, which can be secured as a Section 106 planning obligation.

Off-site ecological impacts

- Recreational Pressure

16.107 The updated ES concludes that the Applications will not give rise to impacts on sites of national and regional/county level importance. It gives consideration to potential indirect effects arising from the increased population, and the resultant increases in recreational pressure on nearby designated recreation sites and designated further afield, including Fulbourn Fen and Wicken Fen. Taking into account factors including the distance from the Site, the updated ES concludes that it would be unlikely that nearby designated sites will be damaged by the level of additional visitors generated by the development.

16.108 The Wildlife Trust has reviewed the updated ES and remains concerned regarding the levels of strategic greenspace provided on the Site. It is the view of the Wildlife Trust that the lack of strategic greenspace will increase demands for countryside recreation and dog walking on sensitive nature conservation sites nearby.

16.109 Officers are of the view that the amount of green space (including publicly accessible open space) which will be provided by the Applications is acceptable. The Landscape and Green Infrastructure PP indicates a variety of open space types including informal public open space on the edge of the development. Over 10 hectares of green space is proposed, which will provide recreational areas for immediate and everyday recreation opportunities. Officers are satisfied that the quantum and type of open space as provided on the Landscape and Green Infrastructure PP is an acceptable level of provision which is in accordance with Local Plan policies.

16.110 The concerns of the Wildlife Trust are noted regarding the provision of strategic natural greenspace within the Cambridge East Area. Whilst this remains part of the Cambridge East AAP Vision for the wider area, Local Plan policies and the LNCH SPD allow the Site to come forward for development without the need to deliver strategic green infrastructure. Due consideration to the wider issue of the impact of recreational pressure on green infrastructure, and the provision of strategic green infrastructure will be an issue for the forthcoming Local Plan review. The City Council's Ecologist

agrees with the assessment and the conclusion with regard to recreational pressure.

Summary – Ecology and Biodiversity

16.111 The Applications will result in a net loss in habitat areas, but a net gain in habitat quality. A number of on-Site and off-Site mitigation measures are proposed to reduce the ecological significance of these impacts. Given the measures proposed, which will be secured by planning condition and Section 106 Agreement as described above, officers agree with the findings of the updated ES that the Applications will have no residual significant adverse ecological impacts.

16.112 Based on the above assessment, the Applications accord with the ecological objectives set out in policies 69 and 70 of the CLP, policies NH/4 and NH/5 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

Landscape, Trees and Lighting

16.113 Paragraph 127 of the NPPF requires developments to be sympathetic to local character and history, including the surrounding built environment and landscape setting, whilst not preventing or discouraging appropriate innovation or change (such as increased densities). It goes on to advise that development proposals should be visually attractive as a result of good architecture, layout and effective landscaping.

16.114 Policy 56 of the CLP and policy HQ/1 of the SCLP seek to ensure that new development responds to its context and encourage the creation of well-designed open space and landscaped areas.

16.115 Policy CE/7 of the Cambridge East AAP recognizes the sensitivities of the outer edges of Site. This policy requires development proposals for Land North of Cherry Hinton to carefully consider building heights in such locations, particularly where existing development is in close proximity.

16.116 The LNCH SPD also offers guidance in respect of the general approach to landscape and open space, recognizing that the site provides a positive opportunity to create a landscape strategy which provides a green framework of public open spaces and wildlife habitats, and encourages sustainable lifestyles.

Landscape Strategy

16.117 The Site lies within a transitional landscape, being situated between the urban areas of Cambridge city and Cambridge Airport, and the wider rural landscape of South Cambridgeshire. The immediate surroundings of the Site are characterized by a relatively flat agricultural landscape, with field boundary hedgerows containing a number of trees within.

16.118 The Applications are supported by a detailed landscape strategy which seeks to retain and enhance the Site's existing landscape features and create new green infrastructure, in accordance with the principles identified in the LNCH SPD.

16.119 The updated ES also includes a Landscape and Visual Impact Assessment (LVIA) which has been undertaken to assess the impact of the Applications on the existing landscape. This considers the sensitivity of the landscape and visual environment to change. The LVIA also describes the nature and significance of the effects of the likely landscape and visual effects likely to arise as a result of the Applications.

16.120 The Landscape Officer has reviewed the LVIA on behalf of the Councils' and has confirmed the acceptability of the methodology. Further clarification has been provided regarding proposed ground levels upon which the development model was based, to the satisfaction of the Landscape Officer.

- Impact on Landscape Character

16.121 The LIVA identifies a Zone of Theoretical Visibility (ZTV) based on the maximum building heights proposed within the Site, as identified by the Building Heights PP (up to 10m, 12m, 15m and 16.5m).

16.122 The LVIA concludes that the visual impacts of the Applications on landscape character would largely be confined to within the Site itself and its immediate context. The assessment summarises the scale of visual effects into three zones:

- Large scale effects: confined to the immediate proximity of the Site boundaries up to 50m.
- Medium scale effects: between 50m and 250m outside the immediate Site boundaries.
- Negligible scale effects: beyond 250m outside the immediate Site boundaries.

16.123 Within the Site, the visual effects of the development would be major and adverse. Outside the immediate boundaries of the Site, the effects would diminish considerably. Adverse visual effects would still be pronounced outside the Site and up to 50m away, although the effects would reduce to moderate-major.

16.124 The LVIA identifies that permanent direct adverse significant effects would arise at the following receptors immediately adjacent the Site:

- Public Right of Way between March Lane and Airport (major adverse effects).
- Airport Way (southern section) (major/moderate adverse effects).

- Coldhams Lane (major/moderate adverse effects).

16.125 Beyond 50m of the boundary of the Site, the LVIA identifies that these visual receptors would not experience effects greater than minimal/neutral owing to the existing context of built development in Cherry Hinton, Teversham and Cambridge city, and the combination of intervening built infrastructure, vegetation and landform which would limit views from the wider landscape.

16.126 Effects on landscape character would further reduce with distance from the Site. Beyond approximately 200m the LVIA concludes that there would be no discernable change to the landscape character.

16.127 The incorporation of 'mitigation by design' within the development of the design and landscape strategy will ensure new tree and hedgerow planting along the Site boundaries, to lessen the visual impact of the development. The Landscape and Green Infrastructure PP has been revised to ensure appropriate provision for mitigation measures on the southern side of the Site, at the request of the Landscape Officer.

16.128 The approach to mitigation has been confirmed as acceptable by the Landscape Officer, who notes that these measures will help to assimilate the development with its surroundings.

16.129 It is acknowledged that the proposed school building (identified as up to 3 storeys in height on the Building Height PP) will be quite prominent in immediate views into the Site from Airport Way. Whilst the precise detail of the mitigation along the Site boundaries will be a matter for the reserved matters, Landscape Officers consider that the most appropriate form of mitigation along this part of the Site will be a 2m noise attenuation fence mitigated on either side by native planting. The LVIA has assessed the visual impact of screening of this height. Officers agree with the findings of the LVIA that this will assist in mitigating the adverse view identified at this point.

16.130 The Landscape Officer has reviewed the LVIA assessment and agrees with the conclusions reached. The proposed massing and building heights are considered acceptable subject to the recommendation of conditions relating to the landscaping details, including boundary treatment (**Condition 38: Hard and Soft Landscaping Details**). On this basis the proposals are considered acceptable with regard to landscape impact.

- Visual Impact on Green Belt

16.131 The Applications have the potential for minor adverse impacts on the openness of the Green Belt, due to features associated with the proposed recreational use of the secondary school playing fields.

16.132 The recreational use of the Green Belt is accepted in both Local Plans, and has been discussed in the Principle of Development section of this report (Section 11). Officers are satisfied that with appropriate conditions in place relating to the restriction of flood lighting and built development in the Green

Belt, potential adverse impacts on the Green Belt can be minimised (**Condition 34: Use of Playing Fields; Condition 64: Artificial Lighting Design Scheme**).

16.133 The Applications will require noise mitigation measures along the eastern edge of the Site. The provision of acoustic attenuation at this location is recognised within the LNCH SPD and is considered by officers to be acceptable in principle. The precise detail of the attenuation will be required by planning condition and assessed as part of subsequent planning stages (**Condition 62: Noise Impact Assessment – Residential and Noise Sensitive Uses**).

16.134 With the controls in place as described above, officers are satisfied that the visual impact of the Applications on the Green Belt will not be significant.

Trees

16.135 Trees are a material consideration in the determination of planning applications, as recognised by policy 71 of the CLP and policies NH/4 and NH/7 of the SCLP. Due consideration and protection of existing trees and hedges is therefore an expectation of the Applications.

16.136 The Applications are accompanied by an Arboricultural Report and Arboricultural Impact Assessment (AIA). This was updated, and a revised AIA submitted in February 2020. The updated AIA includes an extended survey area which includes the areas of the proposed junction improvements.

16.137 The revised AIA assesses the impact of the Applications in respect of individual trees, groups of trees and hedges that may have an impact on the proposed development and discusses potential mitigation measures.

16.138 A total of 43 trees, 14 groups, 12 hedges and 10 areas are recorded in the assessment. The assessment categorises the trees according to their landscape and arboricultural value and assigns categories from A (highest quality and value) to C (low quality and life expectancy). The assessment also identifies a number of trees within category U (trees in poor condition which will be lost within 10 years, including a number of dead elms).

16.139 None of the assessed trees are found to be of high quality or value. The revised AIA identifies the significance of the trees within the Site as low in arboricultural and landscape terms. The most noteworthy trees assessed are located towards the southern boundary of the Site, near Teversham Drift and the nearby Public Right of Way. In accordance with the updated AIA recommendations, due consideration will be given to retaining these trees. A condition has been recommended to ensure tree protection during construction (**Condition 40: Tree Protection**).

16.140 The revised AIA assesses the Illustrative Masterplan proposals on the existing tree stock. It identifies that 2 category B trees, 1 category B group, 3

category C trees, 1 category C group, 2 category C hedges and 6 category C areas will require removal as part of the Applications.

16.141 Given the limited tree cover across the site, officers agree with the conclusions of the AIA that the arboricultural impact of the Applications on the existing tree stock will be low. The potential tree removals are not considered to have an adverse impact on the character and appearance of the Site or the wider landscape. A condition has been recommended to ensure appropriate tree planting mitigation (**Condition 38: Hard and Soft Landscaping**).

16.142 Junction 3 proposes a new pedestrian and cycle path to be provided between the Site and Teversham. The exact alignment of the path will be a matter for the detailed design stage. The design will be based on no dig construction principles to ensure the minimisation of adverse impacts on the retained tree stock. Relevant conditions will be required, including the requirement for a Site specific arboricultural method statement in order to safeguard retained trees (**Condition 39: Tree Survey and Arboriculture Implications Assessment**).

16.143 On the basis of the above assessment, officers are satisfied that the proposals are acceptable with regard to trees. Whilst the Applications will result in some tree losses, given the site context and quality of the trees, this is not considered to be significant in arboricultural and landscape terms. Compensatory mitigation can be secured through planning conditions as described above.

Lighting

16.144 The NPPF seeks to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation through good design. Further policy guidance is offered by policy 34 of the CLP and policy SC/9 of the SCLP, which support development proposals subject to the minimization of light pollution. The LNCH SDP recognizes that appropriate mitigation of environmental and health impacts may be required to ensure appropriate amenity for future residents.

16.145 The Applications are accompanied by a lighting assessment which supports the LVIA provided in the updated ES. The lighting assessment provides an assessment of the potential effects from obtrusive light that may arise from the artificial lighting associated with the construction and operation of the proposed development.

16.146 The lighting assessment was revised during the course of the Applications, and an updated lighting assessment submitted in response to comments made by the Environmental Health Officer.

16.147 The Site has been categorised in lighting terms as environmental zone E2 (Rural), on the basis of the low levels of district brightness in the Site and that it is in rural surroundings. Given the scale and nature of the proposed uses, it

is anticipated that the area may change to environmental zone E3 (suburban), once the development is fully built out.

- Existing Lighting Baseline

16.148 The baseline lighting survey recorded glare from existing flood lighting located on the aircraft apron and hangars which allows Cambridge Airport to operate safely. There is potential for glare from existing security lighting to adversely affect new residents located on the northern boundary of the Site. Due to the distance between the airport apron and residential land use, the glare is expected to be within obtrusive light limitations. The proposed strategic infrastructure on the northern boundary will provide additional visual screening which will further reduce potential impacts. The Environmental Health Officer agrees with this assessment.

- Lighting Impacts - Construction Phase

16.149 Artificial lighting during the construction phase will be temporary in nature and unlikely to cause unacceptable adverse impacts on the local area. In accordance with the advice offered by the Environmental Health Officer, a conditions will require artificial lighting control and consideration of appropriate mitigation measures as part of the site wide Demolition and Construction Environmental Management Plan (DCEMP) and phase specific construction management strategies (**Condition 60: Site Wide DCEMP; Condition 61: Site Specific DCEMP**).

- Lighting Impacts – Operational Phase

16.150 Once operational, the predominant light sources introduced at the Site will be residential street/security lighting, car park lighting for residential, educational and community uses, flood lighting for sports pitches and road lighting for access junctions onto the highway network.

16.151 The updated lighting assessment finds that the potential effects of obtrusive light associated with the operational development may affect existing sensitive receptors outside of the Site, and future sensitive receptors within the Site. The Environmental Health Officer agrees with the conclusion of the updated ES, that potential impacts on residential amenity are unlikely to be significant, subject to appropriate mitigation through good lighting design.

16.152 The central principle of operational lighting mitigation is to ensure that future lighting designs keep light levels as far as possible within the limitations set for the relevant environmental zone. It will therefore be important to ensure that, as part of future detailed lighting strategies, new artificial lighting for each phase is kept within the limits set out for the environmental zone E2 (Rural).

16.153 In accordance with advice from the Environmental Health Officer, a condition has been recommended requiring details of lighting design for externally lit areas to be submitted for approval as part of subsequent reserved matters applications (**Condition 64: Artificial Lighting Design Scheme**). On this

basis, officers are satisfied that operational artificial lighting is unlikely to give rise to unacceptable adverse impacts on existing residential premises in the area and future occupiers of the Site.

Summary – Landscape, Trees and Lighting

- 16.154 The impact of the proposed development upon landscape character, trees and lighting has been fully evaluated by officers. Officers accept that the Applications would be harmful to landscape character as a matter of principle, given that the proposals would ultimately change currently undeveloped agricultural land into a developed housing estate. However, the visual impact of the Applications upon landscape character will be most pronounced only in the immediate proximity of the Site.
- 16.155 Given the localized nature of the impacts, officers are of the view that the Applications would not conflict with development plan policies relating to landscape character to such an extent as to justify a refusal of the Applications on these grounds alone.
- 16.156 The effects of the development would be capable of mitigation via the introduction of new landscaping, including tree and hedgerow planting, the precise details of which can be secured at reserved matters stage. Appropriate conditions have been recommended as described above.
- 16.157 Officers are also satisfied that any artificial light sources introduced into the area can be suitably controlled to avoid significant impact on residential amenity or landscape character.
- 16.158 On the basis of the above evaluation, officers consider that the application proposals are acceptable with regard to landscape, trees and lighting. The application proposals are therefore in accordance with policies 4, 13, 34, 56 and 71 of the CLP, policies SS/3, HP/1, NH/4, NH/7, NH/8, NH/10 and SC/9 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

Noise and Vibration

- 16.159 The NPPF deals specifically with the issue of noise in Paragraph 180, requiring the planning system to ensure that new development is appropriate for its location, taking into account likely noise effects on health, living conditions and the natural environment. In doing so, planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development, and avoid noise giving rise to significant adverse impacts on health and quality of life. These objectives are linked to policies and objectives set out in the Noise Policy Statement for England.
- 16.160 Policy 35 of the CLP and Policy SC/10 of the SCLP which relate to noise pollution are also of relevance. These policies state that development will only be permitted which does not lead to significant adverse effects on health, the environment and amenity arising from noise pollution – or which minimizes adverse effects through the use of appropriate mitigation

measures. The GC Sustainable Design and Construction SPD offers detailed advice on the principles of good acoustic design, and noise mitigation and management measures to reduce to a minimum the potential adverse impacts resulting from noise from new development.

16.161 CLP policy 13 and SCLP policy S/3 which relate specifically to land at Cambridge East advise that proposals for residential development will be supported if acceptable mitigation of environmental and health impact (including noise) from Cambridge Airport can be provided. The LNCH SPD also recognizes that the environmental constraints of the Site include noise intrusion from Cambridge Airport and Cherry Hinton, which will need to be considered to ensure no unacceptable noise impacts/effects on new noise sensitive development.

16.162 In considering the Applications, and in accordance with the planning policy context, officers recognize the importance of ensuring that existing environmental noise sources do not give rise to unacceptable adverse noise impacts/effects on any new noise sensitive development (and in particular the proposed residential premises and primary and secondary school).

16.163 The updated ES includes a noise and vibration chapter, which assesses existing and proposed noise levels associated with the construction and operation phases of the proposed development. Additional information has been submitted to address comments made by the Environmental Health Officer. The additional information documents the post submission engagement, additional assessments undertaken, and evidence gathered since the Applications were originally submitted.

16.164 The updated ES presents the results of the noise assessment. The suitability of the Site for noise sensitive (residential type) uses is also considered. Mitigation measures are presented to avoid significant adverse noise impacts arising, and to reduce and minimise to an acceptable level the effects of noise and vibration during both the construction and operational phases of the proposed development.

16.165 The Environmental Health Officer has confirmed that the noise assessment is comprehensive and has been undertaken having regard to (and in accordance with) relevant planning policy and national/industry impact assessment methodologies, noise standards, codes of practice and best practice technical guidance.

Noise Impacts – Construction Phase

16.166 Construction noise will be generated both within the Site and on local roads as additional vehicles will be travelling to and from the Site. An indicative construction noise assessment has been carried out using typical plant, fixed distances and worst-case assumptions.

16.167 The updated ES concludes that the Applications would have a negligible adverse impact in terms of noise generated during construction. The

Environmental Health Officer agrees that these findings are of minor significance and no unacceptable health impacts are envisaged.

16.168A condition has been recommended to secure appropriate noise and vibration mitigation as part of the Site wide DCEMP. Subsequent reserved matters applications will also be required to provide a Site specific Construction and Environmental Management Plan demonstrating compliance with the approved site wide DCEMP.

Noise Impacts - Operational Phase

16.169Operational noise generated by the Applications will come from a number of sources, including long term local traffic noise associated with the development, and operational noise arising from the proposed uses (including commercial and mixed uses, and recreational areas). The proposed operational noise impacts have been assessed as part of the updated ES. This concludes that noise arising from the proposed development will have a negligible impact and is of minor significance requiring no mitigation. The Environmental Health Officer agrees with these findings, although notes that a noise insulation scheme for residential uses in certain locations will be required. These matters are detailed design issues which will be controlled by planning condition (**Condition 62: Noise Impact Assessment – Residential and Noise Sensitive Uses; Condition 63: Noise Impact Assessment – Non Residential Uses**).

16.170Operational noise may also be associated with the proposed non-residential uses, including the community, retail, commercial and recreational uses. The reserved matters stage will ensure that mitigation measures (for example the provision of appropriate separation distances) are carefully designed into the scheme detail, to ensure such uses do not give rise to significant adverse noise effects. In this respect, it is an expectation that appropriate buffer zones will also be provided between local activity areas (LEAPs and NEAPs) and residential properties. Appropriate conditions have been recommended as described above, to ensure appropriate control.

Noise Impacts - Existing Noise Environment

16.171The existing environmental noise climate experienced at and within the Site is comprised of various noise sources dominated mainly by airport/aircraft noise from Cambridge Airport, and traffic noise from Coldhams Lane, Cherry Hinton Road and Airport Way. Distant A14 traffic noise can also be heard to varying degrees but at lower levels.

16.172The main operational activities at Cambridge Airport comprise of:

- Aircraft maintenance, repair and overhaul operations, including aircraft Engine Ground Running (EGR).

- Aircraft operations (fixed wing and helicopters), including general and business aviation, East Anglian Air Ambulance and occasional commercial and charter passenger flights; and
- Flying clubs (fixed wing and helicopters).

Noise levels vary spatially throughout the site in volume, intensity, character and duration throughout the day, evening and night time periods.

16.173 The updated ES assesses the individual contribution from each noise source, along with the overall combined noise for the suitability of the proposed development. Projected aircraft movements identified in the updated ES account for the immediate future plans of the Airport and have been confirmed as accurate by Cambridge Airport and Marshall Aerospace and Defence Group as the main tenant on the site. Confirmation has been received that this position has not changed since the Applications were originally submitted.

16.174 The assessment for suitability of use has been considered against Lowest Observed Significant Effect Levels (LOAELs) and Significant Observed Adverse Effect Levels (SOAELs) for noise. Although the word 'level' is referred to, this does not mean that the effects can only be defined in terms of a single value of noise exposure. In some circumstances, adverse effects are defined in terms of a combination of more than one factor such as noise exposure, the number of occurrences of the noise in a given time period, the duration of the noise and the time of day the noise occurs.

16.175 In addition, there is no definitive absolute methodology/approach or defined thresholds/numerical criteria to determine significance of noise impacts/effects for every noise source. The subjective nature of noise means that there is not a simple relationship between noise levels and the impact on those affected. This will depend on how various factors combine in any particular situation.

- Assessment of Existing Noise Climate

16.176 The updated ES demonstrates that noise levels vary across the public outdoor amenity spaces within the Site. Some parts of the site would experience noise levels of between 50dB LA eq 16 hour and 55 dB LA eq 16 hours. Officers consider this to be an appropriate level of noise for such spaces, given the location. Other public amenity spaces are exposed to noise levels up to 57 dB LA eq 16 hour, which is considered reasonable, given that the slightly higher noise levels are contained to only part of Site.

16.177 Due to the proximity with Airport Way, noise levels at the proposed location of the secondary school as shown on the Illustrative Masterplan are currently at the upper end of acceptable. The Environmental Health Officer notes that for some periods of the day the noise levels will exceed this limit. The updated ES assesses the impact of acoustic mitigation on noise levels, including the provision of an acoustic screen/bund of different heights along part of the eastern site boundary with Airport Way. At 2m, the screening from such a barrier and other buildings within the site will assist in mitigating noise levels

at the proposed secondary school to within acceptable levels. Internal noise levels can also be reduced through good building design and construction.

16.178 The updated ES finds that noise levels at the location of the proposed primary school are within an acceptable range. Once screening from the buildings within the application site is considered, noise levels are reduced further.

16.179 The Environmental Health Officer agrees with the approach to assessment and the findings of the submitted noise assessment. The noise assessment has identified the need to specify minimum acoustic criterion for building fabric, glazing and ventilation for dwellings and school buildings to protect against suitable internal noise levels being exceeded. With these measures in place, officers are satisfied that the noise climate across the site is appropriate for the proposed development. Relevant conditions have been recommended to require detailed noise assessments and details of the noise mitigation measures as part of the reserved matters stages. **(Condition 62: Noise Impact Assessment – Residential and Noise Sensitive Uses; Condition 63: Noise Impact Assessment – Non Residential Use).**

- Short term periods of aircraft noise

16.180 The LOAEL and SOAEL threshold values derived for road traffic and aircraft noise correlate to the noise exposure average over/during the whole day period, over 16 hours (07 00 to 23 00 hour), aircraft engine testing/running over 11 hours. It would not be appropriate to assess short term exposure noise descriptors using LOAEL and SOAEL. This is because there are no acceptable standards for such short periods during the daytime, and such occurrences happen infrequently.

16.181 Due to the context of the Site, from time to time short periods of aircraft noise will be clearly audible (for example airplane and helicopter take off and landings). When the GRE is in use, engine noise will also be audible, notably during periods of high powered running which are typically for 30 minutes at a time. These instances are relatively infrequent and for the majority of time occur during daytime hours. The level of activity at the Airport reduces considerably during the evening 19 00 to 23 00 hours). Apart from exceptional circumstances (such as the East of England air ambulance movements) there is little or no activity during the night time hours (23 00 to 07 00 hours).

Summary - Noise and Vibration

16.182 The ES demonstrates that the noise climate across the Site for the majority of time lies between the LOAELs and SOAELs. The periphery of the Site will experience the highest noise levels, due to a direct line of sight to various external noise sources. This is considered an observed adverse effect level for noise, which will require mitigation in accordance with national and local planning policy guidance.

16.183 Having regard to the noise character of the existing area, the noise climate is considered appropriate for the proposed development. This is subject to good acoustic design and noise mitigation measures to reduce and minimize potential noise impacts/effects. Relevant conditions have been recommended as described above.

16.184 On the basis of the above evaluation, the proposals are considered to accord with policies 13 and 35 of the CLP, policies SS/3, HQ/1 and SC/10 of the SCLP, policies CE/10 and CE/26 of the Cambridge East AAP, the LNCH SPD and the NPPF with regard to noise and vibration.

Sustainable Construction and Design

16.185 The adopted Local Plans contain a suite of policies which will help to ensure that new development reduces its environmental impact through sustainable construction and design – by minimising carbon emissions, flood risk, pollution and pressure on resources such as water and helping to protect and enhance biodiversity.

16.186 Policies CE/25, CE/27 and CE/28 of the Cambridge East AAP set out exemplar sustainability aspirations for the Cambridge East Area. The LNCH SPD further acknowledges that creating a sustainable development should be a priority underpinning the development of the site and recognizes the need to adopt recommended design considerations where appropriate.

16.187 In order to ensure that relevant development plan policies are implemented as effectively as possible, the recently adopted GC Sustainable Design and Construction SPD has been prepared to provide additional technical guidance on the implementation of these policies.

16.188 The Applications have been designed with regard to the guidance offered in the Sustainable Design and Construction SPD, to ensure that minimum policy requirements are met, and where possible exceeded.

16.189 The Applications are supported by a Sustainability Statement which proposes strategies for addressing the relevant sustainability criteria, including water conservation, urban design, biodiversity, pollution and sustainable drainage. This includes a review of best practice in the Cambridge area, a summary of objectives for the Site, and a set of targets and objectives for the development.

16.190 Following consultation advice received from the GCSPS Sustainability Officer, an Addendum to the Sustainability Statement was submitted in March 2019. This clarifies the targeted BREEAM sustainability rating system, which is used to assess the performance of the scheme in areas of health, energy, transport, water, materials, waste, land-use, ecology and pollution.

Responding to Climate Change

- 16.191 Policy CE/25 of the Cambridge East AAP requires the use of sustainable building methods and verifiably sustainable, locally sourced materials, including recycled materials, where possible. The Design and Access Statement places significant emphasis on the role of the design of the development in enhancing the health and wellbeing of residents. Reference is also made to measures such as the role of building orientation to enhance natural light and internal solar gain.
- 16.192 Whilst this approach is welcomed, it needs to be balanced with the need to design out excessive solar gain in the summer and shoulder months, which leads to overheating. This issue was also raised by Quality Panel, at the meeting on 8 January 2018. In this respect, the Sustainability Statement notes that further consideration will need to be given to the orientation and shading requirements of buildings at the detailed design stage.
- 16.193 In accordance with the advice offered by the Sustainability Officer, a condition requiring the submission of overheating analysis for all future reserved matters planning applications has been recommended. This places an emphasis on following a hierarchical approach to design out the risk of overheating, with priority given to passive design and the role of passive/natural ventilation (**Condition 21 - Overheating**). This approach is supported by the LNCH SPD and accords with objective D13/b of the Cambridge East AAP (to address climate change mitigation and adaptation issues including the need that all development is climate proofed).
- 16.194 The Applications also commit to the provision of electric vehicle charge points. Officers welcome this approach, and relevant conditions have been recommended (**Condition 57 – Site Wide Electric Vehicle Charge Point Provision and Infrastructure Strategy; Condition 58 – Site Wide Electric Vehicle Charge Point Provision and Infrastructure Scheme Strategy Delivery**).
- 16.195 The Addendum to the Sustainability Statement provides clarification in respect of the BREEAM standards that will be utilized for the non-residential aspects of the proposal. It is proposed that all non-residential buildings will seek to achieve a BREEAM excellent standard, in accordance with Policy 28 of the CLP (2018). This excludes the primary and secondary schools, which will target a very good standard.
- 16.196 Whilst officers would wish to see a higher BREEAM standard aspiration for educational buildings, the County Education Officer has advised that it is not always possible to achieve this target due to the additional costs involved. The BREEAM aspiration of very good is therefore accepted, with an additional requirement for the achievement of at least two credits for water efficiency measures. A relevant condition has been recommended (**Condition 22 - BREEAM**).

Exemplar of Sustainable Development

16.197 Policy CE/28 of the Cambridge East AAP requires proposals to include exemplar projects in sustainable development, including energy efficiency measures. The Addendum to the Sustainability Statement confirms the commitment set out in the Energy Statement to delivering a portion of residential units to Passivhaus standard. The approach to delivering an exemplar in sustainability is welcomed by officers.

16.198 The Site is considered to be an opportunity to consider other approaches to the delivery of exemplar projects – for example through the consideration of water consumption, smart energy grids and active building technology (currently being trialed on the Marleigh/Wing development on Land North of Newmarket Road). A condition has been recommended which requires all future reserved matters applications to be accompanied by a Sustainability Statement which sets out how the requirement for the development to be an exemplar in sustainability will be achieved (**Condition 18 – Sustainability Statement**).

Energy and Carbon Reduction

16.199 Policy CE/24 of the Cambridge East AAP requires developers to reduce the amount of carbon dioxide emitted each year, by 10% compared to the minimum building regulations requirement, and include technology for renewable energy to provide at least 10% of the developments predicted energy requirements.

16.200 An Energy Statement has been submitted as part of the Applications. This identifies high level carbon emissions associated with the scheme, along with potential technologies to be utilised – namely photovoltaic panels, solar thermal or air source heat pumps. The statement sets out the hierarchical approach to reducing building related carbon emissions (taking the Be Lean, Be Clean, Be Green approach), and also recognises the role that PP design principles have to play in reducing energy demand.

16.201 The overall approach outlined in the submitted Energy Statement is supported. A more detailed Energy Statement will be required at the reserved matters stage, when further detail becomes available in relation to carbon calculations. A relevant condition has been recommended (**Condition 20: Sustainability – Energy Statement**).

Combustion Emissions

16.202 The submitted Energy Statement outlines the energy strategy for the development and reviews opportunities for improving energy efficiency and reducing energy use. The statement dismisses the use of district heating (gas and biomass) and Combined Heat and Power (CHP) at the Site. This is supported by the AQA which excludes emissions from combustion sources, given that no CHP or large emissions are predicted.

16.203 There is an expectation that all gas and combustion appliances/boilers (domestic and commercial) producing emissions to air installed within the

application site will be low NOx (meeting an emission limit of 40mg/kWh). This will be secured by condition with details of individual boilers provided at the reserved matters stage (**Condition 56: Combustion Appliances, Low Emissions**).

Water Management

16.204 Policy CE/22 of the Cambridge East AAP includes an aim for between a 33% and 50% reduction on mains water use within the Cambridge East allocation, compared to conventional housing. In light of changes to national policy (and in line with City and District policy), the Water Conservation Strategy submitted in support of the Applications commits to achieving a water efficiency target for all new homes of no more than 110 litres per person a day. This approach is supported by officers

16.205 With regard to non-residential development, the Sustainability Addendum notes that there is a difference between the water efficiency standards for this type of development between Cambridge and South Cambridgeshire. A compromise has therefore been sought to reflect the difference and that Cambridge is an area of water stress. A non-residential development target of 3 BREEAM credits under Wat01 as a minimum has been agreed with the Applicants.

16.206 The agreed non-residential development target would equate to a 40% improvement on baseline water use as the standard level of water efficiency being achieved across non-residential developments in Cambridge. A condition has been recommended to ensure the proposed water efficiency targets are followed at detailed design stage as part of all reserved matters applications (**Condition 19: Sustainability – Water Efficiency**).

Sustainable Show Home

16.207 Sustainable show homes can demonstrate sustainable alternatives for finishes, materials, fixtures and technologies as options that can be purchased when a dwelling is bought off-plan. In accordance with policy CC/5 of the SCLP, a condition has been recommended which requires the provision of a sustainable show home where provided (**Condition 59: Sustainable Show Home**).

Summary – Sustainable Construction and Design

16.208 The Applications include outline strategies and targets for adaptation to climate change, carbon reduction and water reduction. These demonstrate and embed the principles of climate change mitigation and adaptation into the development. Conditions as described above will ensure commitment to the sustainable strategies and targets set out in the Applications, with opportunities to enhance sustainability targets over time to reflect new technologies and best practice.

16.209 On the basis of the above, officers are satisfied that the Applications are acceptable with regard to sustainable design and construction. The Applications are therefore in accordance with policies 28, 29, 30 and 31 of the CLP, policies CC/1, CC/2, CC/3, CC/4 and CC/5 of the SCLP, policies CE/22, CE/24, CE/25, CE/27 and CE/28 of the Cambridge East AAP, the LNCH SPD and guidance contained in the GC Sustainable Design and Construction SPD.

Utilities

16.210 Policy 85 of the CLP and policy TI/8 of the SCLP state that planning permission will only be granted if it can be demonstrated that there is or will be sufficient infrastructure capacity to support and meet all the requirements arising from new development.

16.211 The Applications are supported by a Utilities Strategy (March 2018) which identifies the existing utility infrastructure that may constrain development within the Site and identifies a strategy for delivering the necessary utility infrastructure to the Site. The report also identifies the provisional points of connection for the electricity, gas, telecommunications, potable water supply and foul water drainage to serve the Site.

Electricity

16.212 The existing electricity network is owned and operated by UK Power Network. The electricity network within the area is supplied from a distribution substation which is located 100m to the east of Cherry Hinton Road.

16.213 The Utilities Strategy identifies that there are no electricity cables or overhead lines within the Site. High and low voltage and low cables are located on the northern side of Coldhams Lane and the east side of Cherry Hinton Road to the south of the roundabout. These may require lowering/protection or diversion to accommodate the new Site accesses.

16.214 UK Power Networks has advised that there is currently insufficient capacity to supply the Site. Reinforcement works will be required for the new connection which would involve the laying of a new high voltage cable link to create sufficient capacity. The proposed development will also need five substations to be provided. This will be the responsibility of the developer and will need to be agreed with UKPN as part of the detailed design stage.

Gas

16.215 The existing gas network is owned and operated by Cadent. An existing 12-inch diameter intermediate pressure gas main enters the Site towards the west from Coldhams Lane and exits the Site to the north of the roundabout on Cherry Hinton Road/Airport Way.

16.216 The gas easement is approximately 6.1m wide and has a 3m access strip either side. This makes an overall sterilised width of around 12m and a 3m building proximity zone either side of the gas main. The gas main will need to

be accommodated during the detailed design process, which will be the responsibility of the developer. The Utilities Statement advises that the realignment of the gas main through the Site has been agreed in principle by Cadent Gas.

16.217 In addition, 6-inch diameter medium and low-pressure gas mains are situated on the north side of Coldhams Lane. These may require lowering, protection or diversion to accommodate the new development.

16.218 No objection is raised by Cadent Gas in their consultation response. Cadent indicate within the Utilities Statement that the Site can be supplied from the existing intermediate gas main, via a gas pressure reducing station which will need to be accommodated as part of the detailed design stage.

Potable Water

16.219 Potable water is provided by Cambridge Water Company (owned by South Staffs Water). The Utilities Statement identifies that there are no water mains within the Site. An existing 450mm diameter water main is in the west side of Cherry Hinton Road running north from Gazelle Way and an 8in diameter water main in the east side of Cherry Hinton Road to the south from Gazelle Way. There is also a 200mm diameter water main in the north side of Coldhams Lane. These water mains may require lowering/protection and /or diversion to accommodate the Site accesses.

16.220 The Utility Statement states that Cambridge Water has advised the Applicant that there is insufficient capacity in the current infrastructure network to supply the Site. Reinforcement of 500m of water main in Fulbourn Road and 700m of water main in Yarrow Road will be required. In addition, reinforcement to the local strategic water main will be required. It is understood that the Site will require two connections for the security of supply. The connection point for the site will be from the existing water main in the 450mm diameter water main in Cherry Hinton Road/Airport Way and to the 200mm diameter water main in Coldhams Lane. The reinforcement of the water main will be the responsibility of the developer.

16.221 Officers note that a new Water Resources Management Plan (WRMP) was published by Cambridge Water in November 2019. The document sets out Cambridge Water's draft long-term WRMP for the 25 years between 2020 and 2045 and describes how Cambridge Water will continue to meet the demand for water in the Cambridge region.

16.222 The growth in new properties and water demand as set out in the WRMP is based on the CLP and SCLP. Cambridge Water has confirmed that the WRMP includes the future demand which will be generated by the Site. Officers are therefore satisfied that sufficient available water resources will be available in the longer term to serve the Site, and that the availability of water is not a constraint for development.

- Foul and Surface Water – Anglian Water Services (AWS)

16.223 The Utilities Statement confirms that there are no foul water sewers within the Site. AWS advised the Applicants in 2017 that the foul drainage from the proposed development is in the catchment of Cambridge Water Recycling Centre, which currently does not have capacity to treat the flows from the Site.

16.224 AWS is obligated to accept the foul flows from development with the benefit of planning consent and would need to take appropriate steps to ensure there is sufficient treatment capacity. Hydraulic assessment of the local network identifies that the Applications will have an impact on the sewer system. Mitigation will be required by AWS, which will be the responsibility of the developer.

Digital Infrastructure

16.225 The NPPF encourages planning decisions to support the expansion of electronic communications networks, including next generation mobile technology and full fibre broadband connections. CLP policy 42 and SCLP TI/10 require provision for high capacity broadband (such as ducting for cables) to be designed and installed as an integral part of development.

16.226 The Utilities Statement states that Openreach will deploy Fibre to the Premises (FTTP) free of charge, to all new housing developments of 30 or more homes. This will provide estimated speed of up to 300mb.

16.227 Implementation of broadband infrastructure and next generation mobile technology for both dwellings and commercial premises can be secured within sustainability strategies and associated reserved matters applications to ensure the objectives of Local Plan policies 42 and T/10 and the NPPF are met. A planning condition has been recommended (**Condition 32: Broadband Provision**).

Summary – Utilities

16.228 On the basis of the above evaluation, and subject to the provision of the recommended conditions, the Applications are considered in accordance with policies 42 and 85 of the CLP, policies T/8 and T/10 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF with regard to utilities.

Environmental Considerations – Conclusion

16.229 The environmental implications of the Applications have been comprehensively assessed through the updated ES and other supporting documentation and considered fully by officers. Subject to the recommended planning conditions and planning obligations secured as part of the Section 106 Agreement as described above, the proposed development is found to accord with the environmental objectives of the CLP, SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

17. IMPACT ON RESIDENTIAL AMENITY

- 17.1 Policy 13 of the CLP and policy SS/3 of the SCLP support the development of LNCH, subject to acceptable mitigation of environmental and health impacts (including noise) from Cambridge Airport. These policies recognize that careful consideration of how ongoing airport activities will interact with any new residential use needs to be undertaken as part of the planning application process, to ensure that the new residences have an acceptable level of amenity, and that they do not impede on the ongoing use of the airport.

Existing Noise Environment

- 17.2 The impact of the existing noise environment associated with the operational use of Cambridge Airport has been fully assessed and reported in the updated ES. An evaluation of noise impacts on residential amenity is provided in the Noise/Vibration section of this report (Paras 16.171 – 16.184).
- 17.3 Having regard to the noise character of the existing area, the noise climate is considered appropriate for the proposed development. This is subject to good acoustic design and noise mitigation measures to reduce and minimize potential noise impacts/effects. Relevant conditions have been recommended (**Condition 62: Noise Impact Assessment – Residential and Noise Sensitive Uses; Condition 63: Noise Impact Assessment – Non Residential Use**).

Impact on Prospective Residential Amenity

- 17.4 The impacts of the proposed development on prospective residential amenity associated with impacts from lighting, noise and disturbance associated with the use of the site has been assessed as part of the updated ES. This is reported in Sections 13 (Access and Transport) and Section 16 (Environmental Considerations) above.
- 17.5 Officers are satisfied that the Applications will not cause harm to the residential amenity of prospective occupants, subject to the recommendation of conditions relating to lighting, noise assessments and mitigation measures (**Condition 62: Noise Impact Assessment – Residential and Noise Sensitive Uses; Condition 63: Noise Impact Assessment – Non Residential Use, Condition 64: Artificial Lighting Design Scheme**).

Impact on Existing Residential Amenity

- 17.6 The impact of the Applications on existing residential amenity in terms of traffic impacts and noise from construction vehicles has been assessed as part of the updated ES. Officers are satisfied that there will be no significant adverse impacts on existing residential amenity arising from the proposed development. Conditions have been recommended to ensure appropriate controls on construction vehicles, in the interests of protecting existing residential amenity (**Condition 55: Highways – Construction and Demolition: Traffic Management Plan**).

- 17.7 The third party comments regarding the impact of the Applications on existing amenity in terms of overshadowing, privacy and overlooking are noted. It is an expectation that these matters will be evaluated as part of the reserved matters planning process, when the precise details of the development are known.

Impact on Residential Amenity - Conclusion

- 17.8 On the basis of the above evaluation, and subject to the recommendation of appropriate conditions as described, the Applications are considered acceptable with regard to impacts on residential amenity. The proposals are therefore in accordance with policy 13 of the CLP, policy SS/3 of the SCLP, the Cambridge East AAP, the LNCH SPD and the NPPF.

18. CUMULATIVE IMPACTS

- 18.1 The cumulative effects of the development in combination with other planned major development in proximity to the application site has been considered, using a methodology which was agreed in advance with officers. The results are reported in Chapter 16 of the updated ES.
- 18.2 The cumulative assessment considers major developments, which have a reasonable prospect of coming forward before or at the same time as the development proposals. In total, 18 developments were identified in the cumulative site search.
- 18.3 The assessment finds that the major developments within the study area are unlikely to result in significant adverse cumulative effects when assessed in combination with these proposals.
- 18.4 Officers have considered the cumulative impact assessment and are in agreement with the conclusions reported in the updated ES, that no significant cumulative impacts will arise.

19. THIRD PARTY ISSUES

- 19.1 The third party representations received during consultation of the Applications raised a number of issues, as reported in Section 9 of this report. These have been addressed within this report, as summarized in the table below.

Issue	Officer Response/Report Section
Principle of Development	Section 11 deals with the principle of the proposed development.
Design Issues	Section 12 deals with design issues

	associated with the proposed land uses and Parameter Plans, including building heights and urban form. Paras. 16.121 – 16.130 considers the impact of the proposals on landscape character.
Impact on Residential Amenity	Paras. 13.9 – 13.17 considers the traffic impact on existing residential amenity. Paras. 16.159 – 16.184 considers the noise impact of existing noise from the operation of Cambridge Airport on existing and proposed residential amenity. Section 17 deals with impacts on residential amenity.
Housing Issues	Section 14 deals with housing issues, including the proposed housing mix.
Transport Issues	Section 12 considers the Movement and Access Parameter Plan, including at Paras 12.6 – 12.19 the approach to movement and circulation within the site. The alignment of the spine road (primary street of the development site) is specifically dealt with in Paras. 12.9 – 12.14. Section 13 deals with access and transport issues. Paras 13.9 – 13.17 considers the proposed traffic impacts during the construction and operational phases of the development. Paras 13.22 – 13.30 sets out the proposed transport mitigation, including strategic infrastructure and connectivity improvement Paras. 13.31 and 13.32 considers proposed improvements for cyclists and pedestrians. Paras. 13.38 – 13.48 considers the three proposed accesses to the site. Paras. 13.33 – 13.37 considers the public transport strategy for the site, including the proposed bus strategy.

	Section 18 deals with the cumulative impacts of the proposed development.
Impact on Ecology and Biodiversity	Paras. 16.84 – 16.112 considers the impact of the proposals on ecology and biodiversity. Paras. 16.1 – 16.3 considers the loss of agricultural land.
Impact on Green Belt	Paras. 11.20 – 11.25 considers the principle of development in the Green Belt for the purposes of open space and recreation. Paras 16.131 – 16.134 considers the visual impact of the proposed development on the Green Belt, with reference to the proposed use, lighting and noise mitigation measures.
Education Issues	Paras. 15.6 – 15.22 considers the proposed primary and secondary schools, including the County Council's approach to pre-school provision.
Healthcare/Community Issues	Paras 15.23 – 15.32 considers the proposed community facility. Paras 15.36 – 15.46 considers healthcare provision. Paras 15.47 – 15.64 considers community development and support. Paras. 15.80 – 15.83 considers community use and access arrangement.
Utilities and Servicing Issues	Paras. 15.89 – 15.91 considers the provision for waste and recycling. Paras. 16.210 – 16.228 considers utilities and services, including the provision of water resources.
Sustainability Issues	Paras 16.185 – 16.209 considers sustainability issues.

Table: Summary of Third-Party Issues

20. SECTION 106 PLANNING OBLIGATIONS

- 20.1 The NPPF states that LPAs should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. It repeats the tests of lawfulness for planning obligations which are derived from Regulation 122 of the Community Infrastructure Levy Regulations 2010 – ie necessary to make the development acceptable in planning terms, directly related to the development and fairly, and reasonably related in scale and kind to the development. The NPPF and National Planning Policy Guidance also advises with respect to the approach to be taken in relation to development viability.
- 20.2 Policy 85 of the CLP and policy TI/8 of the SCLP state that planning permission for new developments will only be supported where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms. The policies recognise that financial contributions may also be required towards the future maintenance and upkeep of facilities in the form of initial support or in perpetuity.
- 20.3 Draft Heads of Terms (HoTs) of the Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) have been agreed in principle between the parties. The planning obligations to be secured from the proposed development includes a 'policy compliant' package of affordable housing provisions. These obligations are viable insofar as they would not render the development undeliverable in financial terms.
- 20.4 The planning obligations (taken from the draft HoTs) to be secured within the Section 106 Agreement are summarised by category in the tables below, together with a short commentary in respect of compliance with the CIL Regulation tests.
- 20.5 Where contributions are required by Local Plan policies and/or have been sought by consultees, these are summarised below. Where there is a difference between the policy/consultee requirement and the Applicants offer, this is accompanied by further explanation.
- 20.6 All sums are provisional and will be finalised in the S106 Agreement. Contributions will be cost indexed from the date of the consultee request.
- 20.7 Management, adoption and maintenance of the facilities listed below will also be sought through the Section 106 Agreement. Other relevant matters will be addressed via specific planning conditions.
- 20.8 COMMUNITY DEVELOPMENT/INFRASTRUCTURE

COMMUNITY INFRASTRUCTURE

Infrastructure Item/s	Agreed financial contribution.	Triggers	CIL Reg 122 comments
Permanent Community Facility (no smaller than 250 square metres in size) Details in accordance with permanent community facility delivery plan and management strategy.	On-site provision as part of development costs.	Prior to occupation of 500 th dwelling. Permanent community facility delivery plan and management strategy to be submitted.	Community meeting space necessary to meet the needs of the new population generated by the development. On-site provision. Scale determined with reference to CLP policies 13 and 73 and SCLP policies SS/3 and SC/4.
Community Facility Start Up Costs	£38,850	On occupation of 100 th dwelling.	
Temporary Community Meeting Space Details in accordance with temporary community facility delivery plan and management strategy.	On-site provision as part of development costs.	Prior to occupation of 100 th dwelling. Trigger for submission of temporary community facility delivery plan TBA.	
Library provision	£116,251.20	50% on occupancy of first dwelling. 50% on 50% occupancy of dwellings.	Library facilities necessary to meet the needs of the new population generated by the development. Off-site provision. Scale determined with reference to County Council guidance and local plan policies 85 and SC/4.
EARLY COMMUNITY SUPPORT MEASURES			

Community Chest Fund (Kick Starting community activities)	£3,500	50% on occupation of 100 th dwelling. 50% 24 months after occupation of 100 th dwelling.	Provision of community development support to mitigate financial pressure on the County Council and other public sector authorities arising from the development.
Project Worker (children and young peoples' activities)	£90,000	50% prior to occupation of 100 th dwelling; 50% 24 months after occupation of 100 th dwelling.	Measures and support projects to be related to the community on the site.
Specialist Community Development Worker (CDW)	£80,000	50% on occupation of 100 th dwelling. 50% 24 months after occupation of 100 th dwelling.	Scale determined with reference to County Council guidance and Local Plan policies.
Kickstart and Activity funding (multi agency team)	£3,500	TBA	
Mental Health Training	£8,160	£4,100 prior to first occupation of dwelling. £4,060 on 100 th occupation of dwelling.	
Mental Health Counselling Services	£1,920	Subject to need.	
Children Centre Staff	£33,146	£16,146 on occupation of 100 th dwelling. £17,000 24	

		months after occupation of 100 th dwelling.	
Children Centre equipment/activities	£15,000	TBA	
IDAA Kick Start Funding	£2160	Subject to need.	
Multi-Agency co-ordination	£23,750	£10,000 prior to first occupation of dwelling. £13,750 on occupation of 100 th dwelling.	
Health Visiting	£8,250	£4,124 on occupation of 100 th dwelling. £4,126 24 months after occupation of 100 th dwelling.	
Locality staff (family workers)	£90,000	£45,000 on occupation of 100 th dwelling. £45,000 24 months after occupation of 100 th dwelling.	Provision of community development support to mitigate financial pressure on the County Council and other public sector authorities arising from the
Healthy New Towns Initiative/Active Lifestyle Project Workers	£15,000	£5,000 on occupation of 100 th dwelling. £10,000 after occupation of 100 th dwelling.	
Healthy New Towns Initiative	£6,720	£33,350 on occupation of	

Legacy/Active Lifestyle (Kickstart Funding)		100 th dwelling. £3,350 24 months after occupation of 100 th dwelling.	development. Measures and support projects to be related to the community on the site. Scale determined with reference to County Council guidance and Local Plan policies.
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20.9 ECOLOGY AND BIODIVERSITY

ECOLOGY AND BIODIVERSITY			
Infrastructure Item/s	Agreed financial contribution.	Triggers	CIL Reg 122 comments
Off-site mitigation for ground nesting farmland birds (skylarks) for a period of 25 years.	Developer cost	From commencement of development.	Biodiversity mitigation necessary to offset the impact of the development. Off-site provision. Scale determined with reference to local plan policy
Off-site biodiversity improvements to Fulbourn Fen	£121,500	Prior occupation to first dwelling.	Biodiversity mitigation necessary to offset the impact of the development. Off-site provision. Scale determined with reference to local plan policy

20.10 EDUCATION

20.10.1 Primary and secondary school provision on the site is broadly agreed between the Applicants and Cambridgeshire County Council as follows:

Infrastructure Item/s	Agreed financial contribution.	Triggers (no. of dwellings)	CIL Reg 122 comments
EDUCATION			
Early years	£892,800	To be aligned with primary school.	Education provision necessary to meet the needs of the new population generated by the development. On-site provision as part of primary school delivery, with potential for provision off-site subject to need and timing of delivery of primary school. Scale determined with reference to County Council guidance and multipliers and Local Plan policies 74 and SC/4.
Primary school 1.5 FE primary school (2.3ha) serviced site. Transfer of primary school site and requirement to provide services to	£6,547,200 Contribution represents proportionate financial contribution of the total capital costs of building a 1.5 FE primary school (ie 75% of total capital cost)	First payment of 10% site contribution for transfer of the school site. Second payment of 65% site contribution, payable 12 months after first payment	Education provision necessary to meet the needs of the new population generated by the development. On-site provision. Scale determined with reference to

the primary school site Review to determine required year of opening, to occur between 300 and 500 dwellings.		Third payment of 25% site contribution payable 24 months after first payment.	County Council guidance and multipliers and Local Plan policies 74 and SC/4.
Primary School start-up costs	£50,000	TBA with County Council.	
Secondary School Financial contribution for 1 FE portion of 6FE secondary school. Transfer of secondary school site and requirement to provide services to the secondary school site.	£3,776,550 Contribution represents proportionate financial contribution of the total capital costs of building a 6FE secondary school. Contribution to be subject to land value payment deduction (value TBA).	40% payable by no later than 500 th dwelling. 30% payable by no later than 800 th dwelling. 30% payable by no later than 1,000 th dwelling.	Education provision necessary to meet the needs of the new population generated by the development. On-site provision. Scale determined with reference to County Council guidance and multipliers and Local Plan policies 74 and SC/4.

20.11 HEALTHCARE PROVISION

20.11.1 NHS England has confirmed that there is insufficient capacity in the existing health infrastructure to cater for the additional demand for local services arising from this development. Accordingly, a health contribution has been requested to provide additional capacity, as follows:

HEALTHCARE			
Infrastructure Item/s	Agreed financial contribution.	Triggers (no. of dwellings)	CIL Reg 122 comments

Provision of additional primary healthcare provision within the vicinity of the development.	£435,291	Prior to occupation of first dwelling.	Provision of primary health facilities to meet the needs of the new population generated by the development. Off-site provision, with flexibility provided for a scheme for the provision of an on-site health facility. Flexibility provided for monies to be used for a scheme/project at any practice within the Primary Care Network (PCN), including on-site. Scale determined with reference to NHS England advice.
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20.12 AFFORDABLE HOUSING

20.12.1As the planning application is in outline form, it is appropriate to secure the percentage of units for affordable housing as required by Local Plan policy (40% of 'a minimum' of 1200 dwellings = a minimum of 400 affordable dwellings. It is also appropriate to secure an indicative tenure mix.

AFFORDABLE HOUSING			
Infrastructure Item/s	Agreed financial contribution.	Triggers (no. of dwellings)	CIL Reg 122 comments

Minimum provision of 40% affordable housing. Tenure mix to be 73% rented (social rent and affordable rent) and 27% intermediate (shared ownership).	On-site provision as part of development costs.	Phasing in accordance with affordable housing scheme.	Housing provision necessary to meet the needs of the new population generated by the development. On-site provision. Policy 45 of the CLP requires a minimum of 40% affordable homes to be provided on development sites of 15 or more dwellings. Policy H/10 of the SCLP requires a minimum of 40% affordable homes on sites of 11 dwellings or more.
Self-Build and Custom Build Housing Minimum of 36 dwellings (or if lower 5% of the private market units as self-build and custom build plots).	On site provision as part of development costs.	Self and Custom Build Plot Plan to be submitted prior to first occupation TBA. Phased provision and marketing in accordance with Self and Custom Build Schemes.	Housing provision necessary to meet the needs of the new population generated by the development. On-site provision. SCLP policy H/9 requires the provision of dwelling plots for sale to self and custom builders.

20.13 PUBLIC ART

20.13.1 The Applicants have proposed a financial contribution of £480,000 for the provision of public art across the development (equating to a contribution of £400 per unit based on 1200 units). The scale of the contribution proposed is below the £800,000 requested by the Public Art Officer. Officers note that the

offered contribution is similar in scale to that secured on other strategic sites on the southern fringe of Cambridge (approx. £350-£375 per unit).

20.13.2 Mindful of the Regulation 122 CIL test requirement and given the need to balance the Section 106 package, officers consider that the scale of the contribution offered for public art is appropriate and within Regulation 122.

PUBLIC ART			
Infrastructure Item/s	Agreed financial contribution.	Triggers	CIL Reg 122 comments
Site wide public art strategy and delivery of public art.	£480,000 (£400 per unit)	Payment trigger to be agreed. Provision in accordance with public art delivery plan to be submitted for reserved matters areas containing public art.	Local Plan policies seek to secure public art as an integral part of development. On-site provision. Scale determined with reference to CLP policy 56.

20.14 SPORT AND RECREATION

20.14.1 Local plan policies seek the provision of open space, sport and recreation as key infrastructure requirements. These are expanded upon in the City Council's Open Space and Recreation Strategy (2011) which is a material consideration. This sets out a formulaic approach to on-site and off-site open space provision, based on the number of people arising from new development.

20.14.2 Given this is an outline planning application, the precise numbers of dwellings and the mix (number of bedrooms) is yet only indicative. The formula for calculating policy compliant provision of POS can therefore be secured through the Section 106 process.

20.14.3 The Applicants will be provided with an option in the S106 Agreement to transfer areas of POS to the Councils' (with a commuted payment for maintenance). Otherwise the land would need to be managed and maintained by a management company formed by the developer.

SPORT AND RECREATION

Infrastructure Item/s	Agreed financial contribution	Triggers (no. of dwellings)	CIL Reg 122 comments
Formal outdoor sports provision.	On-site provision as part of development costs.	TBA	Outdoor sports facilities are necessary to meet the needs of the new population generated by the development. On-site provision to include sports, children's play space, allotments. Quantum in accordance with City Council Open Space and Recreation Strategy SPD.
Physical improvements to proposed sports pitch (upgraded drainage) to allow for greater capacity of use and enable year-round use.	£160,559.50	TBA	
Informal open space.	On-site provision as part of development costs.	Prior to first dwelling occupation.	
Children and teenagers play space.	On-site provision as part of development costs.	TBA	
Allotments Lay out and completion of allotments in accordance with Allotments Specification Management of allotments in accordance with the relevant detailed open space landscape management plan.	On-site provision as part of development costs.	TBA	
Indoor Sports Provision: Swimming Pool Provision	£157,320	Prior to occupation of 400 th dwelling TBA.	Indoor sports facilities are necessary to meet the needs of the new population generated by the development.

			Off-site provision. Scale determined in accordance with relevant Local Plan policy.
Indoor Sports Provision: Sports Hall Upgrading of indoor sports hall included as part of secondary school education provision from community use 3 court to 4 court size	£151,008	TBA	Indoor sports facilities are necessary to meet the needs of the new population generated by the development. On-site provision. Scale determined in accordance with relevant Local Plan policy.
Community use and access agreements Completed community use agreement in relation to the community use of the school playing fields and sports hall, on terms to be agreed.	N/A	No occupation of the secondary school prior to Community Use Agreement being in place	
Delivery and timing of public open space Lay out and complete public open spaces in accordance with agreed public open space programme.	Open Space Programme to include: Delivery of open space within a reserved matters area	TBA	Public open space provision is necessary to meet the needs of the new population generated by the development. On-site provision.
Open Space management and	Submission and then	TBA	Quantum in

maintenance plan	implementation of a strategic and then phase specific management and maintenance plans.		accordance with City Council Open Space and Recreation Strategy SPD.
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20.15 AIRPORT SAFEGUARDING

Infrastructure Item/s	Agreed financial contribution	Triggers (no. of dwellings)	CIL Reg 122 comments
Cross Wind Runway	Cessation of use of runway for taking off and landing.	Prior to occupation of first dwelling.	Local Plan policies 37 and TI/6 seek to ensure that the Cambridge Airport air safeguarding zone is taken into consideration when considering applications for new development.
Fire Training Ground	Cessation of fire training activity at current fire training ground.	Prior to occupation of first dwelling TBA.	
Primary radar	Restriction of development above an agreed height in the safeguarding area.	Prior to occupation of first dwelling TBA.	
Very High Frequency Direction Finder (VDF)	Restriction of development above an agreed height in safeguarded area.	Prior to occupation of first dwelling TBA.	

20.16 WASTE

WASTE			
Infrastructure Item/s	Agreed financial contribution	Triggers (no. of dwellings)	CIL Reg 122 comments

Refuse Collection Vehicles	£61.67 per dwelling towards provision of refuse collection vehicles	Prior to occupation of any dwelling within each reserved matters phase.	Waste contributions have been identified as necessary to meet the needs of the new population generated through the development, in accordance with Local Plan policies 85 and SC/4. The money would be spent on infrastructure related directly to the site and the development.
Household Waste Receptacles	Standard house: 3 bins at £75 per unit Flat (based on 2 bed): £160 per unit	Prior to first occupation of any dwelling within each reserved matters phase.	
Cardboard Skips	Cardboard waste skips to be installed on site. £360 per skip. £17 per empty/ collection.	Prior to first occupation of any dwelling within each reserved matters phase.	
Bring Banks	Provision of one hard standing area for ground banks in a public realm area	Prior to first occupation of any dwelling within each reserved matters phase.	

20.17 OTHER

OTHER			
Infrastructure Item/s	Agreed financial contribution	Triggers (no. of dwellings)	CIL Reg 122 comments
Site-wide car club parking and membership strategy. Provision of two dedicated car club spaces. Provision of two	Developer cost.	Prior to commencement of development TBA.	Provision in accordance with Local Plan policies and the GC Sustainable Design and Construction SPD. On -site provision.

vehicles.			Infrastructure would be related directly to the site and the development.
Award drain maintenance	Financial contribution of £30 000 towards additional cost of maintenance works to the section of the Awarded Drain within the site.	Prior to commencement of development TBA.	Contribution in accordance with Local Plan policies 31, 32 and CC/8. The money would be spent on improving drainage infrastructure which is directly to the site and the development
Contamination Submission of ground water remediation works management and maintenance scheme. Provision of management body and long-term funding mechanism. Monitoring and maintenance plan to be submitted with each Reserved Matter application.	Developer cost.	Prior to commencement of development.	Long term management of ground water remediation in accordance with Local Plan policies 33 and SC/11. On-site monitoring and remediation.
Contamination report review	£75,000 TBA Towards cost of appointing an independent consultant to undertake a third party review of the PFAS	Prior to commencement of development.	Long term management of ground water remediation in accordance with Local Plan policies 33 and SC/11.

	contamination soil and groundwater pilot trial/remediation.		On-site monitoring and remediation.
Section 106 monitoring	£50,000 TBA. Towards the costs of monitoring the planning obligations.	Phased payments TBA.	Contribution directly related to achieving the implementation of the planning obligations.

20.18. TRANSPORT

20.18.1 The transport mitigation package includes the provision of strategic solutions in collaboration with Cambridgeshire County Council and the Greater Cambridge Partnership. The mechanisms and timing of these off-site improvements and financial contributions will be secured by way of Section 106 Agreement and appropriate planning conditions, with all triggers to be agreed by the County Council.

20.18.2 County highways officers have confirmed that the agreed transport mitigation package accords with the relevant tests of the NPPF and the CIL Regulations. Specifically, the tests are necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

PROPOSED TRANSPORT MITIGATION MEASURE	AGREED FINANCIAL CONTRIBUTION	TRIGGER
Strategic Infrastructure Improvements:		
Remodelling Coldhams Lane roundabout.	£200,000	TBA.
Footpath and Cycle Path Improvements:		
Pedestrian and cycle improvements at Rosemary Lane, Norman Way and The Tins (including to Tins Bridge).	£500,000	Prior to first occupation of dwelling.
Footpath improvements across Coldhams Common.	£270,000	Prior to first occupation of dwelling.
Strategic Connectivity Improvements:		
Shared foot/cycleway (3m) along Coldhams Lane.	Delivery by Applicants.	Prior to first occupation of dwelling.

Upgrade to existing Barnwell Road pedestrian and cycle crossing.	Delivery by Applicants.	Prior to first occupation of dwelling.
Delivery of small-scale walking and cycling measures in the locality.	£85,000	TBA.
Public Transport Improvements:		
Direct bus service to the City Centre via Coldhams Lane.	£1,007,824	Phased contribution. Details TBA.
Improvements to existing bus stops on Cherry Hinton High Street.	£20 000	Prior to first occupation of dwelling.
Access Improvements:		
Widening of existing footpath between site access / Gazelle Way roundabout and Tesco roundabout.	£257, 650	Prior to first occupation of dwelling.
Signalised junction with Coldhams Lane.	Delivery by Applicants	At occupation of 600 th dwelling
Signalised junction at Airport Way.	Delivery by Applicants	At occupation of 500 th dwelling or prior to the opening of the secondary school, whichever is earlier
Additional arm to Gazelle Way Roundabout and new toucan crossing on southern arm	Delivery by Applicants.	Prior to first occupation of dwelling.
Widening of existing cycleway/footway (3m) Airport Way / Church Road junction.	Delivery by Applicants.	Prior to first occupation of dwelling.
Footway widening between new signalised site access and Marshalls Close.	Delivery by Applicants.	Prior to first occupation of dwelling.
Other Improvements:		
Environmental enhancement measures in Church End.	£50,000	TBA.
Traffic calming and cycle bypass on Cherry Hinton High Street close to Teversham Drift.	Delivery by Applicants.	Prior to first occupation of dwelling.

Travel Plan management and associated measures.	Delivery by Applicants.	Details TBA.
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20.19 SUMMARY

20.19.1 Officers are satisfied that all the above planning obligations meet the statutory tests of CIL Regulation 122. The Applicants have confirmed the acceptability of committing to this complete mitigation package, by way of planning obligations, which will be secured through a Section 106 Agreement.

20.19.2 With the planning obligations identified in Section 20 of this report in place, the proposed development would be acceptable. The proposals will therefore comply with Local Plan policies.

21. PLANNING BALANCE

21.1 Planning decisions must be taken in accordance with the development plan, unless material considerations indicate otherwise (Section 38 (6) of the Planning and Compulsory Purchase Act 2004). The NPPF represents current government planning policy and is a material planning consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found at Paragraph 11, which requires approving development proposals that accord with an up to date development plan without delay.

21.2 The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development. The benefits and dis-benefits of the development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below.

Economic Role

21.3 The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. Whilst the proposed development will necessitate the loss of two existing farming businesses, adverse economic impacts would be minor. A number of direct and indirect economic benefits will be generated from the construction and operational phases. The supporting documentation which accompanies the application includes an estimate of the economic benefits arising during these phases.

- Construction Phase Benefits

21.4 The number of direct construction jobs supported by the construction phase, is based on estimated construction costs of the proposed development. It is estimated that the development will:

- Create the equivalent to over 150 permanent construction jobs.
- Support over 500 net additional temporary jobs locally and over 200 net additional temporary jobs nationally over the construction period.
- Contribute over £40 million net additional gross value added to the local economy through construction phase economic activities, and over £17 million net additional gross value added to the national economy.

- Operational Phase Benefits

21.5 The development will also create economic benefits during the operational phase. The Applications estimate that the economic benefits during the operational phase will include the following:

- Creation of permanent jobs within the primary and secondary school as well as the local centre.
- Increased annual retail spend by over £16 million.
- Increased annual leisure spend by over £9 million.
- Generation of an additional £1.8 million in annual council tax contributions.

21.6 Officers consider that the temporary direct and indirect positive economic impacts of the construction and operational phases are of major significance. Whilst the proposals would cause economic harm arising from the loss of high-grade agricultural land (and the two businesses it supports), any harm to the economy is considered to be outweighed by the other economic benefits generated by the development.

Social Role

21.7 In terms of the social role of sustainability, the development will provide up to 1200 market and affordable houses to meet the needs of present and future generations. The development will deliver an important quantum of housing to meet Greater Cambridge's housing needs during the Local Plan period. This includes a policy compliant minimum affordable housing provision of 40% (400 homes) on site. Officers consider that the social benefits of the scheme arising from the provision of new housing is of major significance.

21.8 In addition, residential space standards and opportunities for self/custom build sites are secured as part of the Applications, which will provide social benefits. The development will also result in a good quality built environment, based on principles which embrace sustainability and seek to provide a high quality of life and healthy lifestyle for residents through good design principles.

21.9 Wider social benefits will also be generated through the provision of new community facilities, on-site open space and recreational facilities, and measures to assist the development of the new community.

- 21.10 Officers consider that the social benefits arising from the development proposals are of major significance.

Environmental Role

- 21.11 In relation to the environmental role of sustainability, the proposed parameters of the development demonstrate that the site can appropriately accommodate the quantum of development proposed.
- 21.12 The proposed development will contribute to improvements in habitat quality and a net gain in biodiversity. Provision is made within the recommended conditions to ensure prudent use of natural resources at the site, and measures to minimise waste and pollution. The proposals will also improve ground conditions which will have a potential for a permanent long-term positive effect.
- 21.13 Mitigation and adaptation to climate change will be facilitated through the proposed site wide sustainability strategy. The agreed transport mitigation package will also bring environmental benefits, through prioritising sustainable travel modes. On this basis, the environmental benefits generated by the development are considered to be significant.
- 21.14 The impact of the development on landscape character has been identified as significant immediately adjacent the application site with regard to visual impact. This will create a negative environmental impact. Subject to appropriate planning conditions, officers consider there are sufficient safeguards to ensure mitigation of impacts on landscape and local character are followed through to the detailed design. The development proposals will also cause the loss of agricultural land. This would be the case for any development on an allocated green field site.
- 21.15 Some weight can be attached to the harm of the development to the existing landscape and local character, and loss of agricultural land. Officers are of the view that the environmental benefits outweigh the dis-benefits, given the provision of net gain in biodiversity and measures to mitigate and adapt to climate change. As such moderate weight can be attached to the environmental benefits of the scheme.

Summary

- 21.16 Overall, the proposed development will bring significant measurable economic, social and environmental public benefits that accord with the three dimensions of sustainable development set out in the NPPF. The balance of these benefits in the circumstances of the Applications are considered to weigh in favour of granting planning permissions, outweighing any harm in terms of visual impact and loss of agricultural land that the proposed development will cause.

22.0 CONCLUSION

- 22.1 The Applications are consistent with the policies of the development plan for the area. This is principally owing to the Site being allocated for development as LNCH, part of Cambridge East, in the adopted CLP and SCLP.
- 22.2 This report also finds the Applications consistent with the requirements of site allocation policy 13 of the CLP and policy SS/3 of the SCLP. It has been demonstrated that acceptable mitigation of environmental and health impacts (including noise) from Cambridge Airport can be provided and secured by planning conditions and Section 106 Agreement.
- 22.3 The Applications are accompanied by an Illustrative Masterplan for the development of the Site. This takes into account the context of the surrounding areas (including development proposals on adjacent land) and the vehicular accesses to the Site by means of Junction 1, Junction 2 and Junction 3. This demonstrates that the future development of LNCH will not prejudice the potential delivery of development on the safeguarded land at some point in the future if it becomes available.
- 22.4 Careful consideration has also been given to how the ongoing activities at Cambridge Airport will interact with any new residential use. Officers are satisfied that with appropriate mitigation secured through planning conditions and planning obligations, any proposed new residential use will have an acceptable level of amenity and will not impede on the ongoing use of the airport. On this basis, the continued authorised use of Cambridge Airport is not considered to pose a safety risk.
- 22.5 Having examined the proposals against other material planning considerations, none are identified that would on their own, or in combination, lead officers to consider recommending refusal of planning permission for the Applications.
- 22.6 Officers analysis, as set out in this report, triggers the '*presumption in favour of sustainable development*' set out in Paragraph 11 of the NPPF, which means approving development proposals that accord with an up to date development plan without delay. Furthermore, the direction at Section 38 (6) of the 2004 Planning Act that the proposed development '*must be made in accordance with the development plan unless material considerations indicate otherwise*' points firmly towards the granting of planning permission in this case.
- 22.7 Officers have carefully considered all of the issues raised by the Applications, including the evidence and opinions submitted on behalf of the Applicants, the contributions of key consultees and the views of members of the public. Officers recommend that planning permission is granted, following prior completion of a Section 106 Agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions.

23. RECOMMENDATION

23.1 Outline planning permission for the Applications, namely 18/0481/OUT and S/1231/18/OL be GRANTED subject to:

1. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 on the terms broadly referenced in Section 20 of this report, with delegated authority granted to officers to negotiate, secure and complete such Agreement on terms as are otherwise considered appropriate and necessary; and
2. The planning conditions specified in this report and detailed in Appendix E with authority delegated to officers to amend those conditions (and include others considered appropriate and necessary) in consultation with the Chair, Vice Chair and Spokes of JDCC prior to the issuing of the planning permissions; and
3. The relevant informatives to be included at the discretion of the report author.

LIST OF APPENDICES:

Appendix A	Glossary of Terms
Appendix B	Government Guidance
Appendix C	Development Plan Documents
Appendix D	Supplementary Planning Guidance
Appendix E	Proposed Planning Conditions
Appendix F	Site Location Plan
Appendix G	Parameter Plans
Appendix H	Indicative Masterplan
Appendix I	Environmental Health Consultation Response on behalf of the Councils'
Appendix J	Cambridgeshire Quality Panel Minutes 04 June 2018
Appendix K	Location Plan showing Site, Site Allocation and Administrative Boundary