

<b>Application Number</b>	19/1168/OUT	<b>Agenda Item</b>	
<b>Date Received</b>	21st August 2019	<b>Officer</b>	Yole Medeiros
<b>Target Date</b>	11th December 2019		
<b>Ward</b>	Queen Ediths		
<b>Site</b>	Land at Newbury Farm Babraham Road		
<b>Proposal</b>	Outline application (all matters reserved except for means of access in respect of junction arrangements onto Worts' Causeway and Babraham Road) for erection of up to 230 residential dwellings and up to 400m <sup>2</sup> (GIA) of non-residential floorspace within Use Classes A1/A3/A4/B1/D1, new landscaping and public realm, car and cycle parking, infrastructure, other associated works following the demolition of all existing buildings on the site.		
<b>Applicant</b>	c/o Agent		

<p><b>SUMMARY</b></p>	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The proposal is in accordance with the 'GB2' site allocation in Appendix B of the Cambridge Local Plan which supports the provision of up to 230 dwellings and density of up to 34 dwelling per hectare on this site.</li> <li>2. The proposed development is in accordance with the site-specific proposal in Policy 27 of the Cambridge Local Plan as will create a generous landscaped buffer with the existing housing and with the Cambridge Green Belt. The proposals will establish footpaths with the surrounding chalk farmland and retains the rural landscape of Worts Causeway.</li> <li>3. There will be an estimated 10% biodiversity net gain through biodiversity enhancement on and off-site. The scheme will contribute to</li> </ol>
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	<p>projects at Beechwoods Local Nature Reserve, the Wandlebury Country Park, and the Magog Downs, to improve their capacity for recreational use and help avoid harm to Cherry Hinton Pit Site of Special Scientific Interest.</p> <ol style="list-style-type: none"> <li>4. The proposed development will contribute towards community facilities and services in this part of the city. It will provide a minimum of 40% affordable homes on site, with accessible services and open spaces.</li> <li>5. Noise, lighting, and amenity impacts arising from the development are not significant and can be addressed by imposition of appropriate conditions.</li> <li>6. The proposal will adopt air source heat pumps and photovoltaic panels for the new residential units, reducing carbon emissions by 43.33%. In line with the Local Plan, the proposed development includes the management of flood risk areas and existing water resources, the improvement of air quality with promotion of on-site electrical vehicles infrastructure, and the provision of a car club space.</li> <li>7. The proposals adopt a sensitive approach to internal street layout and provides a single point of crossover with the 'GB1' site, enabling future access from this on to Babraham Road. All access points have been accepted by the Highways Authority. The proposed development is acceptable in transport terms, and contributions are sought towards Greater Cambridge Partnership's Cambridge South East (A1307) Transport improvements.</li> </ol>
RECOMMENDATION	APPROVAL subject to planning conditions and completion of a S106 legal agreement.

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 Land at Newbury Farm (also identified as 'GB2' throughout this report) is an 8.7ha site located in the south-eastern edge of the City, at approximately 4km from the City centre, currently in agricultural use. A farmstead is in the south-eastern most part of the site, separated from the field to the north and west by a row of mature trees. There are further trees adjacent to the existing urban edge west of the site. The site is almost rectangular in shape with Babraham Road (A1307) running along the southern edge and Worts' Causeway running along the northern edge, open arable fields to the east and the existing urban edge to the west of the site. It is framed by mature hedgerows along its southern and western boundaries, with a double row of mature hedges on the northern boundary along Worts' Causeway. The eastern boundary is the only open boundary to the existing fields and the wider Green Belt.
- 1.2 The site lies in a transition between the rural and urban landscape, with land to the east and south mainly constituted by Green Belt designated areas and characterised by further agricultural land, with the Babraham Road Park & Ride (P&R), located approximately 200m east of the site. The character of the area west of the site is a triangle shaped estate mainly constituted of one and two-storey residential properties between Worts' Causeway and Babraham Road and the junction where the two roads meet. Beyond is Addenbrookes Hospital, situated approximately 800m further west of the site. To the north is Land north of Worts' Causeway (also identified as 'GB1' throughout this report) designated for future residential development, with existing residential settlements beyond at Beaumont Road within Queen Edith's ward.
- 1.3 Netherhall Farm Meadow is the closest wildlife site, designated as City Wildlife Site (CiWS) and situated north of the site opposite Worts' Causeway, at GB1. Red Cross Lane Drain and Hedgerow West of Babraham Road Protected Road Verges (PRVs) and CiWS are at approximately 400m to the west. In the opposite direction lies Cherry Hinton Chalk Pits Site of Special Scientific Interest (SSSI) at approximately 850m north-east of the site, comprising a suite of 3 sites, all of which are designated as Local Nature Reserve (LNR) with public access. Other designated sites in the surrounding area include the Gog Magog Golf Course SSSI, located approximately 800m to the

south-east along Babraham Road, the Beechwood LNR situated at approximately 950m east of the site and the Wandlebury County Wildlife Site (CWS) beyond at 2.25km, also a designated Scheduled Monument. A Grade II Listed Milestone lies on Worts' Causeway, at approximately 80m east of the site.

- 1.4 The main link for sustainable travel into the City is Babraham Road, with a shared cycle and footway running adjacent to the southern site boundary. There are no pavements on either side of this part of Worts' Causeway. A bus gate is operated from the north-western corner of the site, and bus routes run along Worts' Causeway and mainly through Babraham Road, with the closest bus stop at 650m to the north-west of the site. Along the Babraham Road, the P&R provides for the Linton to Cambridge bus route, and Addenbrooke's bus station to many other destinations within the Cambridge City area.
- 1.5 The current site access is on the south-eastern part of the site from Babraham Road, and it currently serves the existing farmstead. Pedestrians also have access from the south-western corner of the site at Babraham Road to a permissive path which runs along the western site boundary. This connects with another pedestrian access in the north-western corner of the site onto Worts' Causeway and with the existing permissive path along the northern boundary, in the centre of the double row of mature hedges. There are parking restrictions along the site's boundaries with Babraham Road and Worts' Causeway.
- 1.6 A gas main classed as 'Major Accident Hazard High-Pressure Pipeline' crosses the site in its southern portion. Also crossing the site is a water main, which will be re-routed to the western boundary of the property. The site is not situated within a conservation area, and there are not statutorily or locally listed buildings or structures within the site. None of the trees on the site are covered by tree preservation orders.

## **2.0 THE PROPOSAL**

- 2.1 The application is for an outline permission, with all matters reserved except for means of access, for the erection of up to 230 residential dwellings, and up to 400m<sup>2</sup> gross internal area (GIA) of flexible floorspace within Use Classes A1/A3/A4/B1/D1, with associated new landscaping and public realm, car and

cycle parking, infrastructure, and other associated works following the demolition of all existing buildings on the site.

- 2.2 The application includes full details of the proposed junction and highway improvement works necessary to create access to the site. This comprises two vehicular access points at the south-east and north-east corners of the site, at Babraham Road and Worts' Causeway respectively. It also includes two access points onto the same roads for cyclists, pedestrians and horse riders, at the south-west and north-west corners of the site.

*Application documents*

- 2.3 The application was accompanied by the following supporting information:

- Planning Statement (including Affordable Housing Statement and Draft HoTs);
- Design and Access Statement;
- Landscape Strategy;
- Statement of Community Consultation;
- Sustainability & Energy Statement;
- Utilities Strategy Infrastructure Report;
- Arboricultural Survey and Impact Assessment; and
- Environmental Statement (including Environmental Lighting Impact Assessment; Preliminary Ecological Appraisal; Transport Assessment; Travel Plan; Air Quality Assessment Results; Flood Risk Assessment; Archaeological Desk-Based Assessment; Phase 1 Preliminary Risk Assessment; Greenhouse Gas Emissions; and Waste Strategy as appended documents).

- 2.4 During the course of the application, the following were submitted:

- Junction Layout: proposed access onto Babraham Road 180724-X-00-DR-C-3028 REV. B
- Junction Layout: Proposed Access onto Worts' Causeway 180724-X-00-DR-C-3029 REV. B
- Junction Layout: Proposed Access onto Worts' Causeway 180724-X-00-DR-C-3031 REV. B
- Junction Layout: proposed access onto Babraham Road 180724-X-00-DR-C-3032 REV. B
- Proposed Access onto Worts' Causeway 180724-X-00-DR-C-3033

- Land use Parameter Plan WCW-BPTW-XX-XX-DR-A-0101 REV. C03
- Building Heights Parameter Plan WCW-BPTW-XX-XX-DR-A-0103 REV. C02
- Location Plan WCW-BPTW-XX-XX-SU-A-0001 REV. C02
- Illustrative Masterplan WCW-BPTW-ZZ-ZZ-DR-A-0110 REV. C03
- Affordable Housing and Planning Obligations Statement 27 March 2020
- Environmental Statement: Addendum Volume 1: Main text 7 May 2020
- Environmental Statement: Addendum Volume 2: Figures August 2019
- Environmental Statement: Addendum Volume 3: Appendices May 2020
- Environmental Statement Non-Technical Summary May 2020
- Key Statistics on digital community engagement tool November 2019
- Designers response to Babraham Road RSA
- Proposed access onto Babraham Road 180724-X-00-DR-C-3037 REV A
- Movement and Access Parameter Plan WCW-BPTW-XX-XX-DR-A-0102 REV. C03A
- Landscape Parameter plan WCW-BPTW-XX-XX-DR-A-0104 REV. C04A
- Urban form parameter plan WCW-BPTW-XX-XX-DR-A-0105 REV. C03A
- Stage 1 Road Safety Audit: Babraham Road 20 July 2020
- Surface Water Drainage Technical Note 14 July 2020

### *Environmental Impact Assessment*

- 2.5 The proposal was subject to a screening opinion prior to submission in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (ref.: 19/0257/SCRE). Following consideration by the local authority it was concluded that an Environmental Statement was required, and a scoping opinion was subsequently issued upon request from the applicants (ref.: 19/0597/SCOP). The Council was supportive of the scope of the EIA covering the matters of Landscape and Visual Impact; Ecology and Biodiversity; Traffic and Transport; Air Quality; Hydrology and Flood Risk; Cultural

Heritage; Noise and Vibration; Agriculture and Soils; Geology, Hydrogeology and Ground Conditions; and Socio-Economics and Community; and was of the opinion that the matter of Light Pollution should be included in the EIA as well.

- 2.6 The conclusion in the ES provided with the application is that most of the aspects assessed would not have a significant effect on the environment, for the topics covered and assessed as required by the Council's Scoping Opinion (ref.: 19/0597/SCOP). The significant effects for the construction phase would relate with the landscape and visual impacts from development, mainly to all three identified landscape characters and for five of the fifteen selected receptors sensitive to visual impact. During the operational phase of the development, there would be major or substantial adverse visual impact for Throgmorton House and moderate adverse visual impacts to residents on end of Alwyne Road. A minor to moderate beneficial impact from the proposed development would be the creation of direct and indirect employment during construction phase. The significance of effects has not changed in the additional information provided with the ES Addendum.
- 2.7 In examining the environmental information provided, officers agree that the ES provides a reasonable conclusion on the significant effects of the proposed development on the environment, with up to date information addressing those significant effects. During construction, the ES concludes that the significant effects have been considered and due to their temporary nature these impacts are considered acceptable. The significant effect on visual amenity around the development when operational have been addressed with the set back and orientation of properties, as well as the widening of the proposed landscape buffers along the western boundary of the site. This is set out in the ES Addendum, prepared following revision of the landscape proposals with the amended application submitted in May 2020. As the landscape establishes, the significance of the visual impact effects is expected to reduce in relation to the sensitive locations at Alwyne Road and Throgmorton House. With careful consideration of the landscape details and management in the next stages of the proposed development, officers expect the visual impact to these sensitive receptors to become not significant in EIA terms. The provision of buffers and landscape are secured by the Landscape Parameter Plan and conditions

for a Landscape and Tree Planting Strategy and for a Landscape Maintenance and Management Plan are recommended accordingly.

### 3.0 SITE HISTORY

3.1 There is no relevant planning history identified for the site.

### 4.0 PUBLICITY

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

### 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan (October 2018)	Section 2 – Policies 1, 3, 5, 6, 8 Section 3 – Policy 27 Section 4 – Policies 28, 29, 31, 32, 33, 34, 35, 36, 37, 38 Section 5 – Policies 40, 42 Section 6 – Policies 45, 50, 51 Section 7 – Policies 55, 56, 57, 59, 60, 61, 68, 69, 70, 71 Section 8 – Policies 72, 73, 74, 75 Section 9 – Policies 80, 81, 82, 85

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework February 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p> <p>Community Infrastructure Levy (CIL) Regulations 2010 (as amended)</p>
<p>Development Plans</p>	<p>The Cambridgeshire and Peterborough Minerals and Waste Plan (2011)</p>
<p>Supplementary Planning Documents</p>	<p>Sustainable Design and Construction SPD (2020)</p> <p>Cambridgeshire Flood and Water SPD (2018)</p> <p>RECAP Waste Management Design Guide (2012)</p>
<p>Material Considerations</p>	<p>Cambridgeshire County Transport Assessment Guidelines (2019)</p> <p>Cambridge City Air Quality Action Plan (2018-2023)</p> <p>Cambridgeshire draft Planning Obligations Strategy (March 2016)</p> <p>Cambridge City Citywide Tree Strategy 2016-2026 (October 2015)</p> <p>Cambridge City draft Affordable Housing SPD (June 2014)</p> <p>Cambridgeshire Green Infrastructure Strategy (June 2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge Planning Obligations Strategy SPD (2010)</p>

	<p>Cambridge Public Art SPD (2010)</p> <p>Cambridge City Cycle Parking Guide for New Residential Developments (February 2010)</p> <p>Contaminated Land in Cambridge - Developers Guide (April 2009)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Building Stronger Communities – Cambridge Community Centres Strategy</p>
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## 6.0 CONSULTATIONS

### Highways England

- 6.1 No objection. Highways Act Section 175B is not relevant to this application and there would not have severe traffic impact on the SRN, as the proposed accesses are from local roads remotely located from the strategic network.

### Cambridgeshire County Council (Highways Development Management)

#### Initial comments 03.10.2019:

- 6.2 Objects the application until the following points have been resolved:
- All four proposed access points will need to be subject to Stage 1 Road Safety Audit and all and any problems that such an audit identifies will need to be satisfactorily resolved;
  - The proposed inter vehicle visibility splays will need to be amended as this section of adopted public highway is subject to a 40mph speed limit;
  - Drawings need to include details of the four access points (i.e. dimensions, island widths radii etc.) and keys to drawings;
  - The proposed pedestrian/cycle access onto Worts' Causeway should be simplified as seems overly complex

and does not appear to allow for ease of access to the carriageway for cyclists heading either east or west.

- The proposed pedestrian/cycle access to Babraham Road, does not adequately accommodate cycle movements to the north-west where a simple more sweeping access would be appropriate.

Comments on amended application 25.06.2020:

- 6.3 Requires the application not to be determined before the design of main multi-modal access onto Babraham Road is agreed with Greater Cambridge Partnership (GCP). Whilst the design responds to the Road Safety Audit Stage 1 as requested initially, GCP has raised concerns that the break in the continuity of their Linton Greenway route contradicts the User Hierarchy in the County Council's adopted Local Transport Plan 2011-2026. The Department for Transportation (DfT) has identified this route as part of its potential cohesive cycle network. The wide splay encourages driver of motor vehicles to cross the Greenway route at relatively high speed, posing a safety risk to other users. An application is in process for additional 160 spaces within Babraham Road Park and Ride. Furthermore, alternative designs for crossings at other sites along the Linton Greenway are being planned and any inconsistency of treatments can increase the risk users of the route will not give way at this site.
- 6.4 A design workshop is suggested to resolve the conflict of the RSA stage 1 and the desired route design and layout. The proposed change to pedestrian and cycle access are acceptable. Notes that more work will be required on the internal pedestrian/cycle network to encourage these transport modes. Recommends conditions relating with future management and maintenance of proposed streets within the development; condition for the footway on the northern side of Worts' Causeway from the bus gate to the junction with Field Way be widened to 2.5m and designed as shared to enable pedestrian and cycle access to the local secondary school via Field Way; and condition requiring access ways to be constructed so that no private water from the site drains across or onto the adopted public highway.

Comments on further information 13.08.2020 and 14.08.2020:

- 6.5 No objection. The further information provided in respect of the SE access onto Babraham Road (radii, swept path analysis, and visibility splays with 15mph and 40mph speed) are acceptable. Whilst fully accepting the unlikelihood that the entry speeds into site will be 40mph at this SE access, due to the lack of any data provided by the applicants in support of the use of the 15mph speed for the design of the forward visibility envelope, recommends a condition for submission of further information.

**Cambridgeshire County Council (Transport Assessment Team)**

- 6.6 No objection subject to mitigations to transport impact from development, including financial contribution of £345,000 towards Greater Cambridge Partnership's Cambridge South East (A1307) transport improvements, and conditions relating with the provision of footway on Worts' Causeway; the upgrade of shared path on the western boundary of the site; and the submission of a Travel Plan. All other aspects of the proposal are agreed, including its description, study area, traffic data, trip generation, distribution and assignment, assessment scenarios and traffic growth, and junction modelling. Sufficient detail has been presented to make a sound assessment.

**Sustainability Officer**

- 6.7 Proposed development is acceptable subject to the imposition of conditions relating with carbon reduction; water efficiency; Sustainability Statement; and BREEAM.

**Sustainable Drainage Engineer**

Initial comments 21.09.2019 and 25.06.2020:

- 6.8 Objects the application until proposal is revised to ensure that this risk is adequately mitigated against through the design and layout of the proposed development and through the design of the surface water drainage system. Flood Risk Assessment to include hydraulic calculations of the proposed network, to demonstrate that the proposals at this stage will mitigate surface water runoff from the development for the 100% (1 in

1), 3.3% (1 in 30) and 1% (1 in 100) Annual Exceedance Probability (AEP) storm event including an allowance for climate change.

- 6.9 Requires further information to enable review and comments on the proposed development. The addendum to the Flood Risk Assessment and Drainage Strategy submitted on 07.05.2020 continued to lack information regarding surface water flood risk and alternative proposals for surface water drainage, along with calculations of the discharge rates. Officers also questioned the use of bioretention / rain gardens within private areas and the challenging management of these SuDS elements in these locations.

Comments on additional information 16.07.2020:

- 6.10 No objection following submission of the Sustainable Drainage Technical Note dated 14 July 2020 and discussions with the applicant's drainage consultants, officers have confirmed the document answers satisfactorily the request for clarifications.

### **Environment Agency**

- 6.11 No objection in principle and include recommendations and informative regarding contaminated land, SuDS, pollution control, foul water drainage and wildlife conservation.

### **Cambridgeshire County Council (Flood Risk and Biodiversity Team)**

Initial comments 04.10.2019:

- 6.12 Objects the application until infiltration tests are carried out to demonstrate the 1.2m clearance to groundwater and contamination levels of the ground, therefore feasibility of proposed SuDS. Accepts only option for a second point of discharge is pumping to the 225mm Anglian Water surface water sewer in Field Way, with connection feasibility to be demonstrated with the application, including by drawings and calculations.
- 6.13 Flood Risk Assessment (FRA) to include hydraulic calculations of the proposed network, to demonstrate that the proposals at this stage will mitigate surface water runoff from the

development for the 100% (1 in 1), 3.3% (1 in 30) and 1% (1 in 100) Annual Exceedance Probability (AEP) storm event including an allowance for climate change.

Comments on additional information 23.06.2020:

- 6.14 No objection in principle as the FRA and Drainage Strategy report provides several options for surface water management including infiltration (pending testing) and discharge to an Anglian Water sewer via a pumped network. Additional mitigation has also been included to account for surface water flood risk. Requires condition for details of a surface water drainage scheme and informative relating with infiltration, ordinary water course consent, signage, and pollution control.

**Anglian Water**

Initial comments 15.10.2019:

- 6.15 Notes Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement, and the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developer's cost, noting diversion works should normally be completed before development can commence. Suggests informative regarding AW Assets.
- 6.16 The foul drainage from the development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.
- 6.17 The sewerage system at present has available capacity for the flows indicated on the FRA and Drainage Strategy submitted with the application. AW will advise developers of the most suitable point of connection. Suggests a number of informative items relating with used water network. The submitted surface water strategy/ FRA relevant to AW is unacceptable. Recommends the applicant to consult with the organisation and

the Lead Local Flood Authority (LLFA), and requests a condition requiring a drainage strategy.

Comments on additional information 29.05.2020:

- 6.18 No objection. Reiterates the above and additionally advises. From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be reconsulted to ensure that an effective surface water drainage strategy is prepared and implemented.

**Natural England**

- 6.19 No objection. Refers to letter dated 12 July 2019 regarding appropriate consideration of recreational pressure impacts, through relevant residential development, to sensitive SSSIs and provides generic advice on other environment issues. The letter informs the Local Planning Authority (LPA) of the updated Impact Risk Zones (IRZs) for several SSSIs across Cambridgeshire, to reflect potential zones of influence for publicly accessible SSSIs sensitive to the effects of recreational pressure. The amended IRZs indicate where planning applications for new housing development will require assessment of recreational pressure effects on relevant SSSIs and adverse impacts appropriately avoided and mitigated.
- 6.20 Annex A of the letter gives general advice on assessing, avoiding and mitigating impacts. Annex B consists of a table with relevant SSSIs, their location and the (higher or lower) level of potential risk.

## **Nature Conservation Officer**

### Initial comments 17.10.2019:

- 6.21 Supports the survey and recommendation within the submitted Preliminary Ecological Appraisal and welcomes the submission of a net gain calculation within the Environmental Statement (ES). Acknowledges efforts to integrate habitats into the landscape proposals and supports the proposed focus on chalk grassland creation as part of the landscape character.
- 6.22 Requires biodiversity net gains calculation to be revised and endorses Wildlife Trust comments in this regard. Current proposal would not secure net gains on site and suggests off site solution be sought in line with other city edge developments which have entered S106 agreements to deliver skylark plots on nearby farmland.
- 6.23 Notes bat surveys identified the highest concentration of activity along the double hedgerow along the northern boundary of the site, which provides routes connecting known building roost sites to the Beech Woods LNR and wider countryside. Notes the findings include light adverse species and requires all proposed lighting within the vicinity of Worts' Causeway to be evaluated within bat mitigation strategy.
- 6.24 Supports the proposed bird nest box and bat box scheme and suggests this is documented for approval within a site wide Ecological Design Strategy, to capture the delivery and management of such features, to be secured by condition.

### Comments on additional information 14.04.2020:

- 6.25 Welcomes the revised biodiversity net outcome calculations and agrees with the finding for a 15% net loss in biodiversity, which would be contrary to policies and recommends the application be refused in case no off-site mitigations are proposed. Suggests projects and on-going proposals for biodiversity conservation and notes his support for the proposal brought forward by Wildlife Trust, CPPF and Magog Trust to mitigate recreational pressure from the proposed development.

## **Arboricultural Officer**

- 6.26 No objection. Whilst there are concerns regarding the number of tree removals, especially the Category B trees T33 and T34, the development provides the opportunity to enhance the arboricultural contribution the site makes to amenity. Proposal should ensure that suitable space, without conflict, is provided for a mix of trees species of different size and form including trees of 20m or taller at maturity.

## **Landscape Officer**

### Initial comments 08.10.2019:

- 6.27 Clarification/ further information requested to enable conclusive review, in relation to the submitted Landscape and Visual Impact Assessment (LVIA). Parameter Plans (PPs), Design and Access Statement (DAS) and Illustrative Masterplan to be co-ordinated and present consistent information. PPs to sufficiently set out principles to inform the next stage of the planning process, with clarification/ further information requested to enable conclusive review.
- 6.28 Officer does not support the narrow width (currently maximum of 15m) and the concept of thicket planting with a minimum number of trees, which is proposed to the 'native unmanaged buffer'. The proposed building heights of 2.5 and 3 or more storeys are excessive and will have an added effect on visual impact.
- 6.29 Further recommendations are provided and further clarification is sought in relation to the Illustrative Masterplan and the proposed east/west landscape corridors, SuDS, access to garages, utilities and space for trees, parking strategy, proposed bridleway (along western boundary), and turning heads along western boundary to accommodate turning bin lorries and cul-de-sac reversing distances. Provides comments in relation to the four access points proposed with the development, in terms of the likely impact on the quality/delivery of the on-site landscape.
- 6.30 Suggests applicants clarify the proposed adoption strategy for open spaces and public landscape, and provides further tree planting recommendations, including a list of preferred large trees species.

Comments on additional information 05.08.2020:

- 6.31 No objection following the submission of additional/revised information. The width of the green buffer east of the site is agreed. Set out the principles for landscape design to be taken forward to reserved matters stage, including of landscape and visual integration, space for trees, site boundaries, east/ west landscape corridors, sustainable drainage, northern junctions and the southern cycle/pedestrian junction.
- 6.32 Further recommends conditions relating with landscape and tree planting strategy, arboricultural impact assessment, hard and soft landscaping, landscape maintenance and management plan, boundary treatment, tree pits, green roofs, cycle storage, earthworks, and groundworks.

**Urban Design Officer**

Initial comments 03.10.2019:

- 6.33 Clarification/ further information requested to enable conclusive review:
- Land Use PP – design intention and function of five pocket parks and how they reflect on the proposed areas of play;
  - Movement and Access PP – proposed footpaths to the north, west and south to be indicated; cycle route onto Babraham Road at the south-eastern corner of the site is required; cross-sections to demonstrate character and use of the cycle pedestrian network are required; cycle route/ link with GB1; streets hierarchy is unclear and typologies should be included in the DAS; function of streets to be further clarified;
  - Building Heights PP – impact on building height to be assessed before conclusive review; image quality to be generally improved and wirelines with proposed building heights envelope to be included in the LVIA; clarification about the design principle for the use of the building height;
  - Landscape PP - design intention and function of five pocket parks and how they reflect on the proposed areas of play; main elements of the SuDS to be clarified and included in the PP;

- Urban Form PP – clarify key characteristics of the proposed six development frontages; clarify characteristics and role of the nodal points in the masterplan; conflict between proposed views from east-west streets and landscape strategy for the buffer along east boundary.

6.34 Officer considers the layout design of the proposed four access points to be poor and requires several amendments to be made:

- Northern pedestrian/equestrian access (Worts' Causeway) – poor placemaking and 'jiggly' arrangement, likely to be abused by users; seek clarifications on road narrowing;
- Northern vehicular junction (Worts' Causeway) – needs to show GB1 access and that it meets County Highways requirements for a 10-15 off-set;
- Southern pedestrian/equestrian access (Babraham Road) – to include cycle access to avoid detour to main vehicular access;
- Southern vehicular junction (Babraham Road) – proposed 'raised table crossing' in the DAS is not represented in access drawings; clarification of design intent and preference for a 'tighter' junction arrangement without proposed island;

6.35 Several issues are noted in relation to the submitted DAS and proposed Illustrative Masterplan. Key issues of this latter are the transition between the three proposed character areas / housing typologies; unclear character and lack of integration of the layout of the areas south of the site; missed opportunity to create a character along the gas main corridor; and the design of the turning heads with impact on landscape corridors. Clarification is sought in relation to parking provision.

Comments on additional information 26.06.2020:

6.36 Set out recommended design improvements that could be achieved in the proposal:

- Movement PP and Proposed Access Drawings – primary road to allow for wider green verges and larger tree species to make it distinctive and address height and visual impacts; ambiguity in relation to cycle route access

onto Babraham Road and priority given to cyclists along the primary road;

- Access points – proposed NW access (drawing 3029) with over-engineered layout with very narrow / unviable planting zones that are highly likely to be overrun; proposed NE access (drawing 3031) does not allow for a 3m shared pedestrian/footway, compromising sustainable connectivity with GB1; proposed SE access (drawing 3032) with narrow island and generous kerb radii promotes priority of vehicles over pedestrians and cyclists and would allow for fast turning movements, which is not acceptable.
- Building Heights PP – the proposed building heights are acceptable provided that the impact on the skyline is managed sensitively and recommends conditions and principles to be observed at reserved matters stage;
- Landscape PP – requires conditions to secure design principles to be followed at reserved matters stage, including the submission of cross-section studies to set out how utilities, SuDS, tree planting and pedestrian/cycle paths can be accommodated within the allocated width of the green corridors / buffer zones;
- Urban Form PP – requires condition to secure further detailing of the eastern edge and the views to and from the development through this buffer.

6.37 The Urban Design officer made further consideration in relation to the Illustrative Masterplan and DAS, mostly in relation to inconsistencies between the documents which persist since the initial submission.

Comments on additional information 10.08.2020:

6.38 No objection following the submission of additional/revised information. Considers that further outstanding urban design issues can be addressed in the next stages of the planning process and on this basis the submission is supported and sets out design principles to be taken forward to the reserved matters applications.

**Access Officer**

6.39 No objection. Supports comments received from the Cambridge City Disability Consultative Panel and requests to be informed

of the later submittals including detailed design of housing, community facility, etc.

### **Designing Out Crime Officer, Cambridgeshire Constabulary**

- 6.40 No objection. The proposed development should incorporate 'Secured by Design' principles.

### **Cambridgeshire County Council (Planning, Minerals and Waste)**

- 6.41 No objection. Insufficient information has been provided to assess compliance against Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). A condition regarding the submission of a Detailed Waste Management and Minimisation Plan (DWMMP) is required for approval by the LPA.

### **Environmental Health**

- 6.42 Proposed development is acceptable subject to the imposition of the conditions relating with a site wide Demolition and Construction Environmental Management Plan (DCEMP); Construction Method Statement (CMS); Acoustic Design and Noise Insulation Scheme Report for the residential element; Commercial noise condition for the non-residential uses; Artificial lighting; Commercial extraction discharge ductwork; Delivery hours; Electrical Vehicle Charging Point (EVCP) provision; and Car club provision. Informative are also recommended.

### **Historic England**

- 6.43 No comments. Officers should seek the views of the Council's conservation and archaeological advisers, as relevant. It is not necessary to consult HE on the application again, unless there are material changes to the proposal.

### **Cambridgeshire County Council (Historic Environment Team, Archaeology)**

- 6.44 No objection. The site should be subject to a programme of archaeological investigation secured through recommended conditions.

## **Conservation Officer**

### Initial comments 17.10.2019:

- 6.45 No objection. Any access to the site from Worts' Causeway would need to ensure that it does not affect the setting of the Grade II listed Milestone which is 'about 650 yards south east from Red Cross' (National Heritage List for England).

### Comments on additional information 27.05.2020 and 29.07.2020:

- 6.46 No material Conservation issues with this proposal.

## **Ministry of Defence Safeguarding, Cambridge Airport**

- 6.47 No objection. MOD should be consulted at all future application stages to complete a full detailed safeguarding assessment. Notes MOD have concerns if any elevations exceed 15.2m above ground level and requires detailed information to be provided at all future application stages.

- 6.48 Also notes the principal concern within the safeguarding zone to be flocking birds attracted by the creation of water bodies / green or brown roofs created as part of a SuDS. Where these are proposed, a Bird Hazard Management Plan should be in place. Furthermore, MOD would have concerns over areas for bioretention, swales, permeable paving, wetland and garden soakaways if they are to have frequent or permanent areas of open water as they have the potential to attract hazardous birds.

## **Cambridge International Airport**

- 6.49 No objection. The proposed development does not conflict with the safeguarding criteria.

## **Cadent Gas, East Anglia Pipelines**

- 6.50 No objection in principle. Notes the high-pressure gas pipeline that runs through the site has a building proximity (BPD) of 29m and easement zone of 28.6m. These are to be maintained for the proposal to be acceptable to Cadent Gas. Cadent Gas will object if anything is proposed within these distances.

- 6.51 The proposed access road over the high-pressure gas pipeline will need to be assessed and accepted by Cadent Gas, and there may be a requirement for additional protection above the pipeline. The design of the road will need to be in accordance with Cadent Gas specifications and requirements will need to be discussed directly with their team.
- 6.52 If any construction traffic is likely to cross a Cadent pipeline, then the Applicant must contact Cadent's Plant Protection Team to see if any temporary or permanent protection measures are required.
- 6.53 All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring that Cadent Gas requirements are adhered to. All works and landscaping within the easement need formal written approval from Cadent Gas before commencing.
- 6.54 Notes the high-pressure pipeline is classed as a 'Major Accident Hazard High Pressure Pipeline' therefore the application will need to be put through the Health and Safety Executive, Land Use Planning (LUP) process to confirm if the proposal is acceptable.

### **Health and Safety Executive, Land Use Planning (LUP)**

#### Initial comments 03.12.2019:

- 6.55 Advise against development, as the assessment indicates risk of harm to people at the proposed development, in particular at the 'Outdoor Use by Public' areas, given the existing high-pressure gas main classed as a major accident hazard pipeline which crosses part of the site. Notes that an outline planning application may not include sufficiently detailed information to enable a consultation to be completed. When a detailed application is submitted, HSE's advice must be obtained on that application, when HSE's response may differ.

#### Comments on additional information 14.08.2020:

- 6.56 Following review of the use and landscape proposals for the gas main easement area, the HSE has stated not to advise, on safety grounds, against the granting of planning permission in this case.

## **Cambridge Fire & Rescue Service**

6.57 No objection. Request that adequate provision is made for fire hydrants in accordance with the relevant guidance, which should be secured by way of a S106 Agreement or a planning condition, the cost of which should be recovered from the developer. Any buildings over 11m high not fitted with fire mains should have access for aerial (high reach) appliance.

## **Cambridgeshire County Council (Education and Library Services / Local Children's Services Authority and Library Authority)**

6.58 No objection. Provides methodology and approach to assess and calculate the contributions for the proposed development to demonstrate the requirements comply with paragraph 56 of the National Planning Policy Framework (NPPF) and Regulation 122 of the CIL Regulations.

6.59 Based on the above, requires £2,844,353 as financial obligations towards early years, primary and secondary education as well as to libraries, based on the projected population output and proposed unit tenure and size mix. Table 1 summarizes each of the financial contributions, the projects where the resources would be applied, the indexation date and triggers for payment. It also includes a fixed monitoring fee.

6.60 Table 2 sets out the permitted developments within the surrounding area, with following tables and text demonstrating the projected population and resulting limited/ lack of capacity of the existing schools and libraries, which justify the above requirement.

## **Developer Contributions Monitoring Unit**

6.61 No objection. S106 financial contributions from the proposed development may be sought, as described:

- Community Facility (D1 use class) – any shortfall in the 100% provision of an on-site agreed facility to fulfil needs of the residents of GB1 and GB2 sites will trigger financial contributions towards the provision of and / or improvement of facilities and equipment at Nightingale Recreation Ground Pavilion;

- Indoor Sports: Financial contributions will be sought for allocation across two projects at Netherhall Sports Centre;
- Outdoor Sports: Financial contributions will be sought for allocation across two projects, at Nightingale Recreation Ground and at Netherhall Sports Centre;
- Informal Open Space: any shortfall in the 100% on-site provision will trigger financial contributions towards the provision of and / or improvement of and / or access to facilities at Nightingale Recreation Ground;
- Play provision for children and teenagers: any shortfall in the 100% on-site provision will trigger financial contributions towards projects at Nightingale Avenue and Holbrook Road play areas.

6.62 Notes where it has been agreed by the Council to transfer ownership of any part of the application land (including but not exclusive to open space land, play areas and SuDS) to Cambridge City Council, a commuted sum contribution will be required to be used for the maintenance of the adopted areas.

### **Housing Development Officer**

Initial comments 23.10.2020 and 07.04.2020:

6.63 Requires details of the affordable housing provision to enable a conclusive review of the proposals. Outline applications are advised to set out the percentage of affordable housing to be provided; the indicative dwelling mix and location of the affordable homes; the indicative tenure mix, dwelling types and sizes.

6.64 In relation the submitted Affordable Housing Statement further advises the Council current requirements are for 25% shared ownership dwellings. An outline application should define the affordable housing element of the scheme. This will be secured through a planning obligation.

Comments on additional information 15.11.2019:

6.65 No objection. Recommends conditions relating with indicative size and tenure mix for the affordable units. Notes the support by councillors of Queen Edith's ward for provision of on-site key / essential workers' housing. Notes the need identified by recent

Addenbrookes' staff survey and welcomes further discussions on the matter.

- 6.66 Notes other policy requirements at reserved matters stage including residential space standards, clustering, design and appearance and accessibility of the units.

### **Cambridge City Council Disability Consultative Panel (Meeting of 26th November 2019)**

- 6.67 In summary the Panel considers the outline scheme to be encouraging and would welcome assessing more detailed stages. Main recommendations were the following:

- Parking – Highlighted issues currently in the area and developers will be in discussions with the Highways Authority. All options will be explored regarding marked visitor spaces or permits. As with GB1, the Panel would like to see visitor spaces ideally marked for short stay use for the benefit of those needing deliveries and peripatetic care.
- Accessible units – Part M2 (3) requires 5% of units to be wheelchair accessible, and the Panel note that the developers are keen to go beyond the minimal requirements. The developers are reminded that accessible units should realistically have two bedrooms for the benefit of carers or visitors.
- Shared footpath – Noted the proposal for a new cycle route on Babraham Road that should divert the faster cycling traffic away from the development. The Panel remain concerned about shared routes however and would always encourage segregation with a 25mm upstand, as any conflict with cyclists can be terrifying for vulnerable pedestrians. Ensure kerbs within the courtyard contrast in colour to help guide the partially sighted.
- Apartments – Welcomed the intention to give all apartments lift access.
- Community facility – Noted the need for a facility that would be commercially viable, and that management would be a key issue as well as its proximity to the homes. The developers are encouraged to refer to the Clay Farm Community Centre as a successful example which also boasts a Changing Places WC.
- Outdoor seating – This should include a variety of styles and heights. Benches should ideally also include an area

of hard standing at the ends for the benefit of wheelchair users.

- Play spaces – Developers are encouraged to make these areas accessible to wheelchair users and that consideration should be given to the inclusion of accessible play equipment.

### **Cambridgeshire Quality Panel (Meeting of 20<sup>th</sup> November 2019)**

- 6.68 In summary, the main recommendations of the Panel were:
- 1) Review relationship and connections with Worts' Causeway and in particular the junction layout.
  - 2) Continue discussions with the bus company and explore whether a bus service could operate through the site.
  - 3) Ensure main desire lines are provided for to key destinations.
  - 4) Welcome provision of on-site community facility and work with GB1 to deliver.
  - 5) Enhance designs for heart of development to maximise sense of place and perhaps reconsider the location of the central amenity provision.
  - 6) Reconsider appropriateness of uses on corner north of gas alignment.
  - 7) Ensure water and amenity/movement patterns are integrated.
  - 8) Maximise green opportunities.
  - 9) Deliver climate ambitions.
- 6.69 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

### Greater Shelford Parish Council

- 7.1 The Parish Council objects to the application, noting the Greater Cambridge Partnership have already begun their works on the Granham's Road junction with the Babraham Road and that the notes suggest that this application is taking these changes on board and moving the access road to the development further down away from the junction. Questions the reason why the cycle access moved to the vehicular access and not stayed with

the pedestrian access route. Raises concerns about the infrastructure for this development i.e. schools, medical centre.

#### Camcycle:

- 7.2 Third party representations objecting to the proposal were received from CamCycle which can be summarised as follows:
- The application routes significant amounts of motor traffic through the site on a primary street directly adjacent to homes, a choice that creates a hazard to public health due to road danger, pollution and noise;
  - The proposed access parameter plan puts motor traffic through the centre of the development while relegating the primary cycle route to the edge of the site; exactly the opposite of sustainable transport policies;
  - The access onto Babraham Road proposes to destroy the existing cycleway there with a motorist-priority junction design, having no safe and convenient way for people to walk or cycle across the mouth of the junction;
  - The proposed walking and cycling access point at the northwest corner of the site includes a very sharp and completely unnecessary kink in the pathway that appears to be difficult or impossible to navigate with a trailer or cargo cycle;
  - The children in this proposed development would most likely go to school at Netherhall or in Cherry Hinton, however, no safe cycle route has been planned to help them get there and back;
  - Sketches of urban form that show car dominance over pedestrians;
  - Concur with the comments of the highway authority and await the applicant's response with the requested additional information, particularly the access details and visibility splays provided for all cycling access points and places where motor traffic crosses cycleways.

#### Wildlife Trust:

- 7.3 Third party representations objecting the application were received from Wildlife Trust, given the potential net loss in biodiversity and increase in the emerging deficit in strategic natural greenspace within Cambridgeshire. The organization understands, however, that the creation of an additional area of

natural greenspace nearby would compensate for this impact and indicates the field adjacent to Beechwoods LNR to be a suitable location for this purpose.

- 7.4 During the course of the application and following amendments Wildlife Trust removed their objection stating that the Biodiversity Net Gain (BNG) assessment provides an accurate assessment of the net loss of 2.7 Biodiversity Units (equivalent to an 18% loss) in biodiversity arising from the proposed development. Wildlife Trust welcomes the inclusion within the proposed Planning Obligations Statement and advises for the achievement of at least a 10% net gain, which would require the creation of 4.2 Biodiversity Units at a suitable location off-site. Notes the location should be within the nearby Gog Magog's landscape area and recommends the creation of species-rich chalk grassland habitats. Indicates financial figures applied, based on the Defra Biodiversity Net Gain methodology.
- 7.5 Wildlife Trust also welcomes the inclusion with the revised application of a proportionate contribution of £51,856.98 to the joint Wildlife Trust, CPPF & Magog Trust proposal to manage the predicted recreational impacts on nearby natural greenspaces and local nature reserves from allocations GB1 and GB2. This will allow investment in Beechwoods, Wandlebury and Magog Down to support greater visitor numbers and thereby help avoid impacts on nearby designated nature conservation sites. Suggests this contribution should be paid prior to the first occupation of the new development.

#### Cambridge Past, Present and Future (CPPF)

- 7.6 Third party representations objecting the proposals were received from CPPF, for the following reasons:
- Principle of development was established with the release of the site from Green Belt, and the developer should further detail the application to clarify what is given permission for, beyond access points;
  - Design and location of the primary road with an impact on road safety;
  - Lack of co-ordination between GB1 and GB2 developers for delivery of access and transport network and a new community overall;
  - Affordable Housing provision should be greater and agreed at outline stage;

- Development in conjunction with GB1 to take a positive approach and avoid impact on SSSIs and other nearby wildlife sites by providing sufficient new natural greenspace in the form of SANGs;
- S106 should be used to offset the additional usage of natural greenspace on adjacent sites such as Gog Magog Hills, Beechwoods, Roman Road, Wandlebury Country Park, Magog Downs, etc.;
- Scheme should incorporate draft Sustainability SPD provisions and targets and retain farmhouse for reuse as part of the development;
- Developer did not consider concerns raised during pre-application consultation.

7.7 On further correspondence CPPF reiterated their objection to the proposed development at GB2 for the reasons above and additional matters of:

- the proposed boundary treatment/ planting not being sufficient to screen views from Green Belt/ Gog Magog Hills; and
- the proposed cycle routes being contrary to good practice.

Neighbouring residents:

7.8 Further 26 representations were received from neighbouring residents, all of which objecting the proposal. The main reasons relating with planning matters are summarised as follows:

- Traffic congestion – increase in traffic congestion along Babraham Road (A1307) and Worts' Causeway, this later with effect on current traffic restrictions and quality of bus service;
- Impact on Wildlife – detrimental impact caused by removal of hedgerow to create vehicular access onto Worts' Causeway;
- Pedestrian and cycle connectivity – lack of co-ordination with GB1 developers impede promotion of alternative modes of travelling and provision of suitable and safe routes for pedestrians and cyclists, in particular to more vulnerable population e.g. children daily travel to school;
- Building heights – proposed three-storey buildings out of character and overlooking existing residential neighbourhood and causing negative impact on views from Magog.

- 7.9 Fewer neighbouring responses raised the following concerns: refer to insufficient parking provision and the potential overspill onto neighbouring roads; the unsuitability of the site / existence of alternative sites for provision of housing; lack of initiatives to tackle climate change e.g. through design of the buildings, promotion of public transport and non-motor transport modes; increase in air pollution; loss of agricultural food growing land and farm buildings; loss of trees; and the inappropriateness of residential use above commercial/community use.
- 7.10 Nine letters in support of the application have also been received, highlighting:
- The sustainability aspects of the proposals;
  - The improvements to the educational facilities and transport links;
  - The provision of community facilities; and
  - The benefits to the economy with the provision of 230 new homes, including affordable homes.
- 7.11 In correspondence dated 26<sup>th</sup> August 2019 the resident at Newbury Farm replied as tenant with Cambridgeshire County Council running the farm as business and home for his family. He strongly objects the proposal as this would result on their financial impact and notes the land has not been tested for Sustainable Drainage Systems (SuDS), which could potentially impact on neighbouring farmland.
- 7.12 On a correspondence addressed to the Planning Committee members, Councillors from Queen Edith's Ward have requested the application to be rejected, on the grounds of biodiversity net loss; gas safety and the objection from the Health and Safety Executive; lack of school facilities in the area to accommodate the needs of future residents; and insufficient local and public transport provision and unsustainable infrastructure prioritising cars. The correspondence is supportive of the provision of a minimum of 40% affordable housing and requests members to consider key workers housing.
- 7.13 The above is a summary of the representations that have been received and the relevant planning matters will be considered in the assessment. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

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

- Principle of development
- Landscape and Urban Design
- Historic Environment
- Biodiversity, Species and Habitats
- Supply of Housing
- Services and Local Facilities
- Infrastructure to Support Development
- Climate Change and Resources Management
- Planning Obligations

### **Principle of Development**

8.2 Policy 27 of the Cambridge Local Plan releases the GB1 and GB2 from the Green Belt designation for residential development of up to 430 dwellings, contributing to Cambridge in meeting its housing needs to 2031. Appendix B of the Local Plan (Proposals Schedule) sets out GB2's estimated capacity of approximately 230 dwellings and a density of 34 dwellings per hectare (dph), with final capacity depending on detailed assessment and design.

8.3 Development of these sites will be supported subject to: (i) issues of flooding and contamination being mitigated; (ii) design considerations; (iii) provision of adequate access and other infrastructure; and (iv) fulfilment of other applicable policies within the Local Plan. Items 'e' to 'p' of Policy 27 set out other specific requirements for the development of the sites, relating with landscaping, ecological enhancement, the character and use of Worts' Causeway, transport, street layout and connectivity with the surroundings, scale and massing, including for pedestrian links, sustainable drainage, archaeological remains and community facilities and services.

8.4 These are assessed in detail in other sections of this report and, as concluded, the proposals are considered to meet the requirements for the purposes of assessing the principle of development.

## Residential Use

- 8.5 The site allocation favours the development of the site for residential, and Appendix B of the Cambridge Local Plan sets out the indicative capacity of the site at 230 dwellings with density of 34 dwellings per hectare (dph). At this outline stage the proposals are for up to 230 residential units and approximate density of 26 dph, therefore the proposals align with the indicative site capacity and with Cambridge's Local Plan in this regard.

## Non-residential uses

- 8.6 Policy 27 of the Local Plan sets out development of this site will be supported subject to contributions being made towards improved community facilities and services in this part of the City (item p). Policy 73 is also supportive of new mixed-use development proposals which include the provision of on-site community facilities, defining these as facilities falling in D1 use class (excluding university teaching accommodation), and local retail units or public houses (A1, A3 and A4 use classes). It is noted that Policy 73 favours community facilities in urban extensions such as GB2 to be provided in the form of a new, dedicated community centre and, where necessary, education and childcare facilities.
- 8.7 Policy 72 of the Local Plan define the above use classes as suitable for town centres, and Chapter 7 of the NPPF in setting out the framework to ensure town centres vitality, states that when assessing applications for retail and leisure development outside town centres, local planning authorities (LPAs) should require an impact assessment if the development is over a threshold of 2,500m<sup>2</sup> of gross floorspace. The proposed up to 400m<sup>2</sup> (GIA) of flexible A1/A3/A4/B1 and/or D1 uses is below the established threshold therefore a retail impact assessment is not necessary. In the event all the up to 400m<sup>2</sup> (GIA) are taken by development falling into the A1 use class, the proposal is not considered to impose risk to Wulfstan Way neighbourhood centre, the closest retail / shopping area from the development, at approximately 2 kilometres (km) north of the site.
- 8.8 In relation to the proposed B1 use class, whilst Policy 40 of the Local Plan does not include the site at Newbury Farm among

those suitable for new offices, research and development and research facilities (B1a and B1b use classes), it states that proposals for these uses elsewhere in the city will be considered on their merits and alongside specific site proposals on the Local Plan. Policy 27 does not discourage the use at GB2 and given the relatively local scale of the quantum proposed as non-residential floorspace, the up to 400m<sup>2</sup> floorspace, even if entirely occupied as B1 use in the future, would be acceptable in this location.

- 8.9 In this context, the proposal for up to 400m<sup>2</sup> of floorspace falling into one or more of the A1/A3/A4/B1/D1 classes can be supported. Provided the detailed design stages ensure the local scale of any units proposed is kept in proportion to the main residential use of the development site, the proposed non-residential uses would be supported with the GB2 development. Further considerations relating with services and local facilities including potential contributions are set out in the respective section of this report.

### Conclusion

- 8.10 The proposed development for the erection of up to 230 residential dwellings and up to 400m<sup>2</sup> of flexible floorspace within use classes A1/A3/A4/B1/D1 aligns with the aims of Policy 27 of Cambridge Local Plan. The proposals also align with policies 72 and 73 in respect of its non-residential elements and it is recommended that the scale of any of the non-residential units are secured by condition to be observed with the relevant reserved matters application.

### **Landscape and Urban Design**

- 8.11 The approach to designing the proposed site layout responds to the Green Belt context with development blocks to be 'nested' in a green edged buffer around the four boundaries of the site, with east-west corridors allowing for views in and out the site. The approach also responds to existing constraints by making use of the easement area along the existing gas main line, which is proposed to form a distinctive feature in this layout, running diagonally across the street grid from south of the site at Babraham Road towards east and the open Green Belt.

## Site Layout

- 8.12 The site layout comprises three main character areas, proposed in response to the varied existing landscape characteristics and the surrounding residential neighbourhoods. The 'Green Edge' mostly along the northern, eastern and southern edges of the site would be constituted by apartment blocks and houses in a medium to low density arrangement, which would benefit from the widest natural green open space on site. The 'Mews Courts' would be of lower density housing with a shared surface street arrangement, opening up onto the green route proposed along the western edge of the site. The 'Local Centre' is intended as the heart of the development where the main primary square/ open space would be located with surrounding blocks of flats of medium density.
- 8.13 A primary vehicular road will be adjacent to the proposed primary square/ open space and will run south/north linking Babraham Road and Worts' Causeway, and to the future GB1 access, which gives potential for this to be a central area to both developments in the future. Further smaller pocket parks are distributed around the street grid, with the aims to enhance visual permeability and nodal points to facilitate way finding. Other primary routes for pedestrians, cyclists and horse riders are created with the proposed site layout for GB2. The proposed street grid generally aligns with the existing permissive footpaths along the western and northern boundaries of the site which will be retained.
- 8.14 The amendments made to the initial submission have addressed previous concerns raised by Landscape and Urban Design officers, who are now satisfied that the road hierarchy has been clearly set out through submitted cross-sections demonstrating their functionality, while providing enough landscaping to reflect that hierarchy.

## Scale and massing

- 8.15 The Building Heights Parameter Plan (PP) indicates the majority of the site would comprise residential buildings of up to 2 storeys /10.2m height, with the central areas of the site formed by up to 3 storeys / 13m high flatted buildings and a smaller portion of this area comprising community facilities

building with potential residential use above and up to 3 storeys / 14m in height.

- 8.16 Officers have initially raised concerns over the representation of the proposed building heights within the Landscape and Visual Impact Assessment – LVIA submitted with the application. Following review, wirelines indicate the potential massing which would be allowed if permission was granted, providing a clearer guidance to reserved matters stage. Whilst the proposed development would be of higher density than other residential areas in the locality, the approach to have lower buildings closer to the site’s boundaries would enable good visual connection and integration with the locality.
- 8.17 Officers have raised concerns in relation to issues of overlooking arising from the boundary treatment and the existing residential area west of the site. In response to these concerns, the width of the western boundary treatment has been revised and its landscape detail is expected to further address these concerns in future planning stages of the development.
- 8.18 The concerns previously raised in terms of the proposed building envelopes, in particular of those in close proximity to the residential units west of the site, were addressed and the proposed building heights would not break the existing skyline and would not be significantly taller than the surrounding build form.

#### Frontages and interface

- 8.19 The proposal is for a primary frontage along the north-south primary road and around the primary square/ open space, with secondary frontages mainly along the east-west roads and tertiary frontages between blocks in the northern-most portion of the site. The Urban Form PP also indicates specific frontages responding the green infrastructure along the gas main easement diagonal and frontages responding to pocket parks and frontages along both Babraham Road and Worts’ Causeway, which would reflect existing settlement edge. In terms of the urban form frontages it is considered that sufficient information has been provided to enable active frontage in the ‘Local Centre’ and along the primary road, and would provide good ‘presence’ and legibility for the residential areas with

secondary and tertiary frontages, which is expected to be reflected in the detailed applications.

8.20 The Landscape PP indicate that the existing native buffers along the south and north boundaries would be retained, and informal planted edges would enhance these boundaries as green edges. An even wider 'green frontage' would be created with back and side gardens of the detached properties proposed in the 'Green Edge' character area, therefore setting a different character of the neighbouring residential units fronting those streets with large gardens which are generally not visible from either Babraham Road nor Worts' Causeway. Nevertheless, given the context of close proximity to the rural escape south of the site opposite Babraham Road, and the aims to maintain the rural character of Worts' Causeway north of the site, it is considered that the proposed frontage is a more appropriate response to the surrounding context and is acceptable. Exception is made to the south-eastern portion of the site layout, where officers are of the view that the design may be refined at reserved matter stage, to which design principles are recommended accordingly.

8.21 The amended application set out the characteristics of the frontages responding to pocket parks and green infrastructure. The approach is considered acceptable and, whilst officers are of the view that the structure of frontages could be simplified in this scale of development, the proposed frontages would enable the development to integrate with the surrounding rural landscape, while creating active edges in the central public areas of the site and have potential to enhance the townscape along streets and open spaces.

### Landscape and Public Realm

8.22 The Landscape PP sets out the location of the strategic green spaces of the proposal, mainly consisting of 'buffer landscape' with retention and enhancement with informal and indigenous planting of some of the existing vegetation along the west, north and south boundaries of the site; a 'native thicket' with the Green Belt along the eastern boundary of the site; a 'green corridor' along the gas main easement area; and a central primary square/ open space. The proposal also includes areas of play and pocket parks, and existing hedgerows and mature trees which will be mostly retained.

- 8.23 Following clarification, the applicants have provided an amended Landscape Parameter Plan PP which indicates the informal planted edge west of the site would be of a minimum of 15m with informal and indigenous planting and further elements to enable connectivity. This would form an appropriate buffer with the vicinity and would screen new development from any potential overlooking onto the gardens immediately west of the site. It would also contribute to softening the slight difference in heights buildings would be in this portion of the development (up to 2 storeys /10.2m) and the existing neighbourhood.
- 8.24 The amended application has also addressed officers' concerns regarding the width and nature of the planting proposed to the 'native thicket', which will now be of a minimum of 20m in width with grouped large species trees providing view gaps between the tree canopies as well as continued understorey, swales, pocket parks and footpath. The outcome is therefore a green buffer which is considered wide enough to filter the views to and from the development and the Green Belt east of the site, providing a robust landscape edge to this part of the city.
- 8.25 The meadows corridor has been revised to incorporate planting mainly constituted by native chalkland meadow mix, given the constraints relating with the gas main easement area. This 'green corridor', as identified in the Landscape PP, is a positive addition to biodiversity enhancement, whilst providing an important open space in the outline masterplan.
- 8.26 Officers have previously required clarity was given to the different uses of the landscaped areas, more specifically the play areas, the areas for SuDS and areas of biodiversity enhancement, to avoid any potential conflict among these. One key area of concern was the central primary square/ open space not being able to accommodate the multiple uses proposed to this area with of approximately 2,500m<sup>2</sup>. Generally, at this stage it is not possible to infer that the masterplan can accommodate the proposed SuDS, particularly along streets, to allow surface water conveyance and storage. This is also due to the lack of infiltration information at this stage and therefore confirmation that the SuDS would function as suggested and with the proposed dimensions is not available at this stage. For this reason, a condition for the submission of a Tree Planting and Landscape Strategy to include drainage and other details is recommended.

8.27 The removal of the mature trees which are currently part of the existing farmstead in the south-eastern portion of the site was considered acceptable by the Council's Tree Officer, given the overall enhanced arboricultural contribution of the proposal. The proposal would also contribute to the enhancement of the existing hedgerow along Babraham Road providing a more robust edge with the rural areas designated as Green Belt south of the road, which is supported by the Council's Landscape officers.

8.28 To meet requirements for the provision of a single point of crossover between GB1 and GB2 in item (k) of Policy 27 of the Cambridge Local Plan, the proposal includes the removal of part of the existing double hedgerow along the northern boundary of the site. This would allow for the GB1 access onto Babraham Road and the retention of Worts' Causeway use for buses with limited car access during peak periods, as required by item (j) of Policy 27. Design considerations were given to the requirements for retention of the country lane appearance and character of Worts' Causeway, including its verges, hedgerows and bridleway, and the revised access points onto Worts' Causeway are considered to meet these requirements of item (i) of Policy 27. A condition to secure the ecological design of the vehicular access onto Worts' Causeway is recommended to ensure the best approach achievable in terms of ecological impact and landscape. The potential loss of biodiversity incurring from the creation of this access will be further considered in the relevant section of this report. In balance, the removal of this section of the double hedgerows is acceptable in planning terms.

### Public Art

8.29 At the time of concluding this report, a review of the application by the Council's Public Art officer had not been received. Officers recommend that a Public Art Delivery Plan (PDP) is secured by condition. Moreover, a commitment to an expense of £400 per residential unit provided through the detailed stage of this permission is recommended to be secured by S106 agreement for the implementation of the PDP. This is based on recent resolution to grant of the development at Land North of Cherry Hinton (ref. 18/0481/OUT) and having regards to the Public Art SPD (2010) and Policy 56 of the Cambridge Local Plan.

## Summary

- 8.30 In terms of both the proposed built form and landscaping, the proposal responds to the site context adequately and would enable high quality development with the next stages of this application, and is therefore compliant with Cambridge Local Plan policies 55, 56, 57, 59 and 60, subject to recommended conditions and planning obligation.

## **Historic Environment**

- 8.31 An archaeological evaluation was conducted in 2015 due to the rich archaeological landscape of the area where the site is located, with findings including dispersed older (Neolithic) features; localized settlements from the Middle Bronze Age and presence of the town's defensive anti-tank ditch of the WW2 GHQ Stop Line. Given this context, the Cambridgeshire Historic Environment Team have requested pre-commencement conditions to be imposed in the event permission is granted, to secure the implementation of a programme of archaeological work within the development area and post-fieldworks, to be carried out following an approved Written Scheme of Investigation.
- 8.32 In terms of the Built Environment, the Council's Conservation Officer has required careful consideration of the proposed vehicular access onto Worts' Causeway (including visual splays), to ensure the setting of the Grade II Listed Milestone is not detrimentally affected. The detailed drawings (DR-C-3026 Rev A and DR-C-3033) include the location of the heritage asset, and Conservation Officers are satisfied there would be no material Conservation issues with this proposal.
- 8.33 The proposal therefore aligns with Policy 61 of the Cambridge Local Plan and conditions are recommended accordingly.

## **Biodiversity, Species and Habitats**

- 8.34 The site, by being mostly an arable field, is generally of negligible ecological value with poor species composition, as set out in Chapter 6 of the Environmental Statement (ES) submitted with the application. The double hedgerow along the north boundary of the site is the only feature of the ES classified as important habitat on the site.

8.35 Surveys carried out on the site have identified nine species of principal importance of breeding bird, among which only skylark considered to be breeding on site. A relatively high diversity of bats for the region was recorded on the site, including the rarer Serotine, noctule and Nathusius' pipistrelle, and barbastelle, which is one of the rarest bats in the United Kingdom. Higher levels of bat activity were recorded along the northern and western hedgerows and the surveys conclude that it is likely that bats from a roost located at Netherhall farm north of the site occasionally use the northern hedgerow to forage and potentially commute into the wider countryside.

#### Biodiversity Net Gain (BNG)

8.36 The Landscape strategy submitted with the application indicates that approximately 740m<sup>2</sup> of additional hedgerow and approximately 3,000m<sup>2</sup> of grassland will be provided with the development, providing additional habitat for wintering birds, foraging bats and badgers. Notwithstanding the ecological enhancement features, following revisions of the Biodiversity Net Gain (BNG) calculations, officers concluded that the development would potentially result on net loss to biodiversity, mostly given the recreational nature of the green spaces proposed and therefore the moderate quality of the additional habitat.

8.37 Furthermore, the Landscape Parameter Plan indicates the removal of existing mature trees in the farmstead area and the removal of existing hedgerows, this latter to give space for the proposed access points at Babraham Road and Worts' Causeway. Whilst the access points have been designed to meet connectivity policy requirements and to avoid removal of the existing hedgerow as important habitats, these aspects of the proposal will represent additional biodiversity loss. This loss has been included in the calculation of the overall site's BNG, to enable appropriate mitigation and a condition for the submission of an Ecological Design Strategy (EDS) is recommended to ensure the minimum impact of further details of the access design, including landscape and lighting proposals.

8.38 Using the Department for Environment, Food and Rural Affairs (Defra) Biodiversity Metric 2.0 methodology, the revised calculations conclude that the baseline and post development predictions will be for a net loss of 2.7 Biodiversity Units

(equivalent to a 18% loss). The BNG calculations have been reviewed and accepted by Wildlife Trust and the Council's Nature Conservation officer. Following discussions with the applicants, they have agreed to mitigate the loss of onsite biodiversity with a financial contribution to achieve an overall 10% net gain off site, which has been accepted by the Wildlife Trust and the Council's Nature Conservation officer.

- 8.39 Considering the proposed mitigations would not only address the on-site 18% biodiversity loss but would also contribute to a potential 10% off-site biodiversity net gain, the proposed development is considered compliant with Policy 70 of the Cambridge Local Plan. Planning obligations and conditions are recommended accordingly.

#### Open and recreational spaces provision

- 8.40 Policy 68 of the Cambridge Local Plan requires all residential development to contribute to the provision of on-site open space, with precise provision depending on the size and location of the proposal and the existing open space provision in the area. Chapter 14 of the Environmental Statement deals with the socio-economic impacts from this development and estimates that the 230 residential units, once fully occupied and considering the indicative size mix, would house 450 people, of which 65 children and teenagers aged 15 or less.
- 8.41 In terms of informal open spaces, the standard set out by Appendix I of the Cambridge Local Plan requires a provision of 2.2ha/ 1,000 people living in the future development once fully occupied. In this case, a total of 9,900m<sup>2</sup> would be required to meet the needs of the future residents, if all 230 residential units are provided on this GB2 site. The proposal at this stage meets the Local Plan requirements as it includes approximately 15,000m<sup>2</sup> of informal open space. The provision includes natural greenspaces provided with the informal planted edges, the meadows and the native buffer surrounding the site, along with usable public hard surfaces within these areas and the primary square / open space, central to the masterplan.
- 8.42 A Local Equipped Area of Play (LEAP) with a minimum size of 400m<sup>2</sup> is to be provided adjacent to the meadows area in the southern portion of the site, and further nine Local Areas of Play (LAPs) with a minimum of 100m<sup>2</sup> each will be provided in

different locations of the development, totalling a minimum of 1,300m<sup>2</sup> of play provision for children and teenagers. This would approximately meet the requirements of Appendix I of the Cambridge Local Plan of 1,350m<sup>2</sup>, or 0.3ha/ 1,000 people.

- 8.43 It is acknowledged that only the detailed planning applications will demonstrate the accurate provision of informal open spaces and play areas and as such, planning obligations to account for any shortfall in the future are recommended. Along with the proposed off-site contributions towards outdoor and indoor facilities to be secured by S106 agreement, the proposal is in line with the relevant policies.

#### Recreational pressure over SSSIs

- 8.44 Whilst not objecting the proposal, Natural England (NE) have highlighted concerns over the recreational pressure that the proposed development could impose on Sites of Special Scientific Interest (SSSIs) in the surrounding area. A recent review by NE regarding publicly accessible SSSIs across Cambridgeshire has identified sites at risk from the effects of visitor pressure, and the revision of Impact Risk Zones (IRZs) for the relevant SSSIs to indicate where proposals for residential development pose a potential risk to these sites.
- 8.45 Details of the revision of the IRZs within Cambridgeshire are set out on the letter dated 12 July 2019 addressed to authorities within the county, which was appended to NE's consultation response dated 7 October 2019. The letter includes the reporting of increasing evidence that more people are accessing the natural environment for activities such as daily exercise, dog-walking, and enjoyment of the countryside. In contrast, studies including NE's Accessible Natural Spaces analysis, used to inform the Cambridgeshire Green Infrastructure Strategy, indicate a deficiency in levels of provision of accessible natural green space across most Cambridgeshire districts.
- 8.46 The proposed development falls within the IRZ of Cherry Hinton Pit SSSI, which has been identified in NE's recent review as to be at significant risk from the effects of visitor pressure. NE's review has confirmed many of these publicly accessible sites are small and isolated, that already experience high levels of visitor pressure. Furthermore, the SSSI's identified to be at risk

already are also at recreational carrying capacity, with limited opportunity for further management actions to deal with additional visitors. NE notes grassland and woodland sites, as in the case of Cherry Hinton Pit, are particularly vulnerable with evidence of vegetation and soil damage, as well as disturbance of wildlife.

8.47 Where risk has been identified to SSSIs, NE's advice is for the identification of a package of mitigation measures focusing on the provision of Suitable Alternative Natural Green Spaces (SANGSs). These should be capable to meet people's needs for recreation and divert pressure away from, thus avoiding adverse impact to, sensitive sites, such as Cherry Hinton Pit SSSI. A joint proposal prepared by the Wildlife Trust, CPPF and the Magog Trust as managers of recreational areas within 2km distance has been put forward in relation to developments coming forward at the GB1 and GB2 sites. These entities manage the Beechwoods LNR, the Wandlebury Country Park and Magog Down respectively, and have proposed a mitigation package entitled 'Access and Recreation Management Proposals' (dated 25 March 2020) for these recreational sites.

8.48 The proposals would enable the management entities to support and attract the increased recreational visits arising from the Netherhall Gardens and Newbury Farm developments, with the implementation of the projects. These would include the production of informational material to promote the Beechwoods LNR, the Wandlebury Country Park and Magog Down as areas in vicinity for recreation; production of signage showing walking routes within and beyond the development. Further projects relating with each of the areas and their infrastructure are proposed, including signage, dog bins, car parking and mobility scooter storage, toilet facilities, as well as relating with their natural areas, including woodland and chalk grassland meadow management. Officers note Wandlebury Park and the Magog Downs are part of the Cambridgeshire Green Infrastructure Strategy (June 2011), and have been identified as potential quality places to accommodate Cambridge's growth and be the City's 'gateway' to the rural environment, providing 'opportunities to exercise, and spaces to play in, learn from and enjoy, therefore encouraging healthier lifestyles and a sense of well-being'.

8.49 The Council's Nature Conservation officer is supportive of the mitigation package proposed by the Wildlife Trust, Magog Trust and CPPF, and the mitigations would help achieve the aims of the wider Green Infrastructure Strategy for this part of Cambridgeshire. Officers consider that the additional recreational pressure caused by the development would help alleviate visitor's pressure at Cherry Hinton Pit SSSI and therefore would contribute to avoiding adverse impact to this sensitive site, in line with the aims of Policy 69 of the Cambridge Local Plan. Mitigations are recommended to be secured by S106 agreement.

## **Supply of Housing**

### Dwelling Mix

8.50 Policy 45 of the Cambridge Local Plan is supportive of developments which include a balanced mix of dwelling sizes, types, and tenures to meet projected future household needs within Cambridge. Whilst not being prescriptive about the dwelling mix, Policy 45 requires dwelling mix and tenure types to have regard to the different needs for different unit sizes of affordable and market housing, which is further detailed on Cambridge's draft Affordable Housing SPD (June 2014). As set out in the Planning Statement provided with the application, the exact mix of affordable and market units will be agreed at reserved matters stage, which is acceptable.

### Affordable Housing Provision

8.51 The proposal is for a policy compliant scheme of a minimum of 40% of units to be provided as affordable housing, with acknowledgement of the draft Affordable Housing SPD (2014) requirements set out in Cambridge City Council's Housing Strategy of a minimum of 75% social/affordable rented and a maximum of 25% intermediate housing.

8.52 In response to consultation, Housing officers have indicated the need to determine the tenure split at outline stage, with unit size per tenure determined at reserved matters. In correspondence dated 7 April 2020 officers have advised that preferred intermediate tenure to be shared ownership and the preferred tenure and size mix of the affordable units to be the following:

Unit Size and Type	Preferred Mix			Minimum GFA	%
	Affordable Rent	Shared Ownership	Total		
1b2p	42	6	<b>48</b>	50-58m <sup>2</sup>	52%
2b4p	17	10	<b>27</b>	70-79m <sup>2</sup>	29%
3b6p	8	6	<b>14</b>	102-108m <sup>2</sup>	15%
4b8p	2	1	<b>3</b>	124-130m <sup>2</sup>	3%
<b>Total</b>	<b>69</b>	<b>23</b>	<b>92</b>		<b>100%</b>

8.53 At this stage, the applicants have not provided information in relation to the location and clustering of the affordable units. As set out in the submitted Affordable Housing Statement, the applicants have not yet formally approached any Registered provider about this site, and therefore no further details of the provision and management of the affordable units have been provided with this outline application. Nevertheless, officers consider the proposals acceptable and that the information provided is sufficient to conclude that the proposals are in line with Policy 45 of the Cambridge Local Plan.

8.54 A condition is recommended to secure the phasing of the development as set out in the ES provided with the application. In line with the draft Affordable Housing SPD (2014), a Section 106 agreement should secure the phased delivery of the affordable units in parallel with the market units. Moreover, it is recommended that the legal agreement secures an Affordable Scheme is submitted to the LAP for approval prior to development commencement. The Scheme should include tenure and size mix (unless a different household need is identified for Cambridge at the time of submission), accessible units, clustering and other design requirements for the affordable element of the development, in line with the draft Affordable Housing SPD or other document which may replace it at the time of submission.

#### Residential space standards

8.55 Whilst the level of information provided with this outline application does not include details of the residential amenity, the submitted Planning Statement sets out that all housing will meet the Technical Housing Standards (2015). Whilst the

submitted documents indicate the residential units will have amenity spaces in the form of back gardens or other forms of private amenity space, the information submitted is not sufficient at this outline stage for a definitive assessment.

- 8.56 Any reserved matters applications, including those relating with the apartment blocks, will be expected to meet the requirements for residential standards as set out in Policy 50 of the Cambridge Local Plan. A condition is recommended accordingly.

### Accessible Homes

- 8.57 Policy 51 of the Cambridge Local Plan requires all new housing development to enable Building Regulations requirements M4(2) 'accessible and adaptable dwellings' to be met, with 5% of the affordable housing component in this case required to meet M4(3) 'wheelchair user dwellings' and be accessible or easily adapted for residents when needed. The Planning Statement submitted with the applications sets out these standards will be met once the detailed design of the dwellings is further progressed at reserved matters stage.

- 8.58 During the Cambridge's Disability Consultative Panel review on the 26<sup>th</sup> November 2019, the applicants have advised of their intention to go beyond the requirements for 5% of affordable units to meet part M4(3) of the regulations, and to give all apartments lift access, which was welcomed by members of the Panel. The Panel provided recommendations for the reserved matters stage and detailed design of the residential units, along with recommendations for the non-residential units and the wider masterplan.

- 8.59 The application is considered acceptable in this stage in terms of Policy 51, and any reserved matters applications will be expected to meet the requirements for accessible homes set out in Policy 51.

### **Services and Local Facilities**

- 8.60 Chapter 8 of the NPPF advocates for healthy, inclusive and safe places, stating that when providing the social, recreational and cultural facilities and services the community needs, planning decisions should take into account and support the

delivery of local strategies to improve health, social and cultural well-being for all sections of the community. Furthermore, Paragraph 94 of the NPPF states that a sufficient choice of school places should be available to meet the needs of existing and new communities and in that, LPAs should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

- 8.61 As previously set out in this report, Policy 27 requires that the development of the GB2 site to be supported subject to contributions being made towards improved community facilities and services in this part of the city.

### Community Centres

- 8.62 The Community Centres Strategy for Cambridge identifies Queen Edith's where GB2 is located as one of the wards with highest risk score, due to the significant numbers of its high need residents who cannot access outreach services at a community centre within a 15 minute walk-time. To address the community facility gap, the Strategy indicates that the Council should explore opportunities to increase provision through S106 funding.
- 8.63 The revised proposal at GB2 includes S106 financial contributions to be made towards community facilities unless a community use to be brought forward on site through the proposed flexible commercial floorspace. This is in line with the response from the Developer Contributions Monitoring Unit, and it is recommended that any shortfall in the provision of an on-site agreed facility to fulfil needs of the residents of GB1 and GB2 sites will trigger financial contributions towards the provision of and / or improvement of facilities and equipment at Nightingale Recreation Ground Pavilion.

### Educational Facilities

- 8.64 The County Council as Educational Authority has set out in their response dated 14 October 2019, the assessment of the educational facilities in the area, including libraries. Based on the likely population output with the proposed development, the cumulative developments in the area, and the capacity of the existing educational facilities, the assessment concludes for a

deficit of spaces in all types of facilities. There would be a deficit of 111 places for early years, of 227 primary school places and of 82 places in secondary schools. The assessment also concludes that the new residents at GB2 would put considerable pressure on the library and life long learning service locally.

- 8.65 The revised application included a statement for Affordable Housing and Planning Obligations, whereby the applicants acknowledge the need for mitigating the lack of capacity in educational facilities. As requested by the County Council, the proposal now includes financial contribution towards early years off-site provision; expansion of one form of entry (1FE) at Queen Edith Primary School; a new secondary school to be implemented with the development of Land north of Cherry Hinton; and a library mobile service stop.

### Conclusion

- 8.66 The revised application aligns with the expectation of the NPPF, and the proposed financial obligations towards community centre and educational facilities meet requirements of Policy 27 of the Cambridge Local Plan. Accordingly, it is recommended that the proposed financial contributions are secured by S106 agreement.

## **Infrastructure to Support Development**

### Pedestrian, cyclists and public transport infrastructure

- 8.67 The Movement and Access PP shows that the permissive path along the western boundary will be re-established and the existing permissive path along the northern boundary between the double hedgerows will be retained. These permissive paths will connect with other existing paths along Granham's Road and Worts' Causeway, integrating the development with wider routes beneficial particularly for pedestrians seeking to access rural and natural green spaces to the east and southwest of the site, via other existing permissive paths.
- 8.68 The permissive path along the site's western boundary will also provide a shared pedestrian and cycle route to give access for future residents wishing to cycle along Babraham Road where a Cambridge-Linton Greenway is to be implemented including through the enhancement of the existing cycleway. To the north

this shared route along the site's western boundary would link into a new shared pedestrian and cyclists path to be delivered with the development of the GB2 site, from the site's access to the existing pavement in the northern side of Worts' Causeway. This will then enable the continuation of travel by people walking or cycling towards Babraham Road and the City as well as northwards and the nearest community facilities in Queen Edith's, via Fields Way. A condition has been recommended to secure details of this pavement to be implemented with the development, with works to be carried out through a S278 agreement with the Highways Authority.

8.69 Consideration has been given to the public transport accessibility, with the Highways Authority noting the location of the nearest bus stops used by the Cambridge to Linton service at Babraham Road and at the Babraham Park and Ride, and with many other used by other services at Addenbrooke's bus station. The Highways Authority advised that the provision of new bus stops within the desirable distance of 400m would not be feasible given the Babraham Road's current lack of capacity and the inexistence of a bus service along Worts' Causeway to justify an additional stop.

8.70 In terms of the proposed pedestrian and cyclist access points to the site, these were considered acceptable by the Highways Authority, following revision of the accesses' layout and safety audit as required. Officers note the complex design of the access connecting with the proposed permissive path and bridleway. Nevertheless, it is also noted that the proposed junctions are designed to have a minimal impact on the existing hedgerows and ultimately the rural nature of Worts' Causeway and loss of biodiversity.

8.71 Given the above and that the Highways Authority are satisfied with the proposed infrastructure for sustainable travel including access for pedestrian and cyclists, the proposal is compliant with Policy 27(h), (i) and (j) and Policy 80 of the Cambridge Local Plan.

#### Vehicular infrastructure and Access

8.72 The vehicular movement is structured along a primary road which runs north-south of the site with access/egress at Worts' Causeway and Babraham Road, and secondary and tertiary

streets running east-west of the site, as presented in the Movement and Access PP. Following revision of this PP, a clear distinction is now given to routes for the different users of the site, which generally work well with the proposed scale and different uses of buildings and been well-considered to avoid conflict.

- 8.73 A review of the indicative sections of each of the roads integrating the site's network on the Movement and Access PP has been submitted, and each of the primary, secondary and tertiary streets would now have distinctive layout to clearly prioritise vehicular and non-vehicular use. Likewise, the 'access streets' would be designed to reflect this condition. This improves safety of these streets, especially for disabled users, and is supported.
- 8.74 The applicant proposes that a vehicular access is provided onto Worts' Causeway north-east of the site, allowing for the connection of the GB1 and GB2 sites by a staggered junction and onto Babraham Road south of GB2. The Highways Authority notes the motor vehicular access onto Worts' Causeway has been designed to allow for maximum retention of the existing verges, for which the widths of the carriageway have been kept to a minimum. Officers also note that the use of a staggered junction also permits the developers of the GB1 site to the north to use a section of the field boundary where the hedge is thin or missing.
- 8.75 The vehicular access proposed at Babraham Road and south-east of the site has been revised to allow priority for pedestrians and cyclists crossing using the existing shared route. This access was also subject of a safety audit and review in relation to the proposed Linton Greenway, as proposed by the Greater Cambridge Partnership (GCP) and overall is accepted by the Highways Authority.
- 8.76 Given the above, and that the Highways Authority has not objected to the proposed road network and access points, the proposal is considered in line with Policy 27(j)(k) and Policy 80 of the Cambridge Local Plan. Applicants note on the Consultation Response document dated July 2020 that the proposed primary road will be put forward for adoption by the County Council as public highway. The developer will enter into

a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980 to secure the adoption of the road.

### Transport impact

- 8.77 The Highways Authority has reviewed the Transport Assessment submitted with the application, which sets out the relative impacts from the proposed development at the GB2 site. The conclusion is that the A1307 corridor will be impacted, given the site's location and the fact that the development is expected to increase vehicle, pedestrian and cycle flows between the site and Cambridge City, in particular along Babraham Road and Hills Road to the north of the site.
- 8.78 In terms of impact on surrounding junctions the assessment highlights the junction between Babraham Road and the site's access is already operating under capacity, and that the junctions between Babraham Road and Graham's Road and Worts' Causeway, as well as the Addenbrooke's Hospital roundabout will be impacted by the development by the year 2029. The Hills Road / Long Road / Queen Edith's Way junction will not be largely impacted by the proposed development, with the exception of the Hills Road southbound arm in the AM peak, something that can be addressed with the provision of signal control for this and neighbouring junctions to increase capacity.
- 8.79 Having reviewed the relative impacts of the development on the A1307 corridor, particularly along Babraham Road and Hills Road to the north of the site, the Highways Authority recommend mitigation measures to be secured by S106 Agreement. These would include financial contributions towards the Greater Cambridge Partnership's Cambridge South East (A1307) Transport improvements for the A1307 between Addenbrooke's and Babraham P&R.
- 8.80 In addition, the Highways Authority recommend conditions should be imposed to permission if granted, requiring developers to construct a 2m wide footway on the north side of Worts' Causeway, between the existing footway and the site, which should be part of a S278 agreement. A 3m shared pedestrian and cycle path is also proposed to be constructed on the western boundary of the site between Worts' Causeway and Babraham Road with space allocated to equestrians.

- 8.81 A Travel Plan (TP) has been submitted with targets set out to provide a decrease from 36% to 30% in all car trips over the 5-year period and an increase from 40% to 46% in active travel trips (walking and cycling). To achieve those targets, the TP outlines number of measures to promote sustainable modes of travel, including the allocation of £100 per household to provide either cycle vouchers or public transport passes, along with other measures such as the provision of Travel Packs, secure and well-lit cycle parking, route maps and public transport service information. The targets and measures of the TP have been agreed by the Highways Authority and it is recommended that the specific plan is secured and agreed with the LPA prior to occupation, and this should include the provision of cycle discount vouchers and/or bus taster tickets.
- 8.82 The impact on the highway network during construction has been considered in Chapter 7 of the ES, including the proposal for a Construction Traffic Management Plan (CTMP) to be agreed with the LPA and implemented prior to the commencement of any works on site. This is justified by the fact that construction methods and techniques are established during the detailed design stage, and that based on these the developers would have the information necessary to prepare a CTMP. The measures indicated by the applicants in the ES, such as the detailing of a construction traffic routing strategy and delivery and working hours, are supported. However, in line with officers' recommendations, these could be part of the site wide Demolition and Construction Environmental Management Plan (DCEMP), to be secured by a pre-commencement condition.
- 8.83 The Highways Authority has reviewed the applicant's Transport Assessment and has advised that, provided the mitigation measures are secured, the impact on the highway network is acceptable. As such, the proposal has been considered compliant with Cambridge Local Plan Policy 81 and planning obligations and conditions are recommended accordingly.

#### Parking management

- 8.84 The proposal is in line with the current Cambridge Local Plan and will include a maximum of one space for 1- and 2-bedroom dwellings and up to two spaces for 3- or more bedroom dwellings, totalling up to 288 car parking spaces for residents.

Further 58 car parking spaces for visitors is expected to be provided with the application, in line with the Local Plan. These will total a maximum of 346 car parking spaces to be provided at GB2, distributed in a mix of on-plot and on-street parking spaces in the Mews and Green Edge areas, with dedicated parking courts for the flatted dwellings and further on-street parking for visitors.

8.85 Cycle parking will be provided with easy access from the front of houses, according to the Planning Statement submitted with the application. As set out by the Cambridge Local Plan, at detailed design stage this is expected to be provided in a purpose-built area and follow minimum requirements of one space per bedroom for dwellings of up to 3 bedrooms and three spaces for each 4-bedroom dwellings. Visitor cycle parking will be expected to be located next to main entrances to block of flats and at the front of individual houses where cycle parking is located in the back garden. Dimensions and further detailed cycle parking design is expected to be in accordance with the Cambridge City Cycle Parking Guide (February 2010).

8.86 The car and cycle parking for the up to 400m<sup>2</sup> of non-residential floorspace is expected to meet the standards of the specific use proposed at the relevant reserved matters stage, and following the requirements set out in tables L.6, L.7, L.8, L.9 and L.11 of the Cambridge Local Plan Appendix L. It is noted that, in reviewing the proposal, the Cambridge City Disability Panel highlighted the parking issues currently in the area and has recommended visitor spaces to be marked for short stay use and the benefit of those needing deliveries and peripatetic care, which should be considered by applicants at detailed design stages.

8.87 The Access Officer is supportive of the Panel's recommendations for the detailed future stages and, at this outline stage, the proposal accords with Policy 82 of the Cambridge Local Plan.

## **Climate Change and Resources Management**

### Carbon reduction and sustainable design

8.88 The Cambridge Local Plan seeks to ensure that Cambridge develops in the most sustainable way possible. Policy 28 states

that all development should take opportunities to integrate the principles of sustainable design and construction into design of proposals. The applicant has submitted an Energy and Sustainability Statement, which was limited to consideration of the energy strategy for the site. The proposal is for the use of air source heat pumps and photovoltaic panels for the new residential units, with initial calculations suggesting that this approach will reduce carbon emissions by 43.33% compared to a Part L 2013 compliant baseline.

8.89 The overall approach was supported by the Council's Sustainability officers, who note the proposal's alignment with Government's commitments to ban gas boilers by 2025. Concerns were raised about the location of the air source heat pumps in flats and the potential noise and visual impact that may be caused to these units, which should be dealt by means of a condition for all future Reserved Matters applications to submit a Carbon Reduction Statement, which will include the location, design and details of any mitigation measures to maintain amenity and prevent nuisance.

8.90 The submitted Energy and Sustainability Strategy commits to meeting the BREEAM 'excellent' requirement set out in Policy 28 of the Cambridge Local Plan, with respect to the non-residential elements of the proposal. A condition is suggested to secure the submission of BREEAM pre-assessments for future reserved matters applications that include non-residential development.

8.91 Given the limited information provided in this outline stage, further conditions are recommended, relating with the reserved matters stage and the submission of their specific energy strategies and sustainability statements, this later covering a wider range of sustainable design and construction topics. A water efficiency condition is also proposed. Overall, the proposals are acceptable for an outline stage and the aims of policies 28 and 29 of the Cambridge Local Plan, and the Greater Cambridge Sustainable Design and Construction SPD.

#### Integrated water management

8.92 The Environment Agency (EA) flood maps illustrate that the site is generally at very low risk from surface water, however with large areas of low medium and high risk along the central area

and in the southern portion of the site, to the west of the existing farmstead. The submitted FRA advises that whilst the site is underlain by chalk formation, the recorded depth of the groundwater in the vicinity is of approximately 2 metres below existing ground levels and the rating in terms of potential groundwater flooding hazard is low, based on the British Geological Survey (BGS) Groundwater flooding susceptibility mapping. Therefore, the site is at low risk of groundwater flooding.

- 8.93 Surface water runoff within the site is proposed to be managed using a Sustainable Drainage System (SuDS), which will include elements of attenuation, such as the green roof, permeable paving, bioretention areas, filter drains and infiltration basins, some of them also providing source control and water quality betterment. The system has been designed to accommodate the 100-year return period event, with an additional 40% allowance for climate change. The Lead Local Flood Risk Authority (LLFA) is supportive of the proposed surface water drainage scheme and notes the good variance of SuDS features through the site.
- 8.94 Following revisions of the Flood Risk Assessment (FRA) submitted with the Environmental Statement (ES) Addendum and the Sustainable Drainage Technical Note dated 14 July 2020, the LLFA and the Council's Sustainable Drainage Engineer are satisfied that several options for surface water management having provided, including infiltration (pending testing) and discharge to an Anglian Water sewer via a pumped network, and that additional mitigation has also been included to account for surface water flood risk. As such the proposals are considered in line with Cambridge Local Plan policies 31 and 32.
- 8.95 Whilst noting the development site is not located in a groundwater Source Protection Zone (SPZ), the proposal includes ground investigation works post determination of the planning application, which would enable the establishment of the site's groundwater levels and their monitoring over a period of time. EA did not object the proposal and are supportive of further investigation as proposed by the applicant, suggesting relevant conditions and informative.

8.96 The applicants have suitably addressed the issues of water management and flood risk as far as possible, and the proposals are in accordance with Cambridge Local Plan policies 31 and 32. All conditions and informative suggested by statutory consultees are agreed and are recommended accordingly.

#### Waste

8.97 Whilst Chapter 15 of the submitted ES sets out a broad framework for the construction and operational waste strategy, the Minerals and Waste Planning Authority (MWPA) officers are of the view that there is insufficient information to assess the application against Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). A RECAP Design Toolkit will be completed as part of the detailed design stages, as set out in the submitted ES, which is supported by LPA's and MWPA's officers. The proposals at this outline stage are acceptable provided a condition for the submission of a detailed Waste Management and Minimisation Plan is imposed. This is agreed and the condition is recommended accordingly.

#### Contaminated Land

8.98 A Phase 1 preliminary risk assessment was submitted with the application and this has identified several potential pollutant linkages at the application site. The Phase 1 report recommends that intrusive site investigation take place in order to assess the potential pollutant linkages, which is accepted as a reasonable approach by Environmental Health officers.

8.99 A suite of conditions is recommended, including to require a site investigation strategy and report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigation are both required to be submitted. This is supported and aligns with Policy 33 of the Cambridge Local Plan.

#### Light Pollution

8.100 Following review of the submitted Lighting Assessment, Environmental Health officers conclude it mostly responds to the aspects raised by the Scoping Opinion issued in 27<sup>th</sup> June 2019 (ref.: 19/0597/SCOP). Whilst this is acceptable at this

stage, in order to fully satisfy the requirements of Policy 34 of the Cambridge Local Plan, the reserved matters applications will have to establish the impact of lighting on the surrounding environment.

8.101 Details will be provided of any artificial lighting of the site and an artificial lighting impact assessment is to be undertaken with predicted lighting levels at proposed and existing residential properties to comply with the agreed E2 environmental zone, and meet the guidance noted by Environmental Health officers' response when consulted on the present application. For lighting required outside standard working hours, full details including an impact assessment will be required at the detailed design stage in accordance with the recommended DCEMP and CMS condition.

#### Noise and Vibration

8.102 Policy 35 of the Cambridge Local Plan requires developments to demonstrate that no adverse impact from noise and/or vibration will occur to human health and amenity, including from cumulative effects and construction phase. When inevitable, noise impacts should be reduced preferably by high quality acoustic design.

8.103 Environmental health officers note during construction and demolition, noise and vibration has the potential to harm the locality amenity if not controlled. For this reason officers recommend a condition requiring a site wide Demolition and Construction Environmental Management Plan (DCEMP) be approved by the LPA, and that prior to the commencement of any part of the outline permission for which reserved matters have been approved, a detailed construction method statement (CMS) is required to be submitted proposing how the CMS accords with the site wide DCEMP.

8.104 Attention is given to the operational noise from the proposed non-residential (commercial) uses, which must be carefully controlled, to avoid potential harm local amenity and quality of life due to noise and odour impacts. Careful design of the non-residential units at the detailed design stage will be required to ensure mitigation measures are considered and implemented where necessary. This may include (and are not extensive to)

restricted hours of use and spatial separation of residential use from noise making commercial activities.

8.105 It is noted that Environmental Health officers strongly recommend that residential use is not located above community facilities. Significant acoustic insulation and control methods would be required to protect residents from impact and airborne noise such as limiters, specialised sound systems, non-opening windows, reorientation of residential layouts to protect habitable rooms, carefully designed building layouts with a separating concrete slab between ground floor community space and residential above. Officers note it may even not be possible to achieve acceptable noise levels within the adjoined residential properties, depending on the proposed community use, and this should be noted for the relevant reserved matters stage.

8.106 Officers recommend a commercial noise condition to account for the noise levels from plant and equipment associated with the application, which require assessment to ensure local amenity is protected, and note expected rating from all plant, equipment and vents (collectively) at the boundary of the premises. Officers note that noise sensitive premises will be located within the site boundary, and the glazing of the noise sensitive premises and amenity areas will also be a location for the rating level of all plant not to exceed the existing background sound level.

8.107 In light of Policy 35 requirements, the recommendations by the Environmental Health team are supported and the relevant conditions are recommended if permission is granted.

#### Air quality, Odor and Dust

8.108 Cambridge Local Plan policy 36 requires applicants to demonstrate the proposed development will not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air. Furthermore, the applications for sensitive-end use must demonstrate these adverse effects will not occur within the proposed development.

8.109 Environmental Health officers note during construction and demolition dust, likewise noise and vibration, also has the potential to harm the locality amenity if not controlled. For this

reason, a requirement for both a DCEMP and a CMS to be approved by means of condition is recommended.

8.110 Odour from the proposed non-commercial areas are likely to occur during operation as many of the potential uses would require commercial cooking process. Environmental Health officers note this has the potential to adversely affect amenity if not controlled with a carefully designed extract system and recommend an odour abatement condition to be imposed relating with the reserved matters stage.

8.111 Further to the operational phase of the development, Environmental Health officers note that, whilst the development falls outside an air quality management area (AQMA), the introduction of up to 230 dwellings, community facilities and associated infrastructure would intensify the currently undeveloped site at Newbury Farm. Additional vehicle movements will be introduced onto the road network, which will worsen air quality both outside and inside the City's AQMA, and recommend the development to be in accordance with the adopted Air quality Action Plan (AQAP), with relevant measures pertaining to electric vehicle (EV) charge points, car clubs and low NOx boilers.

8.112 Moreover, whilst the air quality assessment in Chapter 8 of the ES concludes all modelled pollutants to be below relevant objective levels, the modelling confirms that there is a small increase in all pollutants at all existing receptor points as a result of the proposed development, including the single receptor located inside the AQMA.

8.113 The Environmental Health team has reviewed the applicant's Transport Assessment, which also leads to the conclusion that an increase in vehicle movements inside the AQMA would occur, therefore leading air quality to worsen. The information provided shows 25% of traffic movements predicted to travel down Hills Road towards the city centre, with a percentage of the other vehicle movement potentially entering the centre via other routes in the AM peak period. The assessment also assumes other vehicle movements associated with the development will enter the city centre throughout the 24-hour period.

8.114 In summary, whilst the information provided indicate a worsening of air quality within the AQMA would derive from the proposed development, provided that the recommended conditions are imposed, officers consider the development would not be contrary to Policy 36 of the Cambridge City Council Local Plan 2018.

### Airport Safeguarding

8.115 The site is within an area of protected airspace for Cambridge Airport which is required to be kept free of obstruction from tall structures. Following requirements in Policy 37 of the Cambridge Local Plan, the application was submitted to consultation with the operator of the airport and Ministry of Defence (MOD).

8.116 The MOD has reviewed the application and has concluded that given the proposed heights will not exceed a height of 15.2m above ground level, had no objections to the proposed development. Nevertheless, the MOD would like to be consulted at later stages in order to complete a full detailed safeguarding assessment. Cambridge Airport Limited has examined the application from the airport safeguarding perspective and concluded the proposal does not conflict with the safeguarding criteria, and therefore does not object the application.

### Hazardous Installations

8.117 The high-pressure pipeline which runs diagonally in the south-eastern portion of the site is classed as a 'Major Accident Hazard High Pressure Pipeline' and Health and Safety Executive (HSE) is a statutory consultee on relevant developments within the consultation distance of the pipeline. The initial proposal for the green corridor on the pipeline easement area included local areas of play (LAPs) and recreational use, or 'outdoor development for use by the general public', as categorized by HSE's Land use Planning Methodology. Following revision of the proposals, the green corridor has been established as informal open space with native chalkland meadow mix, which main function is to contribute to achieving on-site biodiversity gain.

8.118 Cadent Gas as the operator of the pipeline has not objected to the proposal in principle, and notes the pipeline has a building

proximity (BPD) of 29m and easement zone of 28.6m. These are to be maintained for the proposal to be acceptable to Cadent Gas, who will object if anything is proposed within these distances. Moreover, Cadent Gas advises the proposed primary road over the pipeline will need to be assessed and accepted by Cadent Gas and notes an additional protection above the pipeline may be required.

8.119 Following representations made by HSE and Cadent Gas, officers are of the view that the principle of this area not being used for recreational purposes should be established in the event permission is granted. This must be reflected in the subsequent phases involving the detailing of the green corridor over the gas main easement, which is a principle recommended to be secured via condition.

8.120 In this context and given that Cadent Gas did not object the proposal and HSE does not advise against the development, the proposal is considered acceptable against the requirements of Policy 38 of the Cambridge Local Plan. Conditions and informative are recommended as proposed by statutory consultees.

### **Planning Obligations**

8.121 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.

8.122 In bringing forward the recommendation in relation to the Planning Obligation for this development officers have considered these requirements, and the outline consent once approved should be subject to a S106 Agreement to secure the necessary mitigation as follows:

- Education: Financial contributions of £2,844,353 with triggers and purpose as follows:
  - Early Years: contributions of £483,912 with trigger of 50% payment prior to first occupation and the remainder 50%

prior to 50% of occupation of development, towards on or off-site provision;

- Primary education: contributions of £1,498,312 with trigger of 50% payment prior to first occupation and the remainder 50% prior to 50% of occupation of development, towards the expansion of 1FE at Queen Edith Primary School;
  - Secondary education: contributions of £845,350 with trigger of 50% payment prior to first occupation and the remainder 50% prior to 50% of occupation of development, towards the implementation of a new secondary school at Land at North of Cherry Hinton;
  - Libraries: contributions of £ 16,629 towards implementation of a mobile service stop, with trigger of payment prior to occupation of 50% of the development; and
  - County Council monitoring fee of £150.
- Community Facilities:
    - To provide an on-site Community Facility within Class D1 with amount of gross internal floor area to be provided by the City Council which fulfils the community needs of the residents of GB1 and GB2.
    - In the event that there is any shortfall in the 100% provision of an on-site agreed Community Facility provision, financial contributions should be paid within 14 days of development commencement to the City Council. This will be calculated proportionately to the number and size of dwellings approved with each reserved matters application. In this being the case, the financial contribution will be made towards the provision of and / or improvement of Community Facilities and equipment at Nightingale Recreation Ground Pavilion.
  - Indoor Sports Facilities: Financial contributions to be calculated proportionately to the number and size of dwellings approved with each reserved matters application, to be allocated across two projects:
    - Contributions of £100,000.00 for the provision of and / or improvements and upgrading the sports hall floor, and provision of an electronic scoreboard and AV equipment at Netherhall Sports Centre;

- The remaining balance for the provision of and / or improvements to the Gym and Studio to include additional sporting equipment and enhanced audio-visual facilities along with improvements to supporting ancillary facilities such as changing rooms and toilets at Netherhall Sports Centre.
- Outdoor Sports Facilities: Financial contributions to be calculated proportionately to the number and size of dwellings approved with each reserved matters application, to be allocated across two projects:
  - £35,000.00 (plus indexation) for the provision of and / or improvements to the playing pitches at Nightingale Recreation Ground;
  - The remaining balance (plus indexation) for the provision of and / or improvements and upgrades to the existing artificial pitch, and grass pitches at Netherhall Sports Centre.
- Informal Open Space: In the event that there is any shortfall in the 100% provision of on-site informal open space, financial contributions should be paid within 14 days of development commencement to the City Council. This will be calculated proportionately to the number and size of dwellings approved with each reserved matters application. In this being the case, the financial contribution will be made towards the provision of and / or improvement of and / or access to Informal Open Space facilities at Nightingale Recreation Ground.
- Play provision for children and teenagers: In the event that there is any shortfall in the 100% provision of on-site on-site Children and Teenager's Space as defined in the Public Open Spaces Standards, financial contributions should be paid within 14 days of development commencement to the City Council. The contributions will be calculated proportionately to the number and size of dwellings approved with each reserved matters application. In this being the case, the financial contribution will be allocated across two projects:
  - 80% of the pro-rata financial contribution (plus indexation) for the provision of and / or improvements to the

equipment and facilities at Nightingale Avenue play area;  
and

- 20% of the pro-rata financial contribution (plus indexation) for the provision of and / or improvements to the equipment and facilities at Holbrook Road play area.
- Maintenance Commuted Sum: Where it has been agreed by the City Council to transfer ownership of any part of the application land (including but not exclusive to open space land, play areas and SuDS) to Cambridge City Council a commuted sum contribution calculated by the City Council will be required to be used for the maintenance of the adopted areas.
- Transport: Financial contributions of £345,000 with trigger of payment prior to occupation of the first dwelling, and towards the Greater Cambridge Partnership's Cambridge South East (A1307) Transport improvements for the A1307 between Addenbrooke's and Babraham Park and Ride, to be used specifically to be used towards:
  - the implementation of SCOOT signal control;
  - improvements to the junction of Worts' Causeway with Babraham Road; and
  - a greenway cycle route along the A1307 between Cambridge and Linton.
- Landscape/ Ecological improvements: Financial contributions of:
  - £42,000 to achieve the 10% biodiversity net gain or the creation of 4.2 Biodiversity Units, to be paid prior to commencement of development towards the implementation of projects to be agreed with the Local Planning Authority and implemented prior to first occupation; and
  - £51,856.98, to be paid prior to commencement of any residential phase towards projects as proposed jointly by Wildlife Trust, CPPF and the Magog Trust. Projects to be implemented prior to occupation of the relevant phase.
- Public Art: Commitment to spend a minimum of £400 per residential unit approved with each reserved matters application and in accordance with a site-wide Public Art Delivery Plan (PADP).

- Affordable Housing: Minimum provision of 40% of affordable units site-wide and with each reserved matters/phase of the development, with a tenure split of a minimum of 75% of social rented and/or affordable rent units and up to 25% of intermediate units. Requirements for engaging with a Registered Provider, rent levels and a letting plan to be approved by the Local Planning Authority. Requirements relating with clustering and accessible units.
- City Council S106 monitoring fees of £10,000.

## 9.0 CONCLUSION

### Planning Balance

- 9.1 The NPPF in paragraph 11 sets out a presumption in favour of sustainable development, with proposals that accord with the Development Plan to be approved without delay. The proposed development will provide up to 230 new homes along with non-residential floorspace for the provision of community facilities and/or commercial areas, and is in accordance with the strategy for this site as set out in Policy 27 of the Local Plan and site allocation GB2.
- 9.2 The development scheme would have dis-benefits of construction related impacts and the removal of the mature hedgerows, which are important habitats, to provide access to the development. These and other aspects of the proposal would lead to an on-site biodiversity loss of 18%. The residential development would cause recreational pressure on the Cherry Hinton Pit, Site of Special Scientific Interest. The proposal would also cause pressure on existing educational and community facilities, and the additional vehicular movements would generate traffic on A1307 / Babraham Road, a key vehicular corridor into and leading out of the City, and would worsen the air quality both outside and inside the City's management area. The implications of these disbenefits have been evaluated as part of this report and overall, it is considered that they are outweighed by the planning benefits that the scheme would bring, as set out below.
- 9.3 Economic benefits locally will result from the proposed development, through the establishment commercial and

community facilities which, albeit of local scale, will undoubtedly lead to the creation of new employment in the area, and contribute to the local economy. The development will also contribute to ameliorate the congestion problems already in place in Babraham Road, by contributing to the planned transport infrastructure in the area.

9.4 The proposed commercial and community facilities will support the creation of a strong, vibrant, and healthy community. This is along with the provision of up to 230 new homes, of which a minimum of 40% affordable homes will be provided, contributing to addressing the housing need in Cambridge with accessible services and open spaces. Financial contributions towards community centres, indoor and outdoor sports provision, and education and libraries are other social benefits arising from the proposed development in building this vibrant community in the context of the existing neighbourhoods.

9.5 Environmentally, the enhancement of biodiversity in the area, will generate an off-site net gain of 10%. Improvements to Beechwoods Local Nature Reserve, Magog Down and Wandlebury Country Park not only will contribute to the creation of better recreational infrastructure in the area but will also help in reducing the exiting pressure on Cherry Hinton Pit as Site of Special Scientific Interest. The proposal will utilise air source heat pumps and photovoltaic panels for the new residential units, reducing carbon emissions by 43.33%. Further environmental benefits comprise the management of flood risk areas and existing water resources, the improvement of air quality with promotion of on-site electrical vehicles infrastructure, the provision of a car club space.

## **10.0 RECOMMENDATION**

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

## **Reserved Matters**

1. Prior to the commencement of any development, details of the appearance, landscaping, layout and scale, (hereinafter called the 'reserved matters') shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: This is an Outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

## **Expiration of Planning Permission**

2. a) An application for the approval of the reserved matters pursuant to appearance, landscaping, layout (including internal access arrangement) and scale shall be made to the Local Planning Authority before the expiration of three years from the date of this permission;
- b) The development to which this permission relates shall begin no later than whichever is the later of the following dates: - a) the expiration of three years from the date of this outline planning permission; or b) the expiration of two years from the approval of the relevant phase of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

## **Phasing Plan**

3. Details of the phasing of the development based on the Indicative Phasing of Construction Works of the Environmental Statement provided with the application (RPS, dated August 2019 and Addendum dated May 2020) shall be submitted to and approved by the Local Planning Authority prior to the commencement of development and no later than the submission of the application for the first reserved matters. The development shall be carried out in accordance with such approved details.

Reason: To secure the coherent and comprehensive development of the site and a reasonable timescale for the benefit of future occupiers and other residents and ensure compliance with policies 35, 36, 56, 59 of the Cambridge Local Plan (2018).

### **A1, A3, A4 and B1 Floorspace Limit**

4. The total area of each unit of A1, A3, A4 and/or B1 floorspaces permitted within the site shall not exceed an overall gross external floor area of 100m<sup>2</sup>, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the amount and type of retail floorspace is appropriate to the site, the function of the local centre and in the interests of the vitality and viability of the existing retail function of the locality, in compliance with the NPPF.

### **Urban Design Principles**

5. Any reserved matters submissions shall be in accordance with approved parameters plans and the following principles:
  - a) The design of the central part of the development shall include buildings with a fine grain to create an attractive transition from the proposed apartment blocks to the proposed mews courts areas;
  - b) Servicing requirements for the proposed non-residential uses should not have a detrimental effect on the streetscape or outlook of residents;
  - c) Access arrangements for deliveries and bin collection to homes without vehicular access to their front need to be designed and tested from the outset of preparing the reserved matters application;
  - d) Turning heads on dead-end streets need to be designed to look like spaces to avoid road infrastructure dominating the green edges;
  - e) Reservation of sufficient spaces alongside the adopted part of the primary street (if any) for planting large species trees, aiming to break up the massing of the proposed larger/taller buildings in the central part of the development; and
  - f) The layout of the south-eastern portion of the development should aim as primary objective the creation of an appropriate transition from the Green Belt into the city, with design cues taken from existing development forms and alignments along Babraham Road.

Reason: To ensure that the development is in keeping with the character of the area, is designed to be attractive, high quality, accessible, inclusive and safe, in line with policies 56, 57 and 59 of the Cambridge Local Plan (2018).

### **Landscape Principles**

6. Any reserved matters submissions shall be in accordance with approved parameters plans and the following principles:
  - a) Plant and lift over runs are to be delivered within the stated height parameters;
  - b) The roofscape of the development and particularly of the taller buildings at the central part of the development needs to be articulated to ensure that the massing doesn't dominate the skyline;
  - c) Reservation of sufficient space to plant large species trees around and throughout the development to create, in time, a layering effect of treetops and roofs;
  - d) Reservation of sufficient space around the retention basins so that they are not too close to buildings;
  - e) Reservation of sufficient space on green boundaries to comfortably accommodate large species trees and understorey planting, play areas, sustainable drainage, footpaths, and other proposed use;
  - f) Reservation of sufficient space for multi-purpose sustainable drainage features to be integrated into the landscape without losing amenity space or green space value; and
  - g) The high-pressure gas pipeline building proximity of 29m and easement zone of 28.6m are to be maintained as such, contributing to the landscape and biodiversity enhancement of the site or any other use strictly permitted by the relevant authorities.

Reason: To ensure that the development is in keeping with the character of the area, is designed to be attractive, high quality, accessible, inclusive and safe, in line with policies 55, 56, 57, 59 and 60 of the Cambridge Local Plan (2018).

### **Design of the Primary Street**

7. Notwithstanding further requirements by the Highways Authority, any reserved matters proposal including details of the primary street shall observe the inclusion of a safe cycle route segregated from traffic, to facilitate safe access to the central square and to the community facilities provided, as intended for residents within a wider catchment area.

Reason: To demonstrate prioritisation of access by walking and cycling and to ensure that the development is accessible for all, in line with policies 56, 59 and 80 of the Cambridge Local Plan (2018).

### **Tree Planting and Landscape Strategy**

8. As part of any reserved matters application a Tree Planting and Landscape Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall ensure appropriate integration of trees, sustainable drainage, movement and access, public art, utilities and regional infrastructure easements, amenity and play. The Strategy will include dimensioned cross sections where relevant.

Reason: To secure the coherent and comprehensive development of the site and ensure compliance with policies 56, 59 and 60 of the Cambridge Local Plan (2018).

### **Housing Mix**

9. As part of any reserved matters application a balanced mix of dwelling sizes, types and tenures will be included to meet projected future household needs within Cambridge. The mix of dwellings and tenure types shall have regard to the differing needs for different unit sizes of affordable housing and market housing.

Reason: To ensure a balanced mix of dwellings which meet the needs for different unit sizes of affordable housing and market housing, in line with Policy 45 of the Cambridge Local Plan (2018).

### **Residential Space Standards**

10. Any reserved matters applications shall demonstrate through the provision of floorspace details that all dwellings comply with the Residential Space Standards set out under Policy 50 of the Local Plan.

Reason: To ensure a good residential design, in line with Policy 50 of the Cambridge Local Plan (2018).

### **Hard and Soft Landscaping**

11. Within any reserved matters application pursuant to this approval, no development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Details shall also include dimensioned cross sections through mounds, swales, detention basins and bioretention areas.

Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

### **Landscape Maintenance and Management Plan**

12. Within any reserved matters application pursuant to this approval, prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing.

The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

### **Boundary Treatments**

13. Within any reserved matters application pursuant to this approval, no development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

### **Tree Pits**

14. Within any reserved matters application pursuant to this approval, no development shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

### **Green Roofs**

15. Within any reserved matters application pursuant to this approval, details of the biodiverse (green) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. Details of the green roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:
- a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
  - b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum,
  - c) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,
  - d) The biodiverse roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter,
  - e) Where solar panels are proposed, biosolar roofs should be incorporated under and in between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,
  - f) A management/maintenance plan approved in writing by the Local Planning Authority,
  - g) Evidence of installation shall be required in photographic form prior to handover.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018; Policy 31).

### **Cycle Storage**

16. Within any reserved matters application pursuant to this approval, no development above ground level, other than demolition, shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2018; Policy 82)

### **Earthworks**

17. Within any reserved matters application pursuant to this approval, no development shall take place until details of earthworks, including ground raising related to earthworks balancing across the site have been submitted to and approved in writing by the local planning authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of the earthworks are acceptable. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

### **Surface Water Drainage Scheme**

18. Any reserved matters application shall include a detailed surface water strategy pursuant to the reserved matters site for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy.

The strategy shall be based upon a SuDS hierarchy, as espoused by the publication 'The SuDS Manual CIRIA C753'. The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site.

The strategy shall be based upon the principles within the agreed FRA and Drainage Strategy - Addendum (ref: 180724/A Marshall- version 1) dated 15 November 2019 and Technical Note (ref: 180724/A Marshall- version1) date 14th July 2020 and shall include:

- a) Full results of the proposed drainage system modelling for 3.3% Annual Exceedance Probability (AEP) (1 in 30), 1% AEP (1 in 100) storm events storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- c) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- d) Full details of the proposed attenuation, SuDS features and flow control measures;
- e) Site Investigation, test results to confirm infiltration rates and long-term groundwater level measurement;
- f) Temporary storage facilities if the development is to be phased;
- g) A timetable for implementation if the development is to be phased;
- h) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- i) Full details of the maintenance/adoption of the surface water drainage system that shall include ownership and long-term adoption;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

Reason: In order to reduce the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site, in compliance with policies 31 and 32 of the Cambridge Local Plan (2018).

### **Carbon reduction**

19. Any reserved matters application shall be accompanied by a Carbon Reduction Statement, setting out how the proposals meet the requirement for all new residential units to achieve reductions in CO<sub>2</sub> emissions of at least 40% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations as committed to in the approved site wide Energy and Sustainability Statement for the site (CalfordSeaden LLP, August 2019 Rev 4, Ref K180900). Any changes to this approach as a result of future changes to Building Regulations will be agreed in writing by the Local Planning Authority.

The statement shall demonstrate how this requirement has been met following the outline energy strategy set out in the site wide Energy and Sustainability Statement. The development will be implemented in accordance with the measures set out in the Carbon Reduction Statement. Where on-site renewable or low carbon technologies are proposed, the statement shall include:

- a) A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance programme; and
- b) Details of any mitigation measures required to maintain amenity and prevent nuisance.

The proposed renewable/low carbon energy technologies shall be fully installed and operational prior to the occupation of any approved buildings.

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

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution, in compliance with policies 28, 35 and 36 of the Cambridge Local Plan (2018).

### **Water efficiency**

20. Any reserved matters application including a residential component shall be accompanied by a Water Conservation Strategy. This shall include a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition). This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction, in compliance with Cambridge Local Plan (2018) Policy 28.

### **Sustainability Statement**

21. Any reserved matters application for buildings shall be accompanied by a Sustainability Statement setting out how the proposals have integrated the principles of sustainable design and construction into their design. The topics to be covered in the Statement shall include, but are not limited to:
- a) Climate change adaptation including measures to reduce the risk of overheating in all new buildings, following the cooling hierarchy. Priority should be given to the role of green infrastructure and building design, including orientation, ventilation, shading, thermal mass, and cool materials;
  - b) Water management;
  - c) Site waste management;
  - d) Use of materials and embodied carbon;
  - e) Wider approaches to sustainable design and construction.

The measures outlined in the Sustainability Statement shall be implemented prior to occupation, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings, and in compliance with Cambridge Local Plan (2018) Policy 28.

### **BREEAM**

22. Any reserved matters application including non-residential development shall be accompanied by a pre-assessment BREEAM report prepared by an accredited BREEAM Assessor, indicating that the building is capable of achieving the applicable 'excellent' rating as a minimum, with maximum credits achieved for Wat 01.

Reason: In the interests of reducing carbon dioxide emissions, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings, in compliance with Cambridge Local Plan (2018) Policy 28.

### **Acoustic Design and Noise Insulation Scheme**

23. Any reserved matters application for residential type or other noise-sensitive uses pursuant to this approval shall include a noise assessment of external and internal noise levels and an Acoustic Design and Noise Insulation / Mitigation Scheme Report as appropriate, detailing the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to but not exclusively the site layout, building orientation, building fabric, glazing and ventilation) and other mitigation to reduce the level of noise experienced externally and internally at the residential units as a result of high ambient noise levels in the area shall be submitted to and approved in writing by the Local Planning Authority .

The Acoustic Design and Noise Insulation / Mitigation Scheme Report shall include a site specific Noise Impact Assessment and shall describe the acoustic design approach that will be followed and provide details of the noise insulation / mitigation measures / features to be used and implemented to reasonably achieve acceptable internal and external noise levels with reference to and in accordance with 'BS8233:2014- Guidance on sound insulation and noise reduction for buildings (or as superseded).

The relevant Reserved Matters Application shall be constructed in accordance the approved Acoustic Design and Noise Insulation / Mitigation Scheme Report and any building noise insulation scheme and any alternative form of ventilation provision as required as part of the scheme shall be fully implemented prior to occupation of the residential units and other noise sensitive development and shall be maintained and retained thereafter.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan policy 35.

**Commercial noise condition non-residential**

24. Any reserved matters application incorporating planning use classes other than residential shall include an operational noise impact assessment including, where appropriate, a scheme for the insulation of any building(s) or use(s) / activities and plant / equipment, and consideration of other noise mitigation and management measures (location / layout, engineering and administrative) to minimise the level of noise emanating from the said building(s) or use(s) / activities and plant / equipment shall be submitted to and approved in writing by the Local Planning Authority .

The approved scheme of noise insulation / mitigation and management shall be fully implemented before the relevant building(s), use(s) / activities, or plant / equipment are occupied (in relation to buildings), commenced (in relation to uses / activities) or operated / used (in relation to plant / equipment) and shall be maintained and retained thereafter in accordance with the approved scheme details.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan policy 35.

### **Artificial Lighting**

25. Any reserved matters application pursuant to this approval shall include an artificial lighting scheme to be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan policy 34.

### **Commercial extraction discharge ductwork**

26. Any reserved matters application shall include details of the location of associated ductwork, for the purpose of extraction and/or filtration of fumes and or odours of the commercial units to be submitted to and approved in writing by the Local Planning Authority . The ductwork shall be installed as approved before the use hereby permitted is commenced.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan policy 36.

### **Material Management Plan**

27. Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:
- a) Include details of the volumes and types of material proposed to be imported or reused on site
  - b) Include details of the proposed source(s) of the imported or reused material
  - c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
  - d) Include the results of the chemical testing which must show the material is suitable for use on the development
  - e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

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

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Tree Protection**

28. Prior to any equipment, machinery or materials being brought onto the site for the purpose of development, including demolition, details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to, and approved in writing by, the Local Planning Authority.

The approved details shall be implemented prior to development commencing and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the Local Planning Authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2018 policies 55, 57, 59 and 71).

### **Management and Maintenance of Streets**

29. No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority.

The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

### **Scheme of Ecological Enhancement**

30. No development shall take place until a scheme of off-site ecological enhancement has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

Reason: To enhance ecological interests in accordance with Policy 70 of the Cambridge Local Plan (2018).

### **Groundworks**

31. No development shall take place until the details of all groundworks are submitted and approved by the local authority. Details should include protection of ground to be reinstated to landscape; methodology of soil stripping, storage, handling, formation level decompaction, and soil re-spreading.

All groundworks should be carried out in accordance with the approved details and in accordance with the recognised 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' Defra publication.

Reason: To ensure that the details of the groundworks are acceptable. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

### **Bird Hazard Management Plan**

32. No development shall commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with MOD. The Bird Hazard Management Plan should contain (but not be limited to):
- a) Specified threshold levels or target species for dispersal or removal;
  - b) Means of managing the site during construction. During construction it is anticipated the recently turned earth, and any imported material has the potential to expose preferred food sources for flocking birds; as well as create temporary ponding or puddling which may also be an attractant to bird species deemed hazardous to aircraft safety
  - c) Means of managing flat, shallow pitched, green or brown roofs erected as part of the development;
  - d) Details of the maintenance regimes proposed for planting and managing landscaped areas to include the heights and species to be used (care should be taken to avoid a proliferation of berry bearing shrubs or plants and those species that provide ideal roosting or feeding environments for starlings, pigeons or corvids);
  - e) Means of monitoring any standing water within the site, whether temporary or permanent, to include any Sustainable Drainage System or part thereof;
  - f) Physical arrangements for waste management particularly with regard to the storage of putrescible waste and its removal from the site;
  - g) Details of means of recording inspections, dispersal of birds, any licensed activities for addressing nesting or eggs to be made available to Cambridge Airport/MOD on request; and
  - h) A clear statement that the Bird Hazard Management Plan is to be operated and complied with in perpetuity, or until Cambridge Airport is no longer operational.

The development and operation of the site shall be carried out strictly in accordance with the approved Bird Hazard Management Plan which shall be implemented, operated and complied with in perpetuity, or until Cambridge Airport is no longer operational.

Reason: To minimise and mitigate the potential for the development to attract and support birds of such species that could endanger the safe movement of aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 policy 37).

### **Ecological Design Strategy (EDS)**

33. No development shall take place until an ecological design strategy (EDS) addressing protection, enhancement, mitigation and compensation has been submitted to and approved in writing by the Local Planning Authority . The EDS shall include the following:
- f) Purpose and conservation objectives for the proposed development;
  - g) Review of site potential and constraints;
  - h) Detailed design(s) and/or working method(s) to achieve stated objectives;
  - i) Extent and location/area of proposed works on appropriate scale maps and plans;
  - j) Type and source of materials to be used where appropriate, e.g. native species of local provenance;
  - k) Birds and bats features;
  - l) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
  - m) Persons responsible for implementing the works;
  - n) Details of initial aftercare and long-term maintenance;
  - o) Details for monitoring and remedial measures;
  - p) Details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: In the interests of environmental protection in accordance with Policy 70 of the Cambridge Local Plan.

### **Archaeology Written Scheme of Investigation**

34. No development shall commence until the applicant, or their agents or successors in title has secured the implementation of a programme of archaeological work within the development area and in accordance with a Written Scheme of Investigation that has been submitted by the applicant and approved in writing by the Local Planning Authority or their Archaeological Advisers on their behalf. The pre-commencement aspects of archaeological work should include:
- 2a) Submission of a Written Scheme of Investigation that sets out the methods and timetable for the investigation of archaeological remains in the development area, which responds to the requirements of the Local Authority archaeology brief;
  - 2b) Completion of mitigation fieldwork in accordance with an approved Written Scheme of Investigation.

Reason: To secure satisfactory mitigation measures and to conserve the interest of the historic environment evidence in compliance with paragraph 199 of the NPPF.

### **Site Wide Electric Vehicle Charge Point**

35. Prior to the commencement of development, a site wide Electric Vehicle Charging Point provision and infrastructure strategy including an implementation plan shall be submitted to and approved in writing by the Local Planning Authority.

The strategy shall be appropriate for the proposed end use(s) of the development and shall provide full details of the provision of allocated parking spaces for dedicated electric vehicle charging in line with the principles set out in the NPPF, the Cambridge Local Plan and Cambridge City Council's Air Quality Action Plan. The strategy shall include consideration of both active (slow, fast and rapid) and passive electric vehicle charge point provision and design to enable the charging of electric vehicles in safe, accessible and convenient locations.

The Strategy shall include the following:

- a) 100% provision of a dedicated active slow electric vehicle charge point with a minimum power rating output of 7kW for each residential dwelling with allocated / dedicated on-plot parking;

- b) Minimum 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW for residential dwellings with communal and courtyard parking;
- c) Dedicated Slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of non-residential parking spaces and
- d) Either at least one Rapid electric vehicle charge point for each 1,000m<sup>2</sup> non-residential floorspace, or at least one Fast electric vehicle charge point for each 1,000m<sup>2</sup> non-residential floorspace, should a Rapid charge point not be technically feasible
- e) The electric vehicle charge point parking spaces shall be exclusively reserved for electric vehicle charging.
- f) Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.
- g) Electric vehicle charge points shall be compliant with BS7671 and BS61851 or as superseded.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with paragraphs 105, 110, 170 and 181 of the NPPF, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan and Cambridge City Council's adopted Air Quality Action Plan (2018).

### **Detailed Waste Management and Minimisation**

36. Prior to the commencement of development or any reserved matters approval, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved by the Local Planning Authority. The DWMMP shall include details of:
- a) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction;
  - b) Anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;

- c) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;
- d) Any other steps to ensure the minimisation of waste during construction;
- e) The location and timing of provision of facilities pursuant to criteria a/b/c/d;
- f) Proposed monitoring and timing of submission of monitoring reports;
- g) The proposed timing of submission of a Waste management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development;
- h) A RECAP Waste Management Guide toolkit shall be completed, with supporting reference material;
- i) Proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material, access to storage and collection points by users and waste collection vehicles.

The DWMMP shall be implemented in accordance with the approved details.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide (2012); and to comply with the National Planning Policy for Waste (October 2014).

### **Demolition and Construction Environmental Management Plan**

37. Prior to the commencement of development, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the Local Planning Authority . The DCEMP shall include the following aspects of demolition and construction:
- a) Demolition, construction and phasing programme.

- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- d) Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority in advance.
- e) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local authority for consideration at least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.
- f) Soil Management Strategy.
- g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - noise
- h) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - vibration.
- i) Dust management and wheel washing measures in accordance with the provisions of:
  - o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016).
  - o Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018).
- j) Use of concrete crushers.
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- m) Screening and hoarding details.

- n) Consideration of sensitive receptors.
- o) Complaints procedures, including complaints response procedures.
- p) Membership of the Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the agreed plan.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Policy 33 of the Cambridge Local Plan (2018).

### **Construction Method Statement (CMS)**

38. Prior to the commencement of that part of the development for which reserved matters have been approved a detailed construction method statement (CMS) shall be submitted and approved by the Local Planning Authority in writing.

The CMS shall be accompanied by a statement that demonstrates how the proposal accords with the approved site wide Demolition and Construction Environmental Management Plan (DCEMP) under Condition 38. In addition the CMS shall also provide a specific construction programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices.

Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect human health and amenity in terms of noise and local air quality in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

### **Submission of Preliminary Contamination**

39. Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the Local Planning Authority:
- a) Desk study to include:

- o Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- o General environmental setting.
- o Site investigation strategy based on the information identified in the desk study.
- b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Submission of Site Investigation Report**

40. Prior to the commencement of the development (or phase of) with the exception of works agreed under Condition 40 and in accordance with the approved investigation strategy agreed under clause (b) of Condition 40, the following shall be submitted to and approved in writing by the Local Planning Authority :
- a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors
  - b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified, and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Traffic Management Plan**

41. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2018 Policy 81)

### **Public Art**

42. No development above ground level, other than demolition, shall commence (or in accordance with a timetable agreed in writing by the Local Planning Authority), until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:
- a) Details of the public art and artist commission;
  - b) Details of how the public art will be delivered, including a timetable for delivery;
  - c) Details of the location of the proposed public art on the application site;
  - d) The proposed consultation to be undertaken;
  - e) Details of how the public art will be maintained;
  - f) How the public art would be decommissioned if not permanent;
  - g) How repairs would be carried out;
  - h) How the public art would be replaced in the event that it is destroyed;

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

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 55 and 56 of the Cambridge Local Plan 2018.

### **Archeology Post-Field Works**

43. The post-fieldwork sections of the archaeology programme shall be fully implemented in accordance with the timetable and provisions of the approved Written Scheme of Investigation. This stage of the programme can occur after the commencement of development:
- 3a) Completion of a Post-Excavation Assessment report and an Updated Project Design for the analytical work to be submitted for approval within six months of the completion of fieldwork, unless otherwise agreed in advance with the Local Planning Authority;

3b) Completion of the approved programme of analysis and production of an archive report; submission of a publication synopsis and preparation of a publication report to be completed within 18 months of the approval of the Updated Project Design, unless otherwise agreed in advance with the Local Planning Authority ;

3c) Deposition of the physical archive in the Cambridgeshire Archaeological Archive Facility or another appropriate store approved by the Local Planning Authority and deposition of the digital archive with the Archaeology Data Service or another CoreTrustSeal certified repository within 1 year of completion of part 3b.

Reason: To secure satisfactory mitigation measures and to conserve the interest of the historic environment evidence in compliance with paragraph 199 of the NPPF.

#### **Pavement North of Worts Causeway**

44. Prior to the first occupation of the development, details of a 2.5m wide shared pedestrian and cycleway on the north side of Worts' Causeway, between the existing bus gate and the junction with Field Way shall be submitted to and approved in writing by the Local Planning Authority. This shall include scaled and dimensioned plans and sections showing any proposed hard and soft elements. Development shall only be carried out in accordance with the approved details and as part of a S278 agreement.

Reason: To mitigate the impact of the development and in support of the sustainable access to the development, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

#### **Shared Pedestrian and Cyclist Path**

45. Prior to the first occupation of the development, details of the 3m wide shared pedestrian and cycle path (with space allocated to equestrians) on the western boundary of the site between Worts' Causeway and Babraham Road shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Cambridgeshire County Council. This shall include scaled and dimensioned plans and sections showing any proposed hard and soft elements. Development shall only be carried out in accordance with the approved details.

Reason: To mitigate the impact of the development and in support of the sustainable access to the development, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

### **Travel Plan**

46. Prior to first occupation of the development a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include the provision of cycle discount vouchers and/or bus taster tickets, and specify further methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking.

The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: To mitigate the impact of the development and in the interests of encouraging sustainable travel to and from the site, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

### **Access Points**

47. No part of the development shall be occupied until such time as the site access arrangements shown on drawings numbered 180724-X-00-DR-C-3037C; 3028B; 3029B; and 3031B have been implemented in full.

Reason: In the interests of general highway safety and in accordance with paragraph 108 of the NPPF.

### **Implementation of remediation**

48. Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to Condition 41 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Completion report**

49. Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to and approved by the Local Planning Authority.
- a) A completion report demonstrating that the approved remediation scheme as required by Condition 41 and implemented under Condition 49 has been undertaken and that the land has been remediated to a standard appropriate for the end use.
  - b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

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

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Car Club provision**

50. The provision of an allocated car club car parking space and car club vehicle shall be agreed prior to first occupation of the development hereby permitted and maintained thereafter.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with the policies 36 and 80 of the Cambridge Local Plan (2018).

### **Visibility Splays**

51. Prior to the first occupation or bringing into use of the development, hereby permitted, visibility splays shall be provided each side of the vehicular access in full accordance with the details indicated on the approved plan 180724-X-00-DR-C-3033. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81)

### **Fire Hydrants**

52. Prior to first occupation of the development hereby permitted, fire hydrants shall be installed and fully operational in accordance with a scheme for the provision of fire hydrants that has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors in accordance with Cambridge Local Plan policies 56, 57 and 85.

### **Unexpected Contamination**

53. If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of Condition 41 above. The approved remediation shall then be fully implemented under Condition 49.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Delivery Hours**

54. All service collections / dispatches from and deliveries to the commercial units within the development including refuse / recycling collections shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday and 08:00 to 13:00 on Saturdays. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan policies 35 and 36.

### **Private Water Drainage onto Public Highway**

55. The proposed access ways shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway.

The use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway.

### **INFORMATIVE: High pressure Gas Pipeline Building Proximity and Easement Zone**

The high-pressure gas pipeline that runs through the site has a building proximity (BPD) of 29m and easement zone of 28.6m. These are to be maintained for the proposal to be acceptable to Cadent Gas. Cadent Gas will object if anything is proposed within these distances.

### **INFORMATIVE: Design of Road over High-pressure Gas pipeline**

The proposed access road over the high-pressure gas pipeline will need to be assessed and accepted by Cadent Gas. There may be a requirement for additional protection above the pipeline, this will need to be designed in accordance with Cadent specifications. Please contact Cadent Gas staff directly at [ashley.pickering@cadentgas.com](mailto:ashley.pickering@cadentgas.com) to discuss these requirements.

### **INFORMATIVE: Protection Measures to High-pressure Gas pipeline**

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any temporary or permanent protection measures are required. Email: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com) Tel: 0800 688 588

### **INFORMATIVE: Works and Landscaping within Easement of High-pressure Gas Pipeline**

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring that Cadent Gas requirements are adhered to. All works and landscaping within the easement need formal written approval from Cadent Gas before commencing. Email: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com) Tel: 0800 688 588

### **INFORMATIVE: Anglian Water Assets Affected**

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. Or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

### **INFORMATIVE: Public Sewer Connection**

Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

### **INFORMATIVE: Protection of Existing Assets**

A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

### **INFORMATIVE: Building Near to a Public Sewer**

No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

**INFORMATIVE: Adoption of Sewers**

The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity.

Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

**INFORMATIVE: Materials Chemical Testing**

Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m<sup>3</sup> or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

**INFORMATIVE: Noise Insulation**

To satisfy standard condition 24 (Noise Insulation), the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

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

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

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

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

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

**INFORMATIVE: Archaeology**

Developers will need to ensure that the timetable for the archaeology programme (including field- and all post-fieldwork stages) is included within the timetable of the development programme.

**INFORMATIVE: Health and Safety**

As the premises is intended to be run as a business the applicant is reminded of their duty under the Construction (Design and Management) Regulations 2007 to ensure that the that all significant risks related to the design and operation of the premises are minimised. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 for further information.

### **INFORMATIVE: Licensing**

A premises licence may be required for this development in addition to any planning permission. A premises licence under the Licensing Act 2003 may be required to authorise:

- The supply of alcohol
- Regulated entertainment e.g.
- Music (Including bands, DJ's and juke boxes)
- Dancing
- The performing of plays
- Boxing or wrestling
- The showing of films
- Late Night Refreshment (The supply of hot food or drink between 23:00-05:00)

A separate licence may be required for activities involving gambling including poker and gaming machines.

The applicant is advised to contact The Licensing Team of Environmental Health at Cambridge City Council on telephone number (01223) 457879 or email [Licensing@cambridge.gov.uk](mailto:Licensing@cambridge.gov.uk) for further information.

### **INFORMATIVE: Food Safety**

As some of the buildings include the provision of food to staff / the public they will be considered as a food businesses, the applicant is reminded that under the Food Safety Act 1990 (as amended) such premises will need to be registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and food storage areas comply with food hygiene legislation, before construction starts. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 for further information.

### **Green Roofs**

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

### **INFORMATIVE: Infiltration**

Infiltration rates should be worked out in accordance with BRE 365.

**INFORMATIVE: Ordinary Watercourse Consent**

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance: Chief Executive Gillian Beasley [www.cambridgeshire.gov.uk](http://www.cambridgeshire.gov.uk)

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-andwaste/watercourse-management/> Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

**INFORMATIVE: Signage**

Appropriate signage should be used in multi-function open space areas that would normally be used for recreation but infrequently can flood during extreme events. The signage should clearly explain the use of such areas for flood control and recreation. It should be fully visible so that infrequent flood inundation does not cause alarm. Signage should not be used as a replacement for appropriate design.

**INFORMATIVE: Pollution Control**

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

### **INFORMATIVE: Pollution Control Measures**

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or impermeable parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

### **INFORMATIVE: Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS)**

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). Environment Agency considers any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here: <https://www.gov.uk/government/collections/groundwater-protection>. In addition, they must not be constructed in ground affected by contamination and if the use of deep bore soakaways is proposed, the Environment Agency (EA) would wish to be re-consulted. The proposals will need to comply with EA's Groundwater protection position statements G1 and G9 to G13. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

**INFORMATIVE: Foul Water Drainage**

Foul water drainage (and trade effluent where appropriate) from the proposed development should be discharged to the public foul sewer, with the prior approval of Anglian Water Services Ltd., unless it can be satisfactorily demonstrated that a connection is not reasonably available. Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Environment Agency must be reconsulted with alternative methods of disposal.

**INFORMATIVE: Conservation**

Opportunities should be provided for wildlife habitat enhancement through enlargement and/or appropriate management of existing habitats and through creation of new habitats. Subsequent proposals must demonstrate enhancement.

**INFORMATIVE: Local Highway Consent**

Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer.

**INFORMATIVE: Traffic Management Plan**

The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.