



**South
Cambridgeshire**
District Council

Report to: Joint Development Control Committee 18 November 2020

Lead Officer: Joint Director of Planning and Economic Development

20/02569 – Fen Ditton Parish

(Land North of Newmarket Road, Cambridge)

Proposal: Reserved matters application as part of Phase 1B pursuant to condition 5 (Reserved Matters) of outline planning permission S/2682/13/OL dated 30 November 2016 (EIA Development) for detailed access, appearance, landscaping, layout and scale for the creation of 308 new homes, non-residential floor space, laying out of playing fields, open space, allotments, associated infrastructure and internal roads.

Applicant: Hill Marshall LLP

Key Material Considerations:

- Principle of development.
- Context of site, design, and external spaces.
- Housing delivery.
- Access and transport.
- Social and community infrastructure.
- Environmental considerations.
- Impact on residential amenity.
- Third party representations.

Date of Member site visit: N/A

Is it a Departure Application?: No

Decision due by: 30 November 2020 (Extension of Time)

Application brought to Committee because: This is an application for major development within the JDCC administrative area.

Presenting Officer: Philippa Kelly, Principal Planning Officer (Strategic Sites Team)

Executive Summary

1. The application proposals accord with the Development Plan for the following reasons:

- The proposed development is in accordance with the approved parameter plans, Design Code, and the Cambridge East Area Action Plan (CEAAP) (2008) vision and policies, in that the proposals would contribute to the creation of a distinctive sustainable community on the eastern edge of Cambridge.
- The proposed design and layout of the residential dwellings will create a high quality, distinctive new neighbourhood.
- Provision is made for the delivery of open space (including allotments and sports facilities) and community provision, and the retention of the Kingsley Wood tree belt.

Relevant Planning History

2.

Planning Reference	Description	Outcome
S/1096/19/RM	Reserved matters approval detailing access, appearance, landscaping, layout and scale for the creation of 239 homes and non-residential floorspace including 'Market Square', internal roads, landscaping and associated works as part of Phase 1A of the Wing masterplan.	Approved 12 September 2019.
S/1004/19/RM	Reserved matters approval detailing appearance, landscaping, layout and scale for infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of the Wing masterplan.	Approved 28 November 2018.

S/1000/18/DC	Discharge of condition 8 (Site wide design code) of planning permission S/2682/13/OL.	Approved 21 September 2018
S/1001/18/DC	Discharge of condition 7 (Site wide phasing plan) of planning permission S/2682/13/OL.	Approved 22 June 2018.
16/2212/FUL (CCC)	Aircraft Engine Ground Running Enclosure and supporting infrastructure works, including a new taxiway link and other associated works.	Approved 15 November 2017.
S/2682/13/OL (SCDC)	Outline planning permission for up to 1,300 homes, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development.	Approved 30 November 2016.
13/1837/OUT (CCC)	Demolition of buildings and hard standing and construction of tennis courts, allotments, store room and toilets, informal open space and local areas of play, provision of drainage infrastructure, footpath and cycleway links, and retention and management of woodland.	Approved 30 November 2016

Planning Policies

National Guidance

3. National Planning Policy Framework (NPPF) 2019

South Cambridgeshire Local Plan (SCLP) 2018

4. S/1 Vision

- S/2 Objectives of the Local Plan
- S/3 Presumption in Favour of Sustainable Development
- S/5 Provision of Jobs and Homes
- S/6 The Development Strategy to 2031
- SS/3 Cambridge East
- CC/1 Mitigation and Adaptation to Climate Change
- CC/3 Renewable Energy and Low Energy in New Developments
- CC/4 Water Efficiency
- CC/6 Construction Methods
- CC/7 Water Quality
- CC/8 Sustainable Drainage Systems
- CC/9 Managing Flood Risk
- HQ/1 Design Principles
- HQ/2 Public Art in New Development
- NH/4 Biodiversity
- NH/6 Green Infrastructure
- NH/14 Heritage Assets
- H/8 Housing Density
- H/9 Housing Choice
- H/10 Affordable Housing
- H/12 Residential Space Standards
- SC/2 Health Impact Assessment
- SC/4 Meeting Community Needs
- SC/9 Lighting Proposals
- SC/10 Noise Pollution
- SC/14 Odour and Other Fugitive Emissions to Air
- TI/2 Planning for Sustainable travel
- TI/3 Parking Provision
- TI/6 Cambridge Airport Public Safety Zone
- TI/10 Broadband

Cambridge East Area Action Plan (CEAAP) 2008

5. CE/1 Vision for East Cambridge

- CE/2 Development principles
- SE/6 Local Centres
- CE/7 Cambridge East housing
- CE/11 Alternative modes and Parking
- CE/12 Transport for North of Newmarket Road
- CE/13 Landscape Principles
- CE/14 Landscaping within Cambridge East
- CE/16 Biodiversity
- CE/17 Existing Biodiversity Features

CE/22 Land Drainage, Water Conservation, Foul Drainage and Sewerage Disposal
CE/23 Telecommunications Infrastructure
CE/24 Energy
CE/25 Sustainable Building Methods and Materials
CE/26 Noise
CE/27 Air Quality
CE/28 Exemplar in Sustainability
CE/30 Early Delivery of Strategic Landscaping
CE/32 Cambridge Airport Safety Zones

Supplementary Planning Documents (SPD)

6. Greater Cambridge Shared Planning Sustainable Design and Construction SPD (2020).

Cambridgeshire Flood and Water SPD (2016).

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide SPD (2012).

South Cambridgeshire District Design Guide SPD (2010).

South Cambridgeshire Affordable Housing SPD (2010).

South Cambridgeshire Biodiversity SPD (2009).

Cambridgeshire Quality Charter for Growth (2008).

Other Material Considerations

7. Wing Design Code (2018)

Publicity

- | | |
|------------------------|-----|
| 8. Advertisement | Yes |
| Adjoining Owners: | Yes |
| Site Notice Displayed: | Yes |

Consultation

9. **Cambridgeshire County Council (Highways Development Management):**

Application as amended: No objection. Comments. The proposed highways layout is acceptable to the Highway Authority. Drawings should not refer to the proposed highway adoption strategy, as the areas that may be adopted by the

Highway Authority will be a matter for a Section 38 Agreement under the Highways Act 1980 and falls outside the planning process.

Application as submitted: Comments. Concerns raised regarding proposed localised junction designs and layouts. Requests further details.

10. Cambridgeshire County Council Lead Local Flood Authority (LLFA):

Application as amended: No objection. Recommends informatives.

Application as submitted: Objection for reasons relating to location of surface water drainage outfall pipe, orifice flow control diameters; maintenance responsibility and exceedance flow.

11. Cambridgeshire County Council Archaeological Officer:

No objection. On site archaeological fieldwork has been completed for the Wing development in accordance with the Written Scheme of Investigation submitted in respect of the condition of outline permission reference S/2682/13/OL. Work on the post excavation analysis of the results is now underway.

12. Cambridgeshire Quality Panel (Pre application meeting 28 October 2019):

No objection. Comments provided relating to the following:

- Landscape scheme.
- Climate emergency regulations.
- New and emerging building regulations.
- Long term management of green spaces.
- Tenure blindness.
- Road and pedestrian layout.
- Security and surveillance.
- Pedestrian and cycle routes.
- Residential block details (eastern side of site).
- ABC pilot trial.
- SUDS solutions.
- EV charging points.

13. Greater Cambridge Shared Planning Service Urban Design Team:

Application as amended: No objection. Recommends conditions.

Application as submitted: No objection. The application accords with the masterplan and design code in terms of built form and approach to landscape/public realm and access and movement, with the exception of the northern part of the site. The layout has been justified through detailed pre-application meetings and the Design and Access Statement. Satisfied that this approach exceeds the aspirations of the design code.

Requests clarifications/amendments relating to service boxes; refuse stores to houses; refuse store to North West apartment building; plot boundaries; boundary

materials; house type drawings. Recommends conditions relating to materials and sample panel.

14. Greater Cambridge Shared Planning Service Landscape Officer:

Application as amended: No objection. Comments. The updated information has been reviewed and some changes have been made in line with previous comments and are acceptable. It is not clear whether the most current soft landscape plans have been reviewed by Aviare for compliance with Wildlife Hazard Planning and we recommend this additional scrutiny is placed upon the updated plans. Recommends conditions/informatives.

Application as submitted: Comments. Minor amendments sought which can be dealt with via an update to drawings. These relate to the proposed planting, hard landscape specification, self-binding gravel paths and vehicular route to allotments. Recommends conditions relating to details of woodland NEAP and allotments.

15. Greater Cambridge Shared Planning Service Sustainable Design and Construction Officer:

No objection. The overall approach being taken is welcomed, and the proposed scheme is supported in sustainable construction terms. Detailed advice provided. Recommends conditions relating to the implementation of the Energy Strategy, Active Buildings Pilot Plot Implementation and BREEAM.

16. Greater Cambridge Shared Planning Service Conservation Section

No objection.

17. Greater Cambridge Shared Planning Service BNE Consultancy Unit – Ecology:

No objection. Comments. The application appears to be reasonable in terms of ecology and biodiversity and is consistent with documents approved at outline and through discharge of conditions. Recommends the introduction of clover to all amenity grass seed mixes to further increase nectar producing plants.

18. South Cambridgeshire District Sustainable Drainage Engineer:

Application as amended (consultation response dated 22.10.20: No objection. Recommends condition.

Application as amended (consultation response dated 25/9/20): Comments. It is not clear how flood water will be routed along the adoptable highway towards open strategic SUDS. Requests further information in relation to the proposed levels and clarification of micro drainage calculations. Requests that relevant drawings are updated to include reference to the details of the permeable pavement sub-base.

Application as submitted: Comments. Additional information requested in relation to proposed FFL/external site levels; green/brown roofs; micro-drainage calculations and pervious pavements.

19. South Cambridgeshire District Council Health and Environmental Services:

No objection subject to conditions relating to noise and vibration. Recommends informative.

20. South Cambridgeshire District Council Tree Officer:

No objection. Recommends condition relating to tree protection.

21. Cambridge City Public Art Officer:

Comments. Requests further details to understand the proposed approach to public art, the quality of the art proposals and compliance with public art policy.

22. South Cambridgeshire District Council Joint Housing Development Officer:

Application as amended: No objection.

Application as submitted: No objections. Comments. The development proposed is acceptable. Requests clarification of the affordable housing tenure details.

23. Cambridgeshire Fire and Rescue:

No objection. Satisfied that the condition applied to the outline permission meets our requirements.

24. Environment Agency:

No objection. No specific comments on make on the proposed drainage strategy at this stage. Requests to be consulted on the details submitted for approval to discharge conditions on outline planning permission, with particular regards to 43 (land contamination), 44 (unsuspected contamination) and 60 (piling).

25. Ministry of Defence:

No objection subject to conditions relating to landscape planting, drainage attenuation details allotment covenants and implementation of Bird Hazard Management Plan.

26. Cambridgeshire Constabulary (Architectural Liaison Officer):

Application as amended: Support. The DAS Addendum addresses the comments previously raised. Recommends that the Applicants work with Cambridgeshire Constabulary to achieve Secured by Design accreditation.

Application as submitted: Comments. This appears to be an acceptable layout in relation to crime prevention and the fear of crime. Additional comments relating to design and layout of development, relating to natural surveillance, lighting, landscape planting, dwelling design and proposed security measures.

27. Sport England:

Support. Recommends conditions relating to use of playing field/pitch to be used for outdoor sport and playing fields management and maintenance scheme.

28. Access Officer:

Support. Comments. 5% of homes should be built to Code M4 (3). Intention to deliver to M4 (2) standard for all dwellings, with additional enhancements noted. Parking spaces should be distributed evenly across the development and include designated badge car parking spaces. Provision of accessible planters within allotments to be secured by planning condition. Please also refer to Disability Consultative Panel comments.

29. Shared Waste Commercial Waste Manager:

No objection.

Representations

30. Fen Ditton Parish Council:

No comment to make.

31. Teversham Parish Council:

32. No comment to make.

Camcycle:

33. Comments. Recommends consideration of inclusive cycle parking. Requests provision of flush kerb where pathways used by cycles, wheelchairs or mobility scooters transition onto other surfaces.

Representations from Members of the Public:

34. One letter of representation was received from a local resident in response to this application, questioning whether the tree removal plans for the woods to the north of the site have been checked for bat roosts.

Background

35. The application site falls within the wider 'Marleigh' (formerly 'Wing') development site, which forms part of the Cambridge East development as covered by the CEAAP which was adopted in 2008. The site is located to the north of Newmarket Road, to the west of the Shell petrol filling station and associated forecourt, and the Newmarket Road Park and Ride site, and east of the North Works site and car showrooms. Fen Ditton village is situated to the north-west of the site.
36. Outline planning permissions were granted for the 65 hectare development site ('the outline development site') for up to 1300 dwellings and associated infrastructure in December 2016 (South Cambridgeshire District Council (SCDC) application reference S/2682/13/OL; Cambridge City Council (CCC) reference 13/1837/OUT). The outline planning applications required Environmental Impact Assessment (EIA).
37. The outline approval was subject to a Section 106 Agreement and site wide strategic conditions. It also included the approval of site wide parameter plans which relate to land-use, movement and access, building heights and landscape and open space. These parameter plans, along with the site-wide Design Code (which was approved in September 2018) provide the planning context which will guide the submission and determination of the subsequent reserved matters applications.
38. Phase 1 of the development, of which this application forms a part, covers a site of just over 41 hectares, and is for the first 547 homes. Phase 1A was granted planning permission in September 2019 and included provision for a local centre (including a community building with a hall), café, nursery and offices, and a primary school (SCDC application reference S/1096/19/RM).
39. A full planning application for a two-form entry primary school to accommodate 420 pupils, plus 52 place nursery was resubmitted in January 2020 by way of separate application to Cambridgeshire County Council. The County Council's Planning Committee resolved to approve this application on 5 November 2020.
40. Future phases of the wider development are located on the western side of the outline development site. This includes redevelopment of the North Works commercial area. The redevelopment will necessitate the relocation of the existing North Works uses, meaning that this part of the site will come forward in later phases.
41. The Phase 1B application proposals have been the subject of extensive pre-application discussions with officers. As part of the pre-application dialogue, a JDCC Members Briefing was held on 23 October 2019. Post submission engagement has also taken place, including presentations by the Applicant to Teversham and Fen Ditton Parish Council meetings in September 2020. An officer update to JDCC was also provided at the 21 October 2020 meeting.

The Site and Surroundings

42. The application site is located on the northern side of the Marleigh development site. It is bounded on the northern side by High Ditch Road. To the west is the Fison residential estate. To the north and east is agricultural land, which is within the Cambridge Green Belt, including part of the Cambridge Airport runway overrun to the east.
43. The application site is an irregular shaped parcel of land which occupies an area of approximately 36 hectares. Primary access will be provided from Newmarket Road to the south, via Marleigh Avenue (confirmed street name), which also serves the Phase 1A development parcel. The red line site boundary includes an access road to the east from Newmarket Road, which will serve the eastern part of the development (the sports facilities) only. This access road is currently the construction site haul road.
44. The application site was previously agricultural land. It contains few natural features, with the exception of a mature tree belt to the north and east (Kingsley Wood) which bisects the site, extending down towards Newmarket Road Park and Ride. This belt forms part of the northern boundary of the site, following the line of High Ditch Road and part of the now disused branch railway which ran between Cambridge and Mildenhall, before joining Ditton Lane to the west of the site.
45. The Jubilee Way cycleway (National Cycle Route 51) runs to the south of the site, in an east-west direction, connecting the Park and Ride to the Fison Road estate. The upgrade of this strategic cycle route was approved in November 2018 as part of the strategic infrastructure reserved matters application (application reference S/1004/19/RM).
46. The nearest residential properties are to the north, on the southern side of High Ditch Road. These are detached dwellings set within large rectangular plots, the boundaries of which border the application site.
47. The application site lies close to Cambridge Airport and its associated runway. It is within the statutory bird-strike safeguarding zone surrounding the aerodrome.

The Proposal

48. The application is made pursuant to condition 5 of the outline planning permission (S/2682/13/OL), which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale of 308 private market and affordable dwellings. The proposals also include informal and formal open space (including allotments and playing fields), a sports pavilion and allotment clubhouse.

49. The application proposes 260 houses and 48 apartments, with a range of sizes, types and tenures. 88 of the new homes will be affordable. The residential components are summarised in Table 1 below:

Table 1: Schedule of accommodation.

	Market Housing	Affordable Housing
1 bed house	0	1 affordable rent
2 bed house	10	13 shared ownership
3 bed house	96	25 shared ownership
4 bed house	78	0
5 bed house	37	0
1 bed apartment	0	12 affordable rent 12 shared ownership
2 bed apartment	0	12 affordable rent 12 shared ownership
Total	221 units	87 units (28%)

50. The residential dwellings will be accessed from Marleigh Street to the south, which provides the main residential access to Phase 1 from Newmarket Road. The development is arranged on a loose block grid layout, generally comprising dwellings set within garden plots. These are arranged fronting streets, with a central area of publicly accessible open space known as 'The Copse'. The Copse provides pedestrian access to Kingsley Woods to the north, across a drainage ha ha and attenuation basin. On the northern side of the site, tertiary access streets have been designed to lead to a series of courtyard spaces, with dwellings arranged around a turning head.
51. The residential dwellings are 2 – 3 stories throughout, with the three storey buildings fronting areas of public open space. Four three storey apartment buildings are proposed across the site, each consisting of 12 homes, all affordable.
52. Informal open space and areas of equipped play are integrated throughout the site, providing a range of play experiences at a doorstep, local and neighbourhood scale. In addition to the central area of open space, an informal garden square known as 'The Green' is located on the western side of the site, providing play opportunities, seating and areas of low planting.

53. Formal open space and community provision is provided on the eastern part of the site, within an area known as 'The Plains'. This includes provision for sports pitches and allotments, and an associated allotment club house building and sports pavilion. This part of the site will be accessed from a separate access from Newmarket Road, to the east of the site. This access currently serves as a haul road and provides emergency access to the wider development site for the duration of the construction.
54. The proposed allotment building will be located to the north-west of The Plains close to the allotments. The building will provide 56 square metres of gross internal floor space, including a kitchenette, toilet, and storage. Limited accessible vehicular parking for the allotments will be provided, which will be accessed through the residential development to the west.
55. The proposed sports pavilion is to be located on the south-western side of The Plains, south of the proposed sports pitches. This single storey building will provide 260 square metres of gross internal floor space, providing four team changing facilities, kitchen, officials changing rooms and WC, public toilet and storage facilities. A drop off area and accessible parking spaces to serve this building will be provided from the access road to the south.
56. The application red line boundary of the site also includes land which formed part of previous reserved matters approval for infrastructure and Phase 1A under planning references S/1096/18/RM and S/1004/19/RM. These overlaps have been included to address minor design changes which are being proposed, including:
- Drainage ha ha detail along the northern boundary of the development and relationship to the built form south of Kingsley Woods.
 - The route of the bridleway through Kingsley Woods and The Plains.
 - Changes to the eastern access road and roundabout to provide coach parking and drop off point close to the sports pitches.
 - Amendments to dwellings along The Avenue to ensure consistency between plots and their accesses.
57. The application also seeks the discharge of a number of conditions reserved by planning condition. The partial discharge of the following outline conditions is sought, as they relate to the Phase 1B proposals:
- **Condition 11 (Site wide sustainability strategy)**
 - **Condition 12 (Hard and soft landscaping)**
 - **Condition 13 (Tree retention/removal)**
 - **Condition 14 (Local areas of play)**
 - **Condition 16 (Allotment details)**
 - **Condition 17 (Ecological mitigation)**
 - **Condition 18 (Artificial lighting)**
 - **Condition 19 (Pedestrian and cycle routes)**
 - **Condition 20 (Car parking)**

- **Condition 21 (Noise and insulation)**
- **Condition 23 (Details of refuse storage)**
- **Condition 24 (Distribution of market and affordable housing)**
- **Condition 25 (Mix of private dwellings)**
- **Condition 26 (Sustainable design and construction)**
- **Condition 27 (Code for Sustainable Homes)**
- **Condition 28 (Compliance with site wide sustainability strategy)**
- **Condition 30 (Cycle Parking)**
- **Condition 34 (Surface water drainage)**
- **Condition 40 (Bird hazard management)**
- **Condition 48 (Water Vole mitigation)**
- **Condition 51 (Compliance with Code for Sustainable Homes level 4 for all dwellings)**

58. In addition to the application forms, covering letter and architectural drawings, the application is accompanied by the following supporting information:

- Design and Access Statement (DAS) (May 2020)
- Fire Strategy Report (February 2020)
- Energy Assessment Report (February 2020)
- Sustainability Strategy (March 2020)
- Sports Pavilion and Allotment Building (February 2020)
- BREEAM Pre-Assessment Report
- Arboricultural Impact Assessment (May 2020)
- Biodiversity Report (May 2020)
- Water Vole Mitigation Statement (May 2020)
- Noise Report (April 2020)
- Playing fields levels and drainage layout
- Transport Statement
- Drainage Strategy
- Vehicle Swept Path Analysis
- Wildlife Hazard Management Plan (Phase 1 Infrastructure, 1a and 1b) (March 2019)
- Wildlife Hazard Management Compliance Statement (October 2020)

Amended Plans and Additional Information

59. Following the statutory consultation period and initial officer assessment of the application, additional information was submitted to the Local Planning Authority for review. These revisions relate to the following formal submissions:

04 September 2020 – Response to Lead Local Flood Authority and District Sustainable Drainage Engineer:

- WSP updated Technical Note on Drainage.
- Roof details.
- Lightweight sedum blanket data sheet.
- Micro-drainage calculations.
- Phase 1B drainage layout.

08 September 2020 – Response to Cambridgeshire Constabulary Designing Out Crime Officer:

- Addendum to Design and Access Statement.

08 September 2020 – Response to County Highways Engineer:

- WSP Technical Note on highways issues dated 08 September 2020.
- Updated drawing layout (Phase 1B proposed highway adoption strategy).
- Further information regarding fire appliance tracking.

06 October 2020 – Response to Urban Design, Landscape, Drainage, Housing and Highway Officers:

- Updated drawings and Design and Access Statement.
- Drainage Technical Note.
- Clarification of tenure information.

04 November 2020:

- Updated Wildlife Hazard Management Compliance Statement

Planning Assessment

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

- Principle of development.
- Context of site, design, and external spaces.
- Housing delivery.
- Access and transport.
- Social and community infrastructure.
- Environmental considerations.
- Impact on residential amenity.
- Third party representations.

Principle of Development

61. The application has been submitted following the approval of outline planning applications for the site. The principle of the development for the purposes proposed is already long established by the outline consents, the CEAAP (2008) and SCLP policy SS/3 which allocates land for part of an urban extension of Cambridge.

62. In accordance with local planning policy, proposals for residential development of the site will only be permitted subject to acceptable mitigation of environmental and health impacts, including noise from the airport. These principles were considered acceptable at outline stage (and include the relocation of the Ground Run Enclosure (GRE) at Cambridge Airport, to reduce noise impacts for the development). Officers are satisfied that the application proposals are in accordance with the Development Plan because noise has been adequately mitigated. This is addressed in the environmental considerations subsection below.
63. The application is made pursuant to condition 5 of the outline planning permission (S/2682/13/OL), which mandates submission of reserved matters for each development parcel. The application also seeks the partial discharge of a number of outline conditions as they relate to the Phase 1B proposals. These matters are discussed in the relevant subsections of this report.

Compliance with Outline Parameter Plans

64. At the outline stage, parameter plans were approved that fixed the land uses, landscape and open space, building heights, and the street hierarchy and access points. The proposed land uses are in accordance with the Land Use Parameter Plan PL04, which defines the principle land uses within the application site as residential and public open space, bisected by the primary and secondary street infrastructure. In accordance with PL04, a sports pavilion and allotment clubhouse/store are also provided.
65. The proposed development also complies with the Landscape and Open Space Parameter Plan PL07, providing allotment and sports facilities within 'The Plains' on the eastern side of the site. The development will also maintain the woodland belt (Kingsley Woods) along the northern and eastern sides of the site, as required by this parameter plan. Open space is also provided centrally, within 'The Copse'.
66. The scheme complies with the building heights for the site, as fixed by the Building Heights Parameter Plan PL05. The residential dwellings proposed are within the 1 – 3 storey range identified on this plan, which identifies a maximum height of 12m (3 storey unit, based on a typical storey height of 3m, with allowance made for pitched roofs).
67. The alignment of the street network through the site, and the provision of pedestrian paths generally accords with the approved Access and Movement Parameter Plan (PL06). The exception is within the northern part of the site, where east-west tertiary streets have been replaced with a series of courtyard spaces with dwellings arranged around a turning head. Officers are satisfied that this configuration will still enable the delivery of the accessibility and movement principles envisaged at the outline stage, given that east-west links are maintained by tertiary and secondary streets to the south. This issue is considered in more detail in the context of site, design and external spaces section below.

68. On the basis of the above, officers are satisfied that the proposals comply with the approved outline parameter plans.

Outline Environmental Statement

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

Compliance with other Section 106 Planning Obligations

70. The requirement for the provision of the open space (including the sports fields and allotments) and sports pavilion and allotment clubhouse is set out in the outline Section 106 agreement. Provision is also made within the Section 106 agreement for fibre optic broadband connection to each dwelling house.
71. Officers are satisfied that the proposals are compliant with the relevant Section 106 planning obligations. Further details are provided where appropriate in each of the relevant sections of this report.

Principle of Development – Conclusion

72. The proposed development of this allocated site will play a key role in delivering housing growth in Cambridge East and the Greater Cambridge area during the current Local Plan period. Subject to specific policy criteria being met (and other material considerations satisfied as discussed below) the proposals are acceptable in principle. The proposed development is therefore in accordance with SCLP policies S/6 and SS/3, the CEAAP and the NPPF.

Context of Site, Design and External Spaces

73. The key design issues are the detailed design and appearance of the proposed development in context. This section also analyses compliance with the approved site wide Design Code.
74. The outline planning consent included a condition requiring the submission of a site wide Design Code prior to or concurrently with the first reserved matters application. The Design Code was approved in September 2018 and provides a benchmark for design quality and co-ordination across all phases of the Masterplan, offering a greater level of detail on design than the outline planning application and parameter plans.
75. The Design and Access statement which has been submitted in support of this application includes a Design Code compliance statement which summarises Design Code compliance by chapter and sub-section. A full compliance table listing compliance with all 368 Design Code clauses is included.
76. The entirety of the site falls within 'The Edge' character area, one of three character areas for the wider development site approved by the Design Code. The Design Code envisages this part of the site to be characterized by lower

density, mainly larger homes on a loose grid, enclosed by mature landscape and open space.

77. The design of the scheme, and its contribution towards local distinctiveness as envisaged through the approved Design Code, has evolved through detailed pre-application discussions between the Applicant design team and the Councils' urban design officers. The design of the scheme accords with the approved Design Code in terms of built form and approach to landscape/public realm and access and movement, with the exception of the northern part of the site.
78. Within the northern part of the site, a series of courtyard spaces are proposed, with dwellings arranged around a turning head. This has replaced the tertiary east-west tertiary street configuration envisaged at the outline masterplan stage and by the Design Code.
79. Officers note that the position/alignment of the tertiary streets is 'non mandatory' in the Design Code. Furthermore, the Design Code recognises that where greater design quality can be delivered, reserved matters applications can vary from the Design Code, subject to justification through pre-application meetings.
80. The design of the northern part of site has been the subject of detailed consideration during the pre-application process. Officers are satisfied that east-west permeability across the site as envisaged by the parameter plans and Design Code will still be maintained by the secondary street link. Moreover, this design approach is considered by urban design officers to further reinforce the features of The Edge character area, creating clearly defined spaces which continue to prioritise pedestrians (whilst also integrating the functional requirements for refuse collection, car parking and cycle storage). On this basis, officers are satisfied that the design approach taken for the northern part of the site exceeds the aspirations of the Design Code and can be supported.

Layout, Form, Scale and Density

81. The proposed dwellings are arranged around an urban block structure, creating traditional street frontages. The buildings are low rise, with dwellings arranged to provide defined edges to streets and open spaces, with active residential buildings overlooking public open spaces and routes. This creates passive surveillance of both streets, gardens and public open spaces.
82. Building lines are maintained along the street lengths, giving a sense of traditional order. At street corners some buildings are pulled forward providing additional enclosures and punctuation within the streetscape. A variety of roof lines are proposed, with a mix of gables and eaves along street frontages.
83. The residential properties are a mix of 2, 2.5 and 3 storey buildings. The majority will be 2 storey in form, with some 2.5 and 3 storey buildings provided throughout the development, adding variety and visual interest.

84. Three 3 storey apartment buildings are proposed, within the centre of the site, fronting 'The Copse', and on the western side of the site. These buildings have been designed with balconies overlooking the open space, and incorporate articulated rooflines and a variety of materials, which will assist in breaking up their scale.
85. The design of both the allotment building and sports pavilion is utilitarian, reflecting the engineering heritage of the wider site. They have both been designed to BREEAM excellent standard.
86. During the course of the application, and in response to comments raised by the urban design officer, minor changes were made to the site layout plans, to clarify individual plot boundaries and provide better accessibility of properties. Revised plans were submitted in early October. The Urban Design Officer has reviewed this information and confirmed the acceptability of the revised information.
87. The Design and Access Statement submitted in support of the application demonstrates a residential density across Phase 1 of 41 dwellings per hectare. This is in accordance with policy H/8 of the SCLP which states that housing developments will achieve an average density of 40 dwellings per hectare in urban extensions to Cambridge.
88. The residential density of Phase 1 will be less than the 50 dwellings per hectare sought by policy CE/7 of the CEAAP across the urban quarter, and the average net housing density of 75 dwellings per hectare overall. This is due to a large part of this phase falling within 'The Edge' character area, which is characterised by more spacious, lower density development, punctuated by areas of open space. Any imbalance of density will be corrected across the wider development site, when higher density development within 'The City' character area comes forward for development as part of Phase 2. On this basis, officers consider the proposed density for Phase 1 acceptable.

Detail and Materials

89. The proposed materials palette is considered to be of a high quality. Across the house types, predominantly red, brown and buff clay facing brick will be used, with concrete and reconstituted slate roof tiles. Accent materials to be used throughout the development include white and dark grey clay facing bricks, metal railings, perforated powder coated steel guarding and pre-cast concrete. In accordance with consultation advice offered by the Urban Design Officer, conditions have been recommended relating to material details (**Condition 2 – Materials; Condition 3 – Sample Panel**).
90. During the course of the application, clarification was provided in respect of the location of service boxes and boundary materials. Officers are satisfied that the design of boundary treatments between plots and to the public realm have been well considered in relation to their location.

Designing Out Crime

91. Designing out crime and creating an environment for people that is, and feels safe, is an objective of national and local planning policies, including policy HQ/1 of the SCLP. The development has been assessed by the Cambridgeshire Constabulary Designing Out Crime Officer, who notes that the scheme design results in a permeable site, with measures taken to increase surveillance. In response to initial consultation comments, an addendum to the Design and Access Statement was provided in relation to security and crime prevention.
92. The Constabulary Designing Out Crime Officer has confirmed that the security and crime prevention addendum addresses initial queries raised. Confirmation has also been provided in respect of security measures for the sports pavilion and allotment building. These buildings have been designed to maximise overlooking of surrounding areas and have lockable shutters to protect the building out of hours. It is proposed that these buildings will be maintained and managed by an estate manager, who will be on site full time, on behalf of the Land Trust. Further details of the management arrangements for the sports pavilion and allotment building will be secured by planning condition **(Condition 4 – Sports Pavilion Management Strategy and Condition 5 – Allotments Provision)**.
93. The consultation response received on behalf of Cambridgeshire Constabulary notes that the development would benefit from a secured by design approach to the residential premises. The Applicant has advised of an intention to continue dialogue with Cambridgeshire's Constabulary Designing Out Crime Officer, but at the present time is unable to commit to register for certification on the scheme. Notwithstanding this position, officers are satisfied that appropriate steps have been taken to designing out crime, in accordance with SCLP HQ/1.

Cambridgeshire Quality Panel

94. The Cambridgeshire Quality Panel reviewed the emerging proposal on 28 October 2019 (at pre-application stage). The Panel were generally supportive of the proposals. A number of specific recommendations were made to improve the scheme which are set out in Table 2 below. The full minutes are attached as **Appendix 1**.

Table 2: Quality Panel Issues and officer responses.

Issues and Recommendations of Quality Panel	Response
Importance of incorporating a full landscape scheme.	Full details of the hard and soft landscape strategy provided as part of the application proposals.
Importance of responding to new regulations proposed in response to the Climate Emergency.	The proposals extend the approach to climate change approved under the Phase 1A plans. This approach has been supported by the Greater Cambridge Shared Planning Service (GCSPS)

	Sustainability Officer.
Need to consider new and emerging building regulations.	The Applicant has confirmed that emerging policy changes (including changes to building regulations) and monitored, and that allowances have been made for any future building fabric and technology improvements.
Question the long term management of the green spaces.	The Applicant has confirmed open space management and maintenance arrangements, and that a management company will take on this responsibility for the lifetime of the development.
Support tenure blindness.	The affordable dwellings are not distinguishable from the market housing by external appearance.
Need to consider security and surveillance particularly along the eastern edge of the site.	The eastern edge of the site was developed further during the pre-application stage. This included the re-orientation of properties to face the LEAP and NEAP play areas, to increase natural surveillance.
East-west pedestrian and cycle routes across the northern part of the development encouraged.	East-west permeability across the site is maintained by the secondary and tertiary street links.
More detail needed on residential blocks (eastern side of site).	Full details of all residential blocks have been provided as part of the application submission.
Results of ABC pilot trial should be provided.	ABC pilot trial submitted to GCSPS for review.
SUDS solutions should keep water close to where it falls, mitigating the potential for flooding in the paved courts with planting and permeable paving..	The surface water strategy for the site recognises this approach. The Gregory Park SUDS system south of the site, and ha-ha on the north of the site are key parts of the site drainage strategy .
EV charging points should be provided.	EV charging points provided for all the private residential properties.

95. Officers are of the view that their outstanding queries have been satisfactorily addressed through the application submission.

Fire Strategy

96. The applicant is accompanied by a Fire Strategy report which demonstrates how the design of the scheme provides a level of fire safety equal to or greater than the recommendations in Building Regulations Approved Document B. This requires buildings to be designed and constructed so that there are appropriate provisions for early warning of fire, and appropriate means of escape in case of fire from the building to a place of safety outside the building capable of being safely and effectively used at all times.
97. The design of the scheme has also had regard to the Building Regulations requirement for 'reasonable provision' to be made within the site to buildings to enable fire appliances to gain access. The interconnected street network will allow a standard fire tender to access all parts of the development. Court yards to the north have also been sized to allow a fire tender to perform a three-point turn and egress in forward gear.

Inclusive Access

98. Local Plan policy H/9 requires 5% of homes in a development to be built to Building Regulations Category 2 (Accessible and adaptable dwellings) M4 standards. The Applicant has confirmed that in line with the approach agreed in Phase 1A, all dwellings will achieve this standard. In addition, further enhancements will be incorporated to provide staircases at 900mm width, carports 3300mm wide, houses with family bathrooms on the first floor, gentle gradients and accessible parking.
99. The delivery of homes to M4(2) standard with additional enhancements is welcomed by officers, meeting the original intention behind the 1999 Lifetime Homes compliance which was secured as part of the outline Section 106 Agreement. This approach has also been endorsed by the City Council's Disability Consultative Panel.
100. The City Council Access Officer has reviewed the scheme, and confirmed acceptability, subject to securing details of the accessible allotment plots and raised planting beds by way of planning condition (**Condition 5 – Allotments Provision**). On this basis, officers are satisfied that the application suitably addresses inclusive access in accordance with SCLP policy HQ/1.

Context of Site, Design and External Spaces – Conclusion

101. The proposed site design and layout will positively respond to the policy objectives of creating a new and distinctive sustainable community on the eastern edge of Cambridge. Officers are satisfied that the application proposals accord with the established framework principles for the site, and that the commitments set out in the submitted Design and Access Statement will be followed through, subject to the conditions as described above. The proposals therefore comply with policies SCLP policies SS/3 and HQ/1, the CEAAP and the NPPF.

Housing Delivery

102. The proposed dwelling types range from 1-2 bed apartments and 2-5 bed dwellings, with a mix of affordable and market units. 88 of the units are to be for affordable purposes.

Quantum and Mix

103. The quantum of residential development proposed by Phase 1B will result in a total of 547 residential units to be provided as part of Phase 1. The approved site wide phasing plan proposes 500 homes within this phase of the development. Subject to the overall level of development within the wider outline development site not exceeding 1300, officers are satisfied that the quantum of development proposed by this application is acceptable.

104. Policies within the Local Plan seek to ensure developments provide a balanced supply of housing and appropriate mix of dwelling sizes, types and tenures to meet projected household needs, including the needs of different groups in the community. More specific guidance on housing mix is offered by policy CE/7 of the CEAAP. The proposed market housing mix for Phase 1B and the whole of Phase 1 is set out in Table 3 below.

Table 3: Proposed market housing mix

Market Housing	No. Units Phase 1B	No. Units Phase 1	Phase 1 %
1 bed house 2 bed house	23	64	16
3 bed house	122	145	37
4 bed house	115	174	45
5 bed house			
Total:	260 units	383 units	100

105. Policy H/9 of the Local Plan requires a wide choice and mix of housing. This policy states that in developments of more than 10 units, at least 30% one/two bed, 30% three bed and 30% four bed homes shall be provided. Officers acknowledge that Phase 1 will contain a lower percentage of smaller units (1 and 2 bed properties) than required by policy H/9, even with the 10% flexibility allowed

by this policy. This is largely as a consequence of Phase 1 falling within The Edge and The Town character areas of the approved Design Code, defined by lower and medium density development characterised mainly by town house and larger houses.

106. Officers are of the view that that proposed mix for Phase 1 is acceptable, and in accordance with Policy CE/7 of the CEAAP, which seeks to achieve a good mix of house types, sizes and tenures across the development. Any imbalance of larger units will be corrected across the wider development site, when Phase 2 comes forward. Phase 2 falls within 'The City' character area which will be characterised by higher density development, predominantly delivered in the form of smaller units.

Affordable Housing

107. The affordable homes include a range of dwellings and apartments distributed throughout the development, including four blocks of apartments within the western corner, south-east corner and the centre of the site. The Council's Joint Housing Officer has provided detailed advice on affordable housing tenure, mix and siting, throughout the pre-application process.

108. The development proposals provide 88 units for affordable housing, representing 28% of the total number of units across Phase 1B. Together with Parcel 1A (which provided 32% affordable housing), the overall level of affordable provision is 30% for Phase 1. This is in accordance with the 30% level of provision which was agreed as part of the outline permission, due to viability issues.

109. The indicative affordable housing mix agreed at outline stage is weighted in favour of two and three bedroom units. During the pre-application dialogue, the proposed mix was revised to reflect the Local Plan policy framework and market evidence which suggests a rising need in one and two bedroom units. The application proposes 59 one and two bedroom properties, representing two thirds of the total number of affordable units (Table 4 below).

110. In accordance with guidance offered in the Council's Affordable Housing SPD, officers are satisfied that design and appearance of the affordable housing would not be distinguishable visually from market housing by its external appearance.

- **Tenure Mix**

111. Local plan policies require the tenure for affordable homes across the District to be 70% rented and 30% shared ownership/intermediate housing.

112. Due to viability issues, the outline application was approved with a 30/70 split in favour of shared ownership. This application accords with the provision of the outline approval, proposing 26 units for affordable rent and 62 units for shared ownership. The agreed affordable housing tenure mix is set out in Table 4 below.

Table 4: Affordable Housing Tenure Mix

Apartments	Affordable Rent	Shared Ownership
1 bed	12	12
2 bed	12	12
3 bed	0	0
Houses	-	-
1 bed	0	0
2 bed	0	11
3 bed	2	27
Total	26 (30%)	62 (70%)

113. The proposed affordable housing mix offered on this Application is consistent with that agreed during pre-application discussions. Following initial consultation comments from the District Council's Joint Housing Officer, confirmation of the tenure details was provided by the Applicant. The Housing Officer has confirmed the acceptability of the proposals as they relate to affordable housing.

- Clustering

114. The layout presented shows clusters of affordable housing varying from 3 to 31 units per cluster, distributed throughout the site. Guidance on the integration of affordable housing with market housing is offered in the District Council's SPD on Affordable Housing. This advises that small groups or clusters will typically be of 6 to 8 units. The Council's Joint Housing Officer notes that this is more relevant in rural areas in villages where it reflects small settlement size. Exceptions are made for major development on the edge of Cambridge.

115. The CEAAP offers further guidance in respect of clustering. It advises that there should be no more than 25 affordable units in a cluster. The Council's Joint Housing Officer has advised that in their view this is generally assumed to refer to properties for affordable rent. Whilst a larger cluster of 31 units is to be located on the eastern side of the application site (two blocks of flats with 12 units in each and a further 7 houses abutting the apartments), these are a mix of shared ownership and affordable rent. Given these particular circumstances, this is considered an acceptable arrangement.

Self and Custom Build

116. SCLP Policy H/9 states that on all sites of more than 20 dwellings, developers will supply dwelling plots for sale to self and custom builders (excluding apartments). The D+A statement which accompanies the application advises that one of the house types has been identified for being appropriate for custom build.

117. Whilst the ability to offer reconfigured layouts for some of the dwelling types is welcomed, officers do not consider it would be reasonable to secure the delivery of these types of dwellings as part of the application. This is because the

requirement to secure self and custom build housing was not secured as part of the outline approval for the site.

Housing Delivery – Conclusion

118. The development proposals demonstrate a good mix of house type, sizes and tenures which, when taken together with future phases as they come forward, would meet the needs of all sectors of society. This would contribute towards the vision for the site as a vibrant and livable community with a provision of a mix of tenure and social infrastructure.
119. The proposals include affordable housing options and total provision of 30% affordable housing across Phase 1 of the development, in accordance with the level of provision required by the outline planning permission. This would help meet future household needs within the Greater Cambridge area.
120. On the basis of the above evaluation, officers are satisfied that the proposals comply with policies H/9 and H/10 of the SCLP, policy CE/7 of the CEAAP, and are in accordance with national planning policy housing guidance contained in the NPPF.

Access and Transport

Transport Impact

121. The impact of the wider development was assessed at the outline stage and considered acceptable subject to a number of conditions and mitigation measures secured through that consent. The application proposals fall wholly under the outline consent and within the development limits.
122. The trip generation rate for Phase 1B has been estimated and is within the agreed all mode trip generation rates from the Transport Assessment (TA) agreed for the outline development site. This is summarized in Table 5 below.

Table 5: Phase 1B Trip Generation (all modes)

-	Arrive	Depart	Total
AM Peak Hour	108	231	339
PM Peak Hour	172	80	252

123. Based on the agreed journey to work mode shares for the outline development site, mode shares have been calculated. This shows that Phase 1B is expected to generate 145 vehicle trips in the AM Peak and 108 Trips in the PM Peak. The agreed TA includes mitigation in the form of financial contributions to improvements of the Airport Way/Church Road roundabout, and improvements to local walking and cycling infrastructure. These improvements will mitigate the highway impacts of the development and encourage the use of sustainable modes over the use of the private car.

Travel Plan Approach

124. The Applicant has submitted a detailed residential travel plan, as required by the Section 106 agreement. Part of the travel plan will include incentives to encourage trips by sustainable modes for all those living on the site.
125. Welcome 'Sustainable Travel Information Packs' will be provided to all new residents ensuring they have all up to date bus timetable information, taxi numbers, along with walking and cycling routes. This includes promotional material for a site-wide website and car-share database. These travel plan incentives are designed to encourage the choice of sustainable modes of travel from the outset reducing the need to own a car.

Car Parking

126. The application provides car parking spaces across the site, as summarized in Table 6 below. A total of 497 spaces are provided for the residential dwellings, 48 for the apartments, plus visitor spaces throughout the development. This level of provision does not exceed the maximum standards set out within the CEAAP 2008 and Design Code.

Table 6: Car Parking Provision

Residential Car Parking – Dwellings:	
Bedrooms	Spaces
2	23
3	246
4	154
5	74
Total	497
Residential Car Parking – Apartments:	
Bedrooms	Spaces
1	24
2	24
Total	48
Total Residential Spaces	545
-	
Designated Blue Badge Parking	9
-	
Visitor Parking:	
Residential	47
Allotments	7
Sports Pavilion	5
The Plains Coach Parking (Layby)	6

127. Parking for the houses is generally provided on-plot or in garages located to the side or rear of the homes. A number of the smaller 2-bedroom houses have

allocated on-plot spaces in front of the homes. Parking for the apartments are located in front of the apartment entrances in small clusters. Separate dedicated accessible spaces are provided for users of the allotments (7 spaces) and sports pavilion (5 spaces).

128. The street design across Phase 1B also includes provision for allocated on-street visitor car parking spaces and designated blue badge car parking spaces. Where provided on street, allowance has been made for the driver/passenger to open their door without conflict with the carriageway.

Electric Vehicle Charging

129. The approved Design Code states that 'public and private electric car charging points should be included when designing streets and buildings', reflecting Policy TI/3 of the SCLP which encourages the incorporation of such measures.

130. The Applicant has confirmed that electric vehicle charging points will be provided to every private residential unit. The charging points will take the form of an on-plot external three pin point. Overall, this provision is welcomed, suitably meeting the needs of the transition to electric vehicles. A relevant condition has been recommended (**Condition 17 – Electric Vehicle Charing Wall Boxes**). Whilst it is understood that the Applicant offered this provision as part of the affordable element, the housing provider has not accepted the offer.

Cycling Infrastructure

131. Earlier this year, the Department for Transport's 'Gear Change: A Bold Vision for Cycling and Walking' was published, following the government's announcement in May 2020 that £2 billion of new investment would be provided towards cycle improvements. From a transport planning perspective, the key headlines with respect to facilitating new developments is the publication of new cycling design guidance Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design. LTN/1/20 is now expected to be used by local authorities and developers when designing cycle schemes and standards for their roads.

132. The wider cycling infrastructure for the site has already been approved as part of the reserved matters infrastructure application. However, having reviewed LTN 1/20, officers are satisfied that the principles of the outline permission, Section 106 and Design Code ensure that appropriate provision for cyclists has been made, and that similar aspirations for the site are shared with LTN/10 - namely that cycle networks and routes should be coherent, direct, safe, comfortable and attractive.

133. Officers also welcome the site wide commitment to reducing reliance on the private motor vehicle and promotion of alternative transport modes, which is a key focus of LTN 1/20.

Cycle Parking

134. Cycle parking for the residential properties is provided at one space per bedroom, in accordance with the Design Code and SCLP 2018 standards. Cycle

parking is secure, convenient, and adequate in size to meet the needs of future occupiers. Most of the spaces are provided within garages or secure cycle stores to the side or rear of the properties. Cycle parking for the apartments is provided at ground level in stores, close to each of the stair and lift cores, within the footprint of the building.

135. Visitor cycle parking is provided across the site (81 spaces) and includes appropriate space for inclusive bikes. In addition, 60 cycle parking spaces are provided at the sports pavilion, and 24 for the allotments (also including provision for inclusive cycles). Officers are satisfied that the details provided satisfy the requirements of outline condition 27: cycle infrastructure details.

136. The third-party representation on behalf of Camcycle is noted regarding flush kerbs. The Applicant has confirmed that consistent with the Phase 1A development, where footways/cycleways transition onto the carriageway, a dropped kerb with a maximum of 6mm upstand applies.

Highway Safety and Refuse Servicing

137. During the pre-application stage, detailed discussions took place between the County Highways Engineer, Shared Waste Policy Officer and GCSPS officers in respect of the proposed road layout. The general arrangement (including the courtyard areas in the north), was confirmed as being appropriately designed for the manoeuvring of refuse and other vehicles.

138. All courtyards meet the minimum dimensions required by the Waste Policy Officer to enable the safe manoeuvring of waste refuse vehicles. The Waste Policy Officer has reviewed the application submission, (which includes full vehicle swept path analysis based on a 32 tonne vehicle), and raised no objection to the proposals.

139. The County Highways Authority also fully supports the design of the road layout and raises no highway safety concerns. On this basis, the proposals are considered acceptable with regard to highway safety and refuse servicing.

Other Issues – Section 38 Applications

140. The Highways Engineer, in consultation advice, notes that a separate application will need to be made to the County Council under Section 38 of the Highways Act, in respect of the detailed road layout (such as drains, lighting and supporting structures). A relevant informative is recommended.

Highways - Conclusion

141. The transport strategy on this site aims to be sustainable as possible. Given public transport improvements secured through the outline permission, cycle provision and associated infrastructure, the overall highways strategy is supported. In accordance with SCLP policies SS/3, policies CE/10 and CE/11 of the CEAAP and the NPPF.

Social and Community Infrastructure

142. The application proposals make provision for community facilities/services to meet the demand of the residents. These include the following:

- Health Impact Assessment
- Open Space, Children's Play Space and Sports Facilities
- Public Art
- Provision for Waste and Recycling

Health impact Assessment (HIA)

143. SCLP (2018) policy SC/2, requires the submission of a HIA with major development proposals. This is to ensure that new development has a positive impact on health and wellbeing of new and existing residents. The outline application Environmental Statement included a HIA which set out a number of recommendations to optimize the potential health outcomes, to which this reserved matters application positively responds.

144. The proposed dwellings will meet Code Level 4 for Sustainable Homes and national space standards equivalent to those set out within the SCLP. These measures are considered excellent from a public health perspective.

145. Measures to improve health outcomes for existing and future residents also relate to the public art scheme. It is an expectation that the delivery of public art for Phase 1B will involve occupants of the wider Phase 1 development. The delivery and integration of public art within the scheme should maximise health outcomes.

146. The outline S106 Agreement secures £200,000 to improve primary care facilities to meet the needs of future residents. At this stage, the NHS Clinical Commissioning Group are still reviewing health care delivery in the east of the City and beyond, so there is not currently a specific project identified. This matter is independent of the application proposal and is controlled through the Section 106 Agreement.

Public Art

147. A site wide public art strategy was approved as part of the outline planning permission. A condition of the outline approval also requires each reserved matters planning application to provide a Public Art Delivery Plan (PADP) for commissions within that parcel, where appropriate. The developer team has appointed an artist in residence who intends to integrate artwork to the public and private areas of the Phase 1 development.

148. As part of the delivery of public art, the Torus sculpture was installed in September 2020 in a temporary location on the Newmarket Road site frontage. Public art delivery within Phase 1A also includes permanent bespoke galvanised bicycle hoops and benches, to be installed within the Market Square.

149. This Applicants have been working with Council officers to progress the delivery of public art across Phase 1B. A draft PADP (Rev B August 2019) has been submitted, which sets out an intention to commission a number of artists to create large permanent murals inspired by the site history. It is the intention that the artwork will be positioned in and around the application site. Whilst the information supplied within draft PADP is broadly encouraging, a clearer and more detailed strategy which includes details of community involvement and public engagement and consultation will be required for the delivery and placement of artwork within this phase. A full delivery plan for Phase 1B is required through **Condition 6 - Public Art Delivery Plan**.

Open Space, Children's Play Space and Sports Facilities

150. The planning requirements for open space, children's play space and sports facilities across the application site are set out in the outline planning permission and Section 106 Agreement, which aim to provide a balanced and fair approach to play. A variety of types of play are proposed, within certain catchments of the proposed dwellings. On the eastern side of the site are located the formal sports pitches and allotments.

151. The supporting documentation confirms that the quantum, design and location of these spaces has been informed by the approved Design Code and Play and Youth Facilities Strategy. Officers are satisfied that the quantity of informal open space, allotments, formal outdoor playing fields and play space to be provided as part of the development proposals is acceptable, and in accordance with the agreed standards of provision as required by the Section 106 Agreement.

152. Details of the open spaces and areas of play, including detailed play area schedules, have been provided as part of the application, and will be delivered in accordance with the arrangements set out in the Section 106 agreement. This is based on the presumption that recreational facilities should be delivered early within the development to ensure that the needs of the development are met at all times. The Section 106 agreement requires the laying out and completion of the sports pitches, NEAP, allotments and associated buildings prior to the occupation of the 400th dwelling.

- **Formal Outdoor Sports Provision**

153. Formal outdoor sports provision will be provided in the form of two senior sports pitches (each measuring 106 metres by 70 metres) and three under 7/under 8 sports pitches (each measuring 43 metres by 33 metres).

154. Sport England, in consultation advice, has confirmed the acceptability of the application proposals with regard to formal outdoor open space, and advised that the provision of these facilities will help to address playing pitch deficiencies in the area. In accordance with the advice offered, conditions are recommended to ensure that the playing fields are not used for any other purpose (**Condition 7 – Use of Playing Fields**), and approval of a management and maintenance scheme to ensure the pitches are kept in good condition (**Condition 8 – Playing Fields Management and Maintenance Scheme**).

155. Officers are satisfied that the formal outdoor sports provision proposed by this application would serve the needs of the future occupants of Phase 1. Whilst it is understood that the Applicants are exploring opportunities to provide additional formal sports facilities within the wider outline development site (which could include training facilities for Cambridge United Football Club), the Section 106 Agreement does not require the additional facilities to be delivered until prior to occupation of the 800th dwelling.

- Informal Open Space

156. The informal public open space provision includes Kingsley Woods, The Copse and The Green. The Green is to be located on the western side of the development, providing an open area of informal space for recreation, with areas of play and seating and seating.

157. The Copse is a linear area of green infrastructure in the centre of the development, extending the woodland character of Kingsley Wood southwards. This space will provide opportunities for informal recreation and play, including landform mounding in combination with tree planting. Informal surfaced paths will cross this space, including a north-south spine route which will connect the development to Kingsley Woods, via a bridge over an attenuation pond feature. Details of the bridge have been secured by condition **(Condition 20 - Bridge Over Attenuation Pond)**.

158. The GCSPS Landscape Officer has reviewed the proposals and confirmed the acceptability with regard to the provision of informal open space. In accordance with the advice offered, a condition has been recommended requiring details of the landscape maintenance and management plan, management responsibilities and maintenance schedules for all landscape areas **(Condition 11 - Landscape Maintenance and Management Plan)**.

- Children's Play Space

159. In accordance with the Wing Design Code, provision has been made within the application site for one Neighbourhood Area of Play (NEAP), two Locally Equipped Areas of Play (LEAPs), 8 Local Areas of Play (LAPs) and one doorstep play space. These areas of play are distributed across the development, providing a wide range of opportunities for play. The application includes details of the equipment to be provided throughout the play areas.

160. The two LEAPs are to be located on the western and eastern sides of the site (Kingsley Woods West and within The Plains), providing play for ages up to eleven. These areas will contain a minimum of five pieces of equipment and include seating. The NEAP will also be located within The Plains, providing imaginative play for 8 – 14 year olds, and equipped with a minimum of 8 pieces of equipment.

161. Eight LAPs are proposed across the site, providing play opportunities for children up to the age of five. Equipped with a minimum of four pieces of

equipment, these areas will be located in Kingsley Woods, The Plains, The Copse, The Green and the Eastern Courtyard. In addition, improved provision has been provided via a doorstep toddler play area. This reduced LAP is set in a pocket part, providing a small area of greenspace, with seating and one piece of play equipment.

162. The play spaces will integrate opportunities for imaginative play and include multi-functional equipment which relates play to the natural setting. At least one piece of accessible nature play item and/or a piece of inclusive equipment (as designated by the manufacturer/supplier) will be provided in each play area. LEAP1 and the NEAP also include a large piece of inclusive equipment. In addition, all the LAPs have timber sculpture, and boulders of various sizes that will have a degree of inclusive play. Other sensory stimulation is provided by Sound Chimes in LEAP1 and a Sound cushion in LEAP2.

163. The Council's Landscape Officer has reviewed the details of the open space provision and confirmed the acceptability of the proposals with regard to children's play. This is subject to the details of the woodland NEAP, which should include more challenging or interesting equipment better suited to an older age group, as well as a teen shelter. A relevant condition has been recommended **(Condition 9 – Details of Woodland NEAP)**.

164. In terms of the delivery of this open space, the outline Section 106 Agreement sets out the delivery arrangements for LEAP1, LEAP2 and NEAPs, based on Phase 1 residential occupancy rates (no later than 100, 800 and 400 occupations respectively).

165. The Applicant has provided a LAP delivery plan which sets out a timeframe for the phased delivery of these areas. The first LAP will be delivered no later than the 50th residential occupation, with final LAP delivery by 275th occupation. Officers have reviewed the delivery plan and are of the view that these are reasonable targets, given the need to balance the early delivery of social and community infrastructure with the safe phased construction of the site. A condition has been recommended to ensure delivery of these areas in accordance with the submitted delivery plan **(Condition 10 – Delivery of LAPs and Reduced LAP)**.

- Sports Pavilion

166. The proposed sports pavilion will provide four team changing facilities, and includes a clubhouse foyer and kitchen, changing rooms (including shower), officials changing rooms, public toilet and storage facilities. Designed to Sport England guidance, the facility will provide 260 square metres of gross internal floor space. This is in excess of the 200 square metres required by the Section 106 Agreement.

167. Details of the management arrangements and operating hours for this facility can be secured by planning condition. A relevant condition has been recommended **(Condition 4 - Sports Pavilion Management Strategy)**.

- Allotments

168. The application submission confirms that the community allotments have been designed with regard to the City Council's allotment management policy.

Sufficient space is provided for fully accessible '10 rod' plots (the equivalent of 250 square metres), with opportunities for subdivided plots and raised beds.

169. Within the allotment area, a small building to serve the allotments is proposed, comprising a 56 square metres of space which will provide a kitchenette, unisex toilet and secure storage.

170. Full details of the allotment plot design and layout (including details of the allotment building) and management arrangements will be secured under **Condition 5 - Allotments Provision**. This condition has been informed by advice offered by the GCSPS Landscape Officer and Access Officer.

- Maintenance Responsibilities

171. All the open spaces included in this application will be managed and maintained by the Marshall Group, who wish to retain the longer-term legacy of the site. It is understood that an estate management company has been created for the lifetime of the development, and the Land Trust appointed to manage the site for the next 10 years. Management responsibilities will include all street trees. Details of the management and maintenance arrangements are secured under **Condition 11 - Landscape Maintenance and Management Plan**.

Provision for Waste and Recycling

172. The Design and Access Statement which accompanies the application details the domestic refuse and servicing arrangements for the development and provides the refuse strategy for the different parts of the site. Refuse will be collected from the kerb of each dwelling and is located to be accessible by refuse vehicles to minimise reversing and drag distances for collectors.

173. Dedicated external bin stores are provided adjacent to the parking of each home. These have been designed to accommodate the requirements set out in RECAP Waste Management Design Guide (2012). During the course of the application, further information was provided to clarify the domestic waste storage arrangements in respect of some of the property types. Whilst the functional layout of bin stores to apartments has now been provided, officers note that this information has not been provided for several of the houses. In these instances, officers are satisfied that there is adequate space for the bin store to be incorporated within the plot layout. A condition is recommended to secure the details of the bin stores (**Condition 12 - Waste and Recycling Arrangements**).

174. No details for waste and recycling provision for the sports pavilion and allotment building have been provided. These details can be secured through appropriate conditions (**Condition 4 - Sports Pavilion Management Strategy; Condition 5 - Allotments Provision**).

175. Officers are satisfied that appropriate provision for waste and recycling has been integrated into each dwelling type, in accordance with South Cambridgeshire District Plan 2018 policy HQ/1, part i), and policy CE/33 of the CEAAP, subject to the conditions as described above.

Social and Community Infrastructure – Conclusion

176. The proposed development will provide a range of community facilities which will assist the development of a new community. The provision of open space across the site will also make an important contribution towards community sustainability, by providing focal points for community activity and infrastructure,

177. Overall, the scheme is considered to provide an important contribution towards improving the health and well being of the whole community. On this basis, and subject to the planning conditions as described above, the proposals accord with the social and community objectives of Local Plan policies, the CEAAP and the NPPF.

Environmental Issues

Airport Safeguarding

178. The development proposals have been designed to address safeguarding issues. A wildlife hazard and bird risk management plan was submitted as part of the proposals. This was reviewed and updated during the course of the application to reflect changes to the proposed landscaping planting. The updated wildlife hazard and bird risk management plan confirms that with the appropriate strategies and plans in place, any increase in population of wildlife species of concern for Cambridge Airport can be mitigated. A condition has been recommended to ensure the mitigation of wildlife hazard risk through compliance with the relevant documents (**Condition 24 – Wildlife Hazard Management - Compliance**).

179. Whilst no consultation response was received on behalf of Cambridge International Airport (Air Safeguarding), consistent with the approach taken for the Phase 1A development proposals, it is considered appropriate to recommend a condition which controls the use of cranes and other tall equipment during the construction phase (**Condition 27 - Construction Cranes**). With these controls in place, officers are satisfied that the proposed development will not give rise to airport safeguarding issues and is in accordance with policies SS/3 and TI/6 of the SCLP and the Cambridge East AAP.

Air Quality, Odour and Dust

180. The site clearance and construction phases of the development have the potential to affect amenity if not controlled. Controls on construction dust have been secured through Condition 35 of the outline planning permission, which relates to the requirement for a site-wide Construction Environmental Management Plan.

Archaeology and Heritage

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

Contaminated Land

182. Intrusive investigations previously undertaken at the outline planning stage confirmed the presence of significant contamination associated with the North Works area, which will require mitigation. A watching brief will be kept for any unexpected contamination encountered during the works for Phase 1B in accordance with outline condition 44: remediation, and as such a further condition is not required. This approach is supported by the Council's Environmental Health Officer.

Ecology and Biodiversity

183. National planning policies seek to ensure that biodiversity is conserved and enhanced. At a local level, planning policies seek to ensure the provision of achievable mitigation and the creation of the nature conservation value of sites, through habitat creation, linkage and management (SCLP policies NH/4 and NH/5).
184. A site wide biodiversity management plan was approved as part of the reserved matters infrastructure application. Notwithstanding this, the application also needs to promote the ecological value of the site, where it does not conflict with the safe operation of Cambridge Airport. The application is accompanied by a biodiversity report and water vole mitigation statement, and a wildlife hazard and bird risk management plan.
185. The biodiversity report provides details of all construction phase mitigation and avoidance strategies for protected species likely to be found on or near the site. This includes breeding birds, badgers, bats, common lizards, hedgehogs, and the protection of sensitive retained habitats. The approach is consistent with the site wide biodiversity management plan approved under the outline permission. With regard to water vole mitigation, no works are planned which would impact the known population of water voles.
186. Officers note the third-party representation regarding bat roosts and can confirm that trees have been checked for bat roosts. Whilst bats have been recorded commuting and foraging across the wider site, the biodiversity report advises that none of the trees provide suitable roost sites, and that the trees which need to be felled/require surgery as a result of the application have been surveyed for bats.
187. The GCSPS ecologist has reviewed the ecological reports submitted in support of the application and confirmed the acceptability of the proposals with regard to

ecology and wildlife. Conditions have recommended to ensure development in accordance with the Biodiversity Report (**Condition 25 - Biodiversity Report Compliance**).

- Environmental Enhancement

188. Whilst biodiversity net gain was not formally required for this application, ecological enhancement is secured in line with the outline ecological strategy. This includes wild flower meadow and wet meadow planting, native species hedges, additional tree planting, and brown roofs on all flat roof garages and car ports, as well as the roof of the allotment building and part of the roof of the sports pavilion.

189. In addition, integrated bat roost boxes and bird bricks, wildlife refuges (brash piles along woodland hedges) and hedgehog holes are to be installed. The hedgehog holes will consist of small holes within the panels of garden fences, to enable hedgehogs to forage across the development through private garden. All these features are welcome by officers and are consistent documents approved at outline stage. Recommended **Condition 25 - Biodiversity Report Compliance** will ensure that the development secures these measures.

190. In accordance with advice from the Ecologist, details of the amenity grass seed mixes are secured by condition. This will ensure the introduction of clover, which will further increase nectar producing plants within the urban environment (**Condition 26 – Amenity Grass Seed Mix**).

- Bird Hazard Management

191. Given the proximity of the application site to Cambridge Airport, careful consideration has been given to the potential impacts of the landscaping strategy for aviation safety. The application proposals were reviewed by specialists in the field of bird hazard management for aviation prior to submission, to ensure that opportunities for bird staging, nesting and roosting are minimised. The submitted updated wildlife hazard management compliance statement considers elements including waste collection; building features and green/brown roofs; landscaping; standing water and lighting.

192. The updated compliance statement confirms that the application proposals satisfactorily support the standards and requirements detailed in the approved Wildlife Hazard Management Plan (WHMP) for Phase 1. This is subject to the application proposals being supported by adequate bird control measures and monitoring through the construction period, and implementation of the bird management plans throughout the post completion and operational, as detailed in the WHMP. With these provisions in place and secured by planning condition (**Condition 24 - Wildlife Hazard Management Compliance**), officers are satisfied that there will be no increased risk from bird strike for incoming and outgoing aircraft to Cambridge Airport.

Sustainable Construction and Design

193. Policies CE/25, CE/27 and CE/28 of the Cambridge East AAP set out exemplar sustainability aspirations for the Cambridge East area. The approved Design Guide also recognises that creating a sustainable development should be a priority underpinning the development of the site and the need to adopt recommended design considerations as appropriate.

194. The applications have been designed with regard to the guidance offered in the AAP, the design code and also guidance offered in the Sustainable Design and Construction SPD, to ensure that minimum sustainability policy requirements are met, and where possible, exceeded.

195. The application also seeks discharge of strategic conditions 11 (site wide sustainability strategy), 26 (sustainable design and construction), 27 (code for sustainable homes), 28 (compliance with site wide sustainability strategy) and 51 (compliance with Code for Sustainable Homes Level 4 for all dwellings). An accompanying Sustainability Statement sets out the approach to dealing with the relevant sustainability criteria.

- Exemplar of Sustainable Development

196. Policy CE/28 of the CEAAP requires the scheme to be an 'exemplar' of sustainability. In addition, SCLP policy CC/1 sets out that planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaption into the development.

197. The application proposals for this phase continue the approved approach to the exemplar element from Phase 1A (collaboration with the Active Building Centre at Swansea University to deliver and monitor a number of pilot active buildings which will see a range of emerging technologies incorporated). This continued approach to meeting the exemplar requirement is welcomed by officers.

198. The submitted Energy Statement also sets out the intention to deliver 16 active building pilot units within Phase 1B, with 12 of these being flats, and 4 semi-detached dwellings. These will be built to (although not certified to) Passivhaus standard and will include either electric panel heaters plus solar photovoltaics with immersion heaters for hot water or air source heat pumps, Passivhaus standard Mechanical Ventilation with Heat Recovery, solar PV and intelligent EV charging.

199. The performance of the pilot units will be monitored against two standard units and will also be compared with a certified Passivhaus dwelling, which will help to show the value of certification. This approach is supported by the Councils' Sustainability Officers, who welcome the inclusion of apartments in this project. Conditions have been recommended to secure implementation of the 16 pilot homes (**Condition 13 - Active Buildings Pilot Project Implementation**) and the implementation of the energy strategy (**Condition 14 - Implementation of Energy Strategy**).

200. The Environmental Health Officer, in consultation advice, recommends a condition requiring a noise assessment of any renewable energy sources such as air source heat pumps or wind turbines. The Applicant has confirmed that that

the active building pilot dwellings may utilise air source heat pump technology. On this basis, **Condition 23 – Noise Insulation Scheme** is recommended.

- Energy and Carbon Reduction

201. Condition 51 of the outline permission relates to meeting energy requirements associated with the now withdrawn Level 4 of the Code for Sustainable Homes, which requires a 19% improvement on Part L 2013.

202. The submitted Energy Assessment Report sets out the hierarchical approach to reducing emissions. The target energy savings will help to achieve reductions of almost 112 tonnes of carbon dioxide annually, through the use of solar photovoltaic (PV) panels. This represents an improvement on Part L 2013 of just over 19%.

203. Once the project reaches technical design stage, a specialist will be appointed to determine the optimum location for the PV arrays across the site. This detail can be agreed through recommended **Condition 14 - Energy Strategy** which requires details of the location of the PV panels.

204. Condition 26 of the outline permission requires all non-residential development to meet BREEAM excellent. A BREEAM pre-assessment for the proposed sports pavilion and allotment building has been submitted and shows that achievement of a score of 76.90% is possible, which is supported by officers. A condition has been recommended to secure the certification (**Condition 15 - BREEAM design stage certification; Condition 16 -BREEAM post construction certification**).

- Water Management

205. The Sustainability Strategy submitted in support of this application provides details of a standard specification for water efficiency. A more detailed specification for each dwelling type will need to be provided in accordance with Condition 50 of the outline planning permission. This requires the submission of water efficiency specifications for each proposed dwelling type, requiring water use of no more than 110 litres/person/day.

Landscape, Trees and Lighting

206. The NPPF requires developments to be sympathetic to local character and history, including the surrounding built environment and landscape setting. It goes on to advise that development proposals should be visually attractive as a result of good architecture, layout and effective landscaping.

207. The approach to the delivery of landscape and open space seeks to develop an informal semi-rural edge, which is influenced by the tree belt to the north and eastern sides formed by Kingsley Wood. Key areas within the site also provide wildflower and wet meadow which are integrated within the public open space. Areas within private gardens are largely simply planted with amenity grassland and introduced shrub. Public areas of landscape planting such as the attenuation

basin, The Copse, Kingsley Wood and The Plain allotments all have an appropriate mixture of semi natural planting and habitat creation.

208. The Council's Landscape Officer has reviewed the application proposals and confirmed the acceptability of the proposals.

- Trees

209. The application is accompanied by an Arboricultural Impact Assessment, Preliminary Method Statement and Tree Protection Plan which identifies the arboricultural related implications of the proposals. The construction of the public footpath and bridleway through Kingsley Woods to the north of the site will require the felling of a number of trees. Specific works are also proposed for some of the trees to be retained.

210. This information has been reviewed by the Council's Tree Officer who has confirmed acceptability and raised no arboricultural or hedgerow objections to the proposals. In accordance with the advice offered, a detailed Tree Protection Plan can be secured by planning condition (**Condition 19 - Tree Protection Plan**).

- Lighting

211. Details of the proposed street lighting have been submitted to fulfil the requirements of condition 18 of the outline permission. This condition requires details of any external lighting (including floodlighting) to be provided, including an assessment of the impacts on sensitive residential premises both on and off site.

212. Whilst the Environmental Health Officer has confirmed that the lighting calculations provided a comprehensive overview of the proposed lighting scheme and is acceptable in principle, the precise location of street lighting will require a formal application to the County Council under the Section 28 highways adoption process. Condition 18 of the outline planning permission cannot therefore be discharged at this stage. **Condition 18 - External Lighting** has therefore been recommended. This condition will also require details of the proposed lighting of the allotment building, sports pavilion and sports pitches.

Noise and Vibration

213. The application is accompanied by a noise assessment which assesses the impact of various sources of existing noise on the proposed residential properties, including roads, commercial premises and flying operations at Cambridge Airport. This has been reviewed by the Council's Environmental Health Officer, who has confirmed acceptability of the information. In accordance with the advice offered, a condition has been recommended which requires the development to be in accordance with the mitigation measures identified in the noise assessment (**Condition 22 - Noise Mitigation Measures Compliance**).

- Operational Noise

214. The overall phasing of infrastructure provision is set out in the site wide phasing strategy. The private vehicle access at the eastern side of the site will provide a construction access during Phase 1. A site wide CEMP has been approved under outline condition 35 which contains controls on construction noise, dust and building site activities. This includes a specific construction programme and other details, including site compounds. This will ensure the environmental impact of construction is adequately controlled.
215. Officers note that it was a requirement of the outline permission that the use of the engine running bay at Cambridge Airport would cease and this activity relocated further away in a purpose built Ground Run Enclosure (GRE), prior to first residential occupation. The GRE was completed over a year ago and has been operating successfully since this time. Officers are satisfied that no adverse impact on prospective residential amenity will arise from existing operational noise associated with engine testing activities at Cambridge Airport.

Utilities

216. Primary services distribution for surface water and foul drainage will be located beneath the carriageway. Service trenches beneath the footways are provided for incoming electrical, gas, water and other utilities. This location is in general accordance with the mandatory criteria of the approved Design Code.
217. The Applicant has confirmed that all residential properties within this phase will have Fibre Optic connection, in accordance with the Section 106 Agreement.

Water Management, Drainage and Flood Risk

218. The drainage strategy has been hydraulically modelled and includes climate change analysis for a 40% increase in rainfall intensity. The strategic SUDS are sized to accommodate the maximum 1 in 100 year event plus 40% climate change.
219. Drainage attenuation for this phase will be provided by the ha-ha channel (located along the northern and eastern boundaries), attenuation swales and attenuation dry basin pond (located north of the Copse), which form key SUDs features within the northern part of the site, at the transition between the residential development and the site boundaries.
220. The ha ha is a landscape feature with attenuation swales at its base, which also serves as a defensible boundary between residential properties and Kingsley Wood to the north. It will be predominantly dry throughout the year, although will provide temporary storage of water during high rainfall. The incorporation of these SUDs features will help to ensure run off is managed to the greenfield rate, with mitigation in accordance with SUDs principles.
221. Surface water from the proposed development will be managed through the use of permeable paving on all private driveways, and garages constructed with green roofs. The surface water flows to and from the site will drain to the ha ha, with restricted flows within the ha ha system enabling its effective use as an

attenuation feature. The ha ha drains primarily to the wider attenuation network within the Marleigh development. The north eastern part of the site and playing fields have a restricted outfall to the High Ditch Road ditch.

222. The residential properties within this phase drain via on plot drainage and connect into the surface water drainage along the street. The Council's Drainage Officer has recommended, a planning condition which requires detailed levels information in respect of the agreed road layout. This is to ensure that finished floor levels demonstrate appropriate gradients falling away from all residential properties and ensure risk from flooding is reduced.

223. The Applicant has raised concern that it would be unreasonable to delay development until the details of the road levels have been agreed by the Local Planning Authority. This is because this level of detail would usually be required to satisfy the County Council that the roads are suitable for adoption, under Section 38 of the Highways Act. Whilst all roads have been designed for adoption by the Highway Authority, there is no certainty that this is the case. Officers are therefore of the view that it is reasonable to require this information to be submitted and agreed prior to first residential occupation (**Condition 21 – Road Levels**).

224. The Council's Sustainable Drainage Officer and County Council as Lead Local Flood Authority have considered the proposals for the drainage of the site, and area satisfied that the details provided are acceptable (subject to the condition as referred to above), and that the scheme will successfully integrate the site wide surface water drainage strategy for Phase 1 of the development.

225. The consultation response received on behalf of the MOD seeks reassurance that the basin and ha ha will not hold open water on a regular basis. The Applicant has confirmed by way of a drainage technical note dated 02 October 2020 that these are designed to be dry attenuation features and will only store water during the storm event. Once the storm subsides, and a dry weather period follows, the water will half drain down within 24 hours. There is no permanent water held during dry weather periods.

• **Environmental Considerations – Conclusion**

226. The environmental implications of the proposals have been assessed through the supporting documentation and considered fully by officers. Subject to the recommended planning conditions as described above, the proposed development is found to accord with the environmental objectives of policies CC/1, CC/2, CC/3, CC/4, CC/5, CC/8, NH/4 and NH/5 of the SCLP, policies CE/22, CE/24, CE/25, CE/27 and CE/28 of the CEAAP, guidance contained in the GC Sustainable Design and Construction SPD and the NPPF.

Impact on Residential Amenity

- Impact on amenity of neighbouring occupiers

227. The proposed allotments abut the boundaries of residential properties on High Ditch Road. There will be no direct overshadowing or enclosure impacts on these properties from the proposed buildings, given the distances involved. Officers are also satisfied that appropriate safeguards have been put in place through **Condition 5 - Allotments Provision** (which requires details of the management arrangements, security and boundary treatment of the allotments), to ensure that the residential amenity of the occupants of these properties is protected.

228. Construction related activities are adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.

- Impact on adjacent development parcels.

229. Officers are satisfied that the proposed development relates well to, and will be compatible with the adjacent residential parcel, Phase 1A, which is currently under construction.

- Amenity for future occupiers of the site

230. The Section 106 Agreement for the outline planning permission requires all new homes within the development site to comply with the 2010 London Housing Design Guide space standards. Since this time, the government has introduced new internal residential space standards, which is reflected in Policy H/12 of the SCLP.

231. The Applicant has provided confirmation that all of the residential units will either comply with or exceed the internal space standards, in many cases providing substantially more floor area than the minimum.

232. In addition, all properties have private amenity space, in accordance with the minimum requirements as set out in the South Cambridgeshire Design Guide. On this basis, officers are satisfied that the units would provide a high-quality internal living environment for the future occupants, in accordance with SCLP policy H/12.

- Back to back distances

233. The residential properties have been designed to ensure privacy with sufficient back to back and back to flank relationships to ensure good daylight and sunlight is maintained to the homes and gardens. Back to back garden relationships are at least 18 metres, which is compliant with the approved Design Code.

234. On the basis of the above evaluation, officers are satisfied that the application is acceptable with regard to impact on residential amenity. The proposals are therefore in accordance with policy SS/3 of the SCLP, the Cambridge East AAP and the NPPF.

Third Party Representations

235. Two third party representations were received and have been addressed in the above report, as summarized in Table 5 below.

Table 7: Summary of representations

Representation	Response
Third party representation: Questions whether trees have been checked for bat roosts.	All of the trees which are to be felled/require surgery as a result of the development proposals have been surveyed for bats. None provide suitable roost sites.
Camcycle: Requests provision of flush kerb where pathways used by cycles, wheelchairs or mobility scooters transition onto other surfaces. Recommends consideration of inclusive cycle parking.	Where footways/cycleways transition onto the carriageway, a dropped kerb with a maximum of 6mm upstand applies. This is consistent with that agreed for the Phase 1A development. In addition to standard cycle provision, allowance has been made for inclusive cycles. These larger gauge cycles will be provided with adequate space to enable ease of accessing and egressing the cycle from the cycle stand. There will be provision for a larger cycle stand in each of the visitor bays. The cycle parking stands will be set out to ensure that the larger cycles are not protruding into the public highway or footway when parked

Conclusion

236. Phase 1B is a key part of the delivery of the Marleigh/Wing development, which will deliver 1,300 homes in a sustainable location on the edge of Cambridge. The application proposals include the delivery over three hundred dwellings and a range of open space, including formal sports pitches and allotments. A range of house types will be provided that will create attractive streets and which successfully integrate car and cycle parking. The proposal complies with the Development Plan and approved Design Code and is therefore recommended for approval.

Recommendation

237. **Approve** planning permission of reserved matters application reference 20/02569/REM, subject to the conditions and informatives listed below in this report, with authority delegated to officers to undertake appropriate minor amendments of those conditions and informatives prior to issue of the planning permission.

238. **Approve** the partial discharge of the following outline planning conditions (planning application reference S/2682/13/OL) as they relate to the Phase 1B application proposals:

- Condition 11 (Site wide sustainability strategy)
- Condition 12 (Hard and soft landscaping)
- Condition 13 (Tree retention/removal)
- Condition 14 (Local areas of play)
- Condition 16 (Allotment details)
- Condition 17 (Ecological mitigation)
- Condition 19 (Pedestrian and cycle routes)
- Condition 20 (Car parking)
- Condition 21 (Noise and insulation)
- Condition 23 (Details of refuse storage)
- Condition 24 (Distribution of market and affordable housing)
- Condition 25 (Mix of private dwellings)
- Condition 26 (Sustainable design and construction)
- Condition 27 (Code for Sustainable Homes)
- Condition 28 (Compliance with site wide sustainability strategy)
- Condition 30 (Cycle Parking)
- Condition 34 (Surface water drainage)
- Condition 40 (Bird hazard management)
- Condition 48 (Water Vole mitigation)
- Condition 51 (Compliance with Code for Sustainable Homes level 4 for all dwellings)

Conditions:

1. Plans Compliance

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

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

2. Materials

Prior to the commencement of development, with the exception of works up to and including slab level, details of the materials for the external surfaces of buildings to be used in the construction of the development shall be submitted to and approved in writing by the local planning authority. and shall include external features such as windows, window reveals, façade panels, head and cill treatments, brick slip systems, rainwater details, porch details and doors. The details should be accompanied by a materials schedule, large-scale drawings and samples as appropriate.

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

3. Sample Panel

No brickwork above ground level shall be laid until a sample panel (at least 1.5m x 1.5m) has prepared on site, detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and mortar technique. The details shall be submitted to and approved in writing by the local planning authority. The approved sample panel shall be retained on site for the duration of the works. Development shall be carried out in accordance with the approved details.

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

Sports Pavilion Management Strategy

4. Prior to first use of the sports pavilion hereby approved, a Sports Pavilion Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall ensure the effective management and maintenance of the facility and include details of the management body or organisation which will be appointed to manage the facility, waste management and recycling arrangements; operating hours and an appropriate timetable for establishing the management arrangements. The facility will be constructed in accordance with the approved strategy.

Reason: To maintain the quality of and secure the safe use of sports facilities (South Cambridgeshire Local Plan 2018; policy SC/4).

5. Allotments Provision

Prior to occupation of the 100th dwelling, full details of the allotments shall be submitted to and approved in writing by the Local Planning Authority. These details to include:

- a. A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders (including plots with disabled access areas); areas for communal storage of materials (for example, manure and compost) and communal storage of tools and supplies (eg lockers and bins) and a timeframe for their delivery.
- b. Proposed management arrangements of the body or organisation which will be appointed to manage the facility, and draft allotment tenancy agreements and management rules. This shall include consideration of general and individual plot holder Rules, Conditions and Code of Conduct, with compliance thereafter.
- c. Access, vehicle and cycle parking arrangements to allow easy and safe access to the allotments which prioritises sustainable modes of transport and allows for the occasional delivery of bulky goods.
- d. Details of the allotment building (including composting toilet, green roof and solar energy opportunities and operating hours) and an appropriate timetable for its delivery.
- e. Water supply, including use of stored rainwater and SuDS for watering crops.
- f. Provision of good quality soil to British Standards 3882:2015 or equivalent, with structure and texture to allow free drainage and cropping, including final preparation of allotment plots to provide suitable levels and tilth for production of a range of garden crops.
- g. Boundary treatment, including security arrangements for the allotments and along the northern boundary of the allotments which abuts High Ditch Road.

The development shall be in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (South Cambridgeshire Local Plan 2018; policies SC/4, SC/7, and SS/3)

6. Public Art Delivery Plan

Prior to construction above ground level, full details of a scheme of public art for Phase 1B shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for public art shall be carried out in accordance with the approved details not later than 6 months after first occupation, or within a timeframe set out and agreed within the submitted scheme. The scheme shall demonstrate how the strategy integrates with the outline site wide public art strategy.

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

7. Use of Playing Fields

The playing field/artificial grass pitch shall be used for Outdoor Sport and for no other purpose (including without limitation any other purpose in Class D2 Use Classes Order 2005, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To protect the playing field from loss and/or damage and to maintain the quality of and secure the safe use of sports pitch/es (South Cambridgeshire Local Plan; policy SC/4).

8. Playing Fields Management and Maintenance Scheme

Prior to the bringing into use of the playing fields a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England.

Reason: To ensure that the playing fields are capable of being managed and maintained to deliver sports facilities which are fit for purpose, sustainable and ensure sufficient benefit of the development to sport (National Planning Policy Framework (NPPF) para 97; South Cambridge Local Plan 2018 policy SC/4).

9. Details of Woodland NEAP

Prior to the occupation of the 100th dwelling, a plan indicating the equipment details of the woodland NEAP hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include equipment focussed on 10-14 year olds, group activities, and teen shelter. The development shall be in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (South Cambridgeshire Local Plan 2018; policies DP/2, SC/7, and SS/3)

10. Delivery of Local Areas of Play (LAPs) and Reduced LAP (Doorstep Play)

The Local Areas of Play (LAPs) and reduced LAP (doorstep play) hereby approved shall be delivered in accordance with the LAP delivery plan for Phase 1B planning submitted with the application.

Reason: To ensure that appropriate facilities for youth and children's play provision are provided in relation to the development of the site (South Cambridgeshire Local Plan 2018; policy HQ/1).

11. Landscape Maintenance and Management Plan

Prior to first occupation of the residential properties hereby approved, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted and approved in writing by the Local Planning Authority. 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 it is reasonably practicable with others of species, size and number as originally approved.

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

12. Waste and recycling arrangements

No development shall commence until details of the on-site storage facilities for waste (including waste for recycling) in respect of the residential dwellings hereby approved have been submitted to and approved in writing by the Local Planning authority. The details shall include the detailed position and layout of bin stores and arrangements for their provision, on-site storage, delivery and installation of waste containers for each dwelling prior to occupation of that dwelling. The RECAP Waste Management Design Guide will be utilised to ensure the development design will provide adequate space for internal and external waste storage.

The approved facilities for each residential dwelling shall be provided prior to the first occupation of that building and shall be retained thereafter.

Reason: To ensure that the details of the development are acceptable and ensure the provision of waste collection infrastructure on site (Cambridge East Area Action Plan 2008; policy CE/33).

13. Active Buildings Pilot Project Implementation

The proposals for the provision of the Active Building Pilot dwellings will be implemented in line with the approved details contained within the Energy Statement Marleigh Phase 1B – 16 Exemplar Homes Strategy (Pollard Thomas Edwards, June 2020).

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

14.Implementation of Energy Strategy

The approved energy strategy as set out in the Energy Assessment Report (Stroma, 20/12/2018)) shall be fully implemented prior to the first occupation of the development. Prior to first residential occupation in each build phase, a phasing plan and roof plan showing the layout of the proposed photovoltaic panels in that phase shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed details and the photovoltaic panels shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

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

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

15.BREEAM Condition 1 – Design Stage Certification

Prior to occupation of the 400th residential and 800th residential unit, BRE issued Design Stage Certificates shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met for the allotment building and sports pavilion, Where the interim certificates shows a shortfall in credits for BREEAM 'excellent', statements shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

16.BREEAM Condition 2 – Post Construction Certification

Prior to the occupation of the buildings hereby permitted, or within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is

replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

17. Electric Vehicle Charging Wall Boxes

Prior to the occupation of each individual dwelling house, the proposed electric vehicle slow charge wall box serving each unit to be occupied shall be fitted and fully operational.

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

18. External Lighting

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

Reason: To ensure that there is no conflict with the final lighting positions agreed as part of the S278 Agreement, and in the interests of amenity (South Cambridgeshire Local Plan 2018; policy HQ/1).

19. Tree Protection Plan

Before any works on site commence a detailed Arboricultural Method Statement and Tree Protection Strategy shall be submitted to and approved in writing by the Local Authority, including details of timing of events, protective fencing and ground protection measures. This should comply with BS5837. The tree protection measures shall be installed in accordance with the approved tree protection strategy before any works commence on site. The tree protection measures shall remain in place throughout the construction period and may only be removed following completion of all construction works.

Reason: To ensure that trees to be retained will be protected from damage during the construction activity, in the interests of the preservation of arboricultural amenity (South Cambridgeshire Local Plan; policies NH/6 and HQ/1).

20. Bridge Over Attenuation Pond

Within six months of the commencement of development, the detailed design of the bridge over the attenuation pond shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the detail of the development is acceptable (South Cambridgeshire Local Plan 2018; policy SC/11).

21. Road Levels

No development hereby permitted shall be commenced until the detailed level design of all roads has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the details of the development are acceptable (South Cambridgeshire Local Plan 2018; policy SC/11).

22. Noise Mitigation Measures – Compliance

The development, hereby approved, shall be carried out in accordance with the mitigation measures as set out in the Phase 1B, Marleigh Development, Land Off Newmarket Road, Discharge of Condition 21, (Project Reference. M4425-Ph1B-C21 dated 29th April 2020) prepared by Ian Sharland Ltd and its supplementary appendices.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed noise sensitive uses resulting from noise and secure acceptable living conditions (policies CE/19 and CE/26 of the Cambridge East Area Action Plan 2008; policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018 and the NPPF).

23. Noise Insulation Scheme

Prior to the commencement of the development of the active pilot buildings, an assessment of the noise impact of any renewable energy provision sources (such as air source heat pumps or wind turbines) and a scheme for insulation as necessary, shall be submitted to and approved in writing by the Local Planning Authority. Any noise insulation scheme as approved shall be fully implemented before first occupation of the active pilot buildings and shall thereafter be maintained in accordance with the approved details.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed noise sensitive uses resulting from noise and secure acceptable living conditions (policies CE/19 and CE/26 of the Cambridge East Area Action Plan 2008; policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018 and the NPPF).

24. Wildlife Hazard Management – Compliance

The development shall be carried out strictly in accordance with the Wildlife Hazard Management Plan, Project Wing, Aviaire, March 2019, V007 and Wildlife Hazard Management Compliance Statement, Project Wing, Aviaire, August 2020 V004. This includes provision of adequate bird control measures and the regime of monitoring in the construction period and post completion phases as set out in the WHMP.

Reason: To minimise the attractiveness of the development to birds, to ensure the safe movement of aircraft and the operation of Cambridge Airport (South Cambridgeshire Local Plan 2018; policy CE/32).

25. Biodiversity Report – Compliance

The development shall be carried out strictly in accordance with the Biodiversity Report (May 2020) (May 2020). This includes provision of construction phase mitigation and avoidance strategies for protected species likely to be found on or near the site.

Reason: To ensure the impacts of the development on biodiversity is mitigated (South Cambridgeshire Local Plan 2018; policy NE/4 and paragraph 170 of the National Planning Policy Framework).

26. Amenity Grass Seed Mix

Prior to the commencement of development, details of the amenity grass seed mix shall be submitted to and approved in writing by the Local Planning Authority. Development shall be in accordance with approved details.

Reason: In the interests of improving biodiversity (South Cambridgeshire Local Plan 2018; policy NE/4).

27. Construction Cranes

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

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

Informatives:

1. Informative: Outline Conditions

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

2. Informative: Operational Noise

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

3. 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:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note Cambridgeshire County Council does not regulate ordinary watercourses in Internal Drainage Board areas.

4. Informative: 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).

5. 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.

6. Informative: Contaminated Land

Contaminated land should be considered and assessed in accordance with government / industry best practice and technical guidance and the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd/>

Helen Bord or Claire Sproates (Scientific Officers), SCDC Health & Environmental Services – Contaminated Land can provide comments on contaminated land pertinent to this site if required. Telephone No: 01954 713444 or email contamland@scambs.gov.uk

7. Informative: Section 38 Applications

The Applicant is advised that this decision notice does not give permission for the detailed road layout (such as drains, lighting and supporting structures), not does it imply that the Cambridgeshire County Council as Highway Authority will adopt the new roads that are proposed as part of this development. A separate application will need to be made to the County Council under Section 38 of the Highways Act 1980 (as amended).

Appendices

Appendix A: Cambridgeshire Quality Panel Minutes 28 October 2019

Report Author:

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