



South
Cambridgeshire
District Council

Report to: Joint Development Control 27 October 2021
Committee

Lead Officer: Joint Director of Planning and Economic Development

21/02450/REM – Fen Ditton Parish

(Land North of Newmarket Road, Cambridge)

Proposal: Reserved matters application detailing, appearance, landscaping, layout and scale for the construction of 421 new homes with associated infrastructure, internal roads, open space as part of Phase 2 pursuant to condition 5 (reserved matter) of outline planning permission S/2681/13/OL dated 30 November 2016.

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: **23.08.2021** (Extension of Time 28.10.2021)

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

Presenting Officer: Chenge Taruvinga, Senior Planning Officer (Strategic Sites Team)

Executive Summary

1. Phase 2 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 of 421 high quality dwellings, surrounded by a mix of formal and informal open space provision. The highly permeable development will offer attractive streets which integrate pedestrian and cycle provision with podium and surface level car parking.
2. 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.
3. Officers recommend that JDCC **approves** this application, subject to the conditions set out at the end of the report.

Relevant Planning History

2.

Planning Reference	Description	Outcome
S/2682/13/NMA1	Amendment to the parameter drawings to increase the permitted height of buildings and amend the southern building line on Newmarket Road	Approved 5 th May 2021
FMW/003/20	Erection of a two-storey, 2 Form Entry Primary School to accommodate 420 pupils with a 52-place nursery, creation of new accesses for vehicles, cyclists and pedestrians, car park, landscaping and associated infrastructure.	Approved 9 th November 2021

20/02569/REM	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.	Approved 18 th November 2020
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) 2021

National Planning Practice Guidance (NPPG)
National Design Guide

South Cambridgeshire Local Plan (SCLP) 2018

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

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)

1. 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 Consideration

2. Wing Design Code (2018)

Publicity

- | | |
|------------------------|-----|
| 3. Advertisement | YES |
| Adjoining Owners: | YES |
| Site Notice Displayed: | YES |

Consultation

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

Application as amended: No objection. Comments. The proposed highways layout is acceptable to the Highway Authority. The edging and surfacing details should not form part of the approved drawings for the site, to avoid any conflict with the Highway Authority's Housing Estate Road Construction Specification.

Application as submitted: Concerns over conflict between the tree canopies and the refuse vehicles. Highway Authority seeks that the proposed street lighting design does not form part of the approved drawings if planning permission is granted to avoid any potential for future conflict with the Highway Authority's requirements.

5. **Cambridge County Council Transport Assessment Team:**

Application as amended: Clarification on visitor cycle parking provision and justification required for vehicle visitor space numbers (see transport section para.124-147).

Application as submitted: Further clarification sought on cycle routes, road safety and mitigation triggers.

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

Application as submitted: No objection. Recommends separate discharge of Condition 34 of the outline planning permission.

7. **Cambridgeshire County Council Archaeological Officer:**

No comments received.

8. **Cambridgeshire Quality Panel (Pre application meeting 24th November 2020):**

No objection. Comments provided relating to the following:

- Landscape scheme.
- Community facilities.
- Connectivity.
- Character.
- Climate emergency regulations.
- Pedestrian and cycle routes.
- Residential block details

9. **Greater Cambridge Shared Planning Service Urban Design Team:**

Application as amended: No objection. The Applicant has submitted an amended Overheating Assessment, which now confirms compliance with the required criteria which, from an urban design perspective, is considered acceptable. Recommends conditions.

Application as submitted: No objection. Comments relating to the number of single aspect apartments. Requests clarifications/amendment relating to single aspect units and the potential for overheating, cycle storage details, and some elevational details.

10. **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.

Application as submitted: Comments. Minor amendments sought which can be dealt with via an update to drawings. These relate to the proposed planting layout and private amenity provision, landscape specification, and podium planting details.

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

Application as amended: No objection. The overall approach being taken is welcomed, and the proposed scheme is supported in sustainable construction terms. Detailed advice provided.

Application as submitted: Concern with the number of single aspect apartments which occupy the most challenging orientations

12. **Greater Cambridge Shared Planning Service Conservation Section**

No objection.

13. **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.

14. **South Cambridgeshire District Sustainable Drainage Engineer:**

Application as amended (consultation response dated 22.10.20: No objection. Recommends details to satisfy the requirements of condition 34 of the outline planning are submitted separately

15. **South Cambridgeshire District Council Health and Environmental Services:**

Application as amended: No objection as submitted. The details overcome noise and overheating concerns.

Application as submitted: No objection subject to clarification on noise levels for apartments that may be reliant on windows to reduce the potential for overheating.

16. **South Cambridgeshire District Council Tree Officer:**

No objection. Recommends condition relating to tree protection.

17. **Cambridge City Public Art Officer:**

No comment to make.

18. **South Cambridgeshire District Council Joint Housing Development Officer:**

Application as amended: No objection.

Application as submitted: No objection. Comments. The development proposed is acceptable.

Cambridgeshire Fire and Rescue:

No objection. If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required. This is to be secured by condition. The number and location of fire hydrants are secured by outline permission Condition 53.

19. **Environment Agency:**

No objection. No specific comments to make on the proposed drainage strategy at this stage.

20. **Ministry of Defence:**

No safeguarding objections to this proposal.

21. **Cambridgeshire Constabulary (Architectural Liaison Officer):**

Application as submitted: Support. Requests further details in respect of cycle storage security and access control for the apartment buildings.

22. **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.

23. **Shared Waste Commercial Waste Manager:**

No objection subject to conditions securing the arrangements for waste collection days as well as bin store design.

Representations

24. **Fen Ditton Parish Council:**

Comments. Fen Ditton Parish Council have considered the application and indicated that they are ready to play their part in the future management of the site since it

mainly falls inside the parish. Confirmation sought that the design includes an internet cable connection to each dwelling (see para.222)

Requests that due to the scale of the application that it is referred to committee for determination.

25. **Teversham Parish Council:**

No comment to make.

26. **Camcycle:**

No comment to make

Representations from Members of the Public:

27. No representations have been received.

Background

28. 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.
29. 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).
30. 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.
31. Phase 1 of the development, which has reserved matters permission, 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). Phase 1 B was granted planning permission in November 2020 and included non-residential floor space, laying out of playing fields, open space, and allotments.

32. 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.
33. Phase 3 of the wider development is 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.
34. The Phase 2 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 17th March 2021. Due to the restrictions of COVID-19, a virtual public consultation event for this phase was arranged by the Applicants in favour of a physical exhibition. Details of the proposals were hosted on a bespoke website, which went live between the 16 and 30 April 2021. Prior to launching the website, a flyer with the address and details of the consultation was hand delivered to approximately 1,200 properties in the immediate areas around the site.
35. Prior to the submission of the application the Applicant also consulted Fen Ditton and Teversham Parish Council along with the City Council's Disability Consultative Panel and CamCycle.

The Site and Surroundings

36. The Marleigh site covers approximately 65ha and is located on the north east edge of Cambridge, approximately 4km east of the city centre. The site is bordered by Newmarket Road and Cambridge Airport to the south, the Fison Road residential estate to the west, High Ditch Road to the north and Newmarket Road Park and Ride and Cambridge Ice Area to the east.
37. National Cycle Route 51 runs though the site connecting Ipswich, Newmarket, Cambridge, Milton Keynes and Oxford. The Chisholm Trail strategic cycle and pedestrian route is located approximately 1km west of the site, and when complete will provide a mostly off-road route connecting North Cambridge, Cambridge Station and Addenbrooke's Hospital.
38. The Phase 2 application site comprises the remaining undeveloped greenfield area of the Marleigh site. It comprises a site area of approximately 5.4ha which is predominately located directly south and west of Phase 1. The Phase 2 site borders the existing employment area known as 'North Works' to the west, Newmarket Road to the south and a petrol filling station to the south-east.

The Proposal

39. 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 for the construction of 421 new homes with associated infrastructure, internal roads, open space.

40. The application proposes 333 apartments and 48 houses, with a range of sizes, types and tenures.

Table 1: Market and affordable schedule of accommodation (see Tables 3 and 5 for detailed market and affordable housing mix)

Dwelling type	Houses	Flats	Total	Percentage	
Private sale	71	224	295	70%	
Shared ownership	17	70	87	30%	69%
Affordable rent	0	39	39		31%
Total	88	333	421	100%	

41. The proposed development will be located within two character areas as defined by the outline planning permission and approved Wing Design Code, 'The Town' and 'The City'. The Town is a medium density area characterised by built form of between two and four storey heights. The City is defined as a high-density area with built form also between two and four storeys. Phase 2 covers the majority of The City, and part of The Town character areas and achieves a net density of 75dph.
42. The proposed development features strong urban edges focused along the key frontages of Newmarket Road, Marleigh Avenue, Marleigh Square and Beta Square. Open space provision filters through the site from Gregory Park to the north, through The Titch and then into The City.

The City

43. A total of 333 apartments are proposed within The City arranged within five blocks. Blocks R1, R2, Q1, Q2 are located centrally and Block S3 is to the east. The blocks range between three and four storeys and are to be to a maximum height of 15 metres. The four central blocks will each incorporate ground floor car parking, with a podium garden above. The fifth block (S3) is arranged in an 'L' shape around a green space (Valiant Gardens) with surface level car parking. The blocks have been designed with a combination of pitched and flat roofs, and feature both recessed and protruding balconies. In a similar way to the houses within The Town, the apartments are faced in a mix of red, grey and buff bricks.
44. The City in Phase 2 has a prominent position fronting Newmarket Road and has been designed to provide a gateway entrance to Marleigh Avenue and the wider Marleigh development. The site's frontage to the south frames access points into Marleigh marked by key gateway buildings. The building line has a generous, landscaped setback from Newmarket Road to provide a buffer between the development and the road.

45. The Fens area within The City introduces a new landscape space into the central part of this part of the development, replacing the tertiary streets which were indicatively in the approved Design Code for the site. The Fens combine landscape and amenity space with surface water drainage basins as part of the Phase 2 SuDS strategy. Fen Way, within The Fens, has been designed as a shared surface, traffic-filtered route offering opportunities for social interaction and informal play.
46. Valiant Gardens within the S3 block offers additional permeability and landscape space to the S3 block. This ground floor amenity space includes a local area of play (LAP) which will be accessible to all Marleigh residents
47. Beta Avenue at the northern end of The City provides a transition between The City character area and The Town. Whilst still delivering apartment buildings along its southern edge, the urban grain is smaller, with domestic scale buildings and roofscape.

The Town

48. A total of 88 houses are proposed within The Town, which will provide a mix of 3- and 4-bedroom homes. These will comprise of buildings between two and three-storey height with predominately pitched roofs, arranged as a combination of terraced, semi-detached and detached homes. The houses will be faced in a mix of red, grey and buff bricks with tiled roofs.
49. The houses within The Town are arranged in traditional streets, with priority given to pedestrian and cycle movement over the car. The Town features a 'play street', which will be car-free and provide a combination of soft landscape, seating and street furniture to encourage children and adults to use the street as an outdoor space, as well as a pleasant connecting route.
50. The Town also incorporates a green space called 'The Titch', which will provide an attractive area for residents to use and a formal Local Area of Play (LAP). The Titch will incorporate open grassed areas, play equipment and a vegetated SUDs feature to enable a range of outdoor activities to take place. Larger, 4 bed homes are located around the Titch framing this key public space. A distinct feature terrace of dwellings provides a focal point along its western edge.
51. Green Way is a low-traffic route linking key landscape spaces of The Fens, The Titch and Gregory Park. It includes the provision of enhanced landscape verges and raised tables at key junctions prioritising pedestrian movements.
52. 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 2 proposals:
 - Hard and soft landscaping details (conditions 12, 14 and 16)
 - Sustainability strategy (conditions 27, 28 and 51)
 - Pedestrian and cycle routes (condition 19)

- Details of car and cycle parking (condition 20 and 30)
- Details of refuse storage (condition 23)
- Distribution of market and affordable housing (condition 24)
- Mix of private dwellings (condition 25)
- Details of noise impact (condition 21)
- Details of biodiversity considerations (condition 17)
- External lighting (condition 18)
- Details of tree retention/removals (condition 13)
- Details of the drainage strategy (condition 34)
- Details of bird hazard management measures (condition 40).

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

- Design and access statement
- Outline fire strategy report
- Energy statement
- Sustainability strategy
- Overheating assessment
- Arboricultural impact assessment
- Biodiversity report
- Assessment of environmental noise
- External lighting information
- Transport statement (with residential travel plan)
- Drainage strategy
- Wildlife hazard management plan
- Daylight and sunlight assessment report.

Amended Plans and Additional Information

54. 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:

27th August 2021 – Response to Urban Design, Landscape, Highway Authority, Noise and Sustainability:

- JTP Updated architectural drawings
- BMD Updated landscape drawings
- WSP Updated civils drawings
- Stroma Revised overheating assessment report
- Ian Sharlan Revised environmental noise report

27th September 2020 – Response to Highway Authority:

- JTP drawing which details the layout and dimensions of the single and double garages within the scheme.
- BMD typical surface and edging details
- WSP Refuse tracking to avoid tree conflicts as requested.
- WSP Cycle Route Analysis Technical Note

Planning Assessment

55. 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

56. 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.
57. 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. 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.
58. 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 2 proposals. These matters are discussed in the relevant subsections of this report.

Compliance with Outline Parameter Plans - Newmarket Road Building Line

59. 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.
60. The Outline Application and Design Code envisaged the provision of a service road running parallel to Newmarket Road, to the south of the southernmost Marleigh development parcels. The service road would have served the retail units originally proposed along this frontage. However, as retail provision has now been made in Marleigh Square, the retail frontage is no longer proposed in this part of the site. Initially, the road was simply removed and replaced with landscaped space. However, the resulting space was quite deep and its proximity to Newmarket Road meant that it was considered an unsuitable location for useable amenity space for future residents of the development due to the potential for noise, air pollution and general safety.
61. By bringing the building line of the Phase 2 development closer to Newmarket Road, more space is freed up within the central part of The City character area, and this has enabled the creation of The Fens area. The Fens provides a much improved, useable amenity space and also contributes to the Phase 2 surface water drainage. In addition, the revised building line has facilitated a better orientation and layout for the S3 block to the east, allowing a more generous amenity space to be provided for residents.
62. From an urban design perspective, officers consider that moving the building line closer to Newmarket Road allows this key frontage to better engage with the road and as such influence its character. The perception of entering a more urban, residential area aligns with reduced traffic speeds and offers a more pleasant cycling and pedestrian streetscape. A generous landscape buffer is still provided to create separation from Newmarket Road. The proposed setback of approximately 20 metres, incorporates a grass verge, a 3 metre cycleway, a 2 metre footpath and mounded landscape strip, including street trees.
63. A non-material amendment (NMA) to the outline planning permission to facilitate this revision was approved on 5th May 2021. This NMA was approved under delegated powers following consultation with the JDCC Chair and Vice Chair. The revision to the building line was considered non material on the basis that a considerable set back of approximately 20 metres was still to be retained along the Newmarket frontage and the proposed revision did not give rise to a tunnelling effect. On this basis, the principle of the proposed change is acceptable in planning terms.

Compliance with Outline Parameter Plans – Building Heights on Newmarket Road

64. The approved building heights parameter plan proposed taller buildings along primary routes (including Newmarket Road) to help support legibility, wayfinding and placemaking. Along Newmarket Road however, this strategy was partly compromised by the proximity to Cambridge Airport and heights constraints imposed by its operational equipment.

65. As Phase 2 proposals were developed, it was considered that from an urban design perspective, greater height was needed along Newmarket Road, particularly on building corners. This would provide better enclosure to the street, give these buildings more presence and enhance their status as gateway buildings for the wider Marleigh development.
66. The outline parameter plans had allowed for a maximum height of 12 metres along this frontage. The proposed amendment to increase this by 3 metres was tested by Cambridge Airport and was found to be acceptable from a safety perspective. The result is that the overall maximum height of buildings of 4 storey height along Newmarket Road is 15 metres.
67. A non-material amendment to the outline application relating to this change in height was approved under delegated powers in consultation with the Chair and Vice Chair of the JDCC on 5th May 2021.
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 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.
76. 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 key principles of approved Design Code in terms of built form and approach to landscape/public realm and access and movement. There are however some design code deviations which are noted in the following paragraphs.

Design Code deviation – Removing tertiary streets to create ‘The Fens’

77. The approved design code sets out a street hierarchy plan, in which the route now referred to as The Fens is proposed as a tertiary street. The Design Code notes that ‘The position/alignment of tertiary streets is illustrative’.
78. As proposals for Phase 2 were developed, increased opportunities for landscaped spaces, particularly within The City, were considered. In addition, there was a need to create additional space for surface water attenuation, given that the original site wide surface water drainage strategy located attenuation in Beta Square for the southern apartments of what is now Phase 2. Due to subsequent phasing decisions, that strategy was no longer applicable as Beta Square will not be built until after Phase 2 is occupied. Therefore, locations for attenuation within Phase 2 were sought which would not compromise the amenity space provision in The Titch.
79. The creation of The Fens has addressed both of these issues. This new amenity space brings landscape and biodiversity value into The City, creating an interactive open space for future residents to enjoy in this higher density part of the site. Officers have carefully evaluated this change to the Design Code to ensure that there is an appropriate balance between the different uses now proposed for this area. It is the view of officers that this revision to the scheme is well considered and provides an important enhancement to The City.

Design Code deviation – Realignment of ‘Fen Way’ and change of street typology

80. In the street hierarchy plan of the Design Code, the route now referred to as ‘Fen Way’ is proposed as a secondary street, aligned with the southern edge of Beta Square in

Phase 3. As proposals for Phase 2 were developed, the alignment of this route compromised the layout, generating a small R1 parcel and quite a large Q1 parcel. At the initial pre-application stage these parcels appeared awkward with undefined 'leftover' space around the buildings.

81. In conjunction with the developing character of The Fens, the proposed typology of this street was revisited by the Applicant. Realigning the street generated a better arrangement of blocks in The City, engaging more successfully with the surrounding streets. It also allowed views in and out of Phase 2 to terminate on buildings, creating better definition of space. Rather than being a conventional secondary street, it was envisaged that this route could be downgraded for traffic to create a pedestrian-priority shared-surface space which could contribute to the social and amenity offer within The City. On the basis of these considerations, officers support the introduction of The Fens as an enhancement to the Design Code.

Design Code deviation – Block S3 Parking Strategy

82. The approved design code sets out in the City Design Principles that '*Parking must be accommodated predominantly within podiums*' and this is shown for block S3 in illustrative material within the Design Code. Whilst podiums have been provided for the other 4 blocks within The City, block S3 presents some unique constraints.
83. Firstly, the parcel is located adjacent to the existing petrol filling station on Newmarket Road. This creates a difficult boundary condition to the east with limited aspect opportunities and the need to provide some buffering or screening. This parcel is also smaller than the other four, making it difficult to provide accommodation to both the north and south without feeling cramped or overdeveloped. The Applicant has also indicated that the relative small size of this parcel does not provide enough dwellings to offset the costs involved in delivering a podium solution.
84. Following extensive pre-application dialogue on this aspect of the scheme, the final proposal provides an active frontage along the key routes of Newmarket Road and Marleigh Avenue to the south and west. It delivers a significant ground-level landscaped amenity space (Valiant Gardens), including a LAP. This space will be accessible to both the residents of S3 as well as the wider Marleigh community. It also provides visual amenity and a pleasant outlook for the south-facing apartments in block S1 which was part of Phase 1a.
85. Parking is provided at surface level, broken up with landscaping and providing a buffer between the amenity space and the petrol filling station to the east. The provision of surface level parking in place of podium parking is supported by officers as it better integrates with the surrounding built form and enhances the amenities of future residents.

Design Code deviation – Housing Typologies in The Town

86. The Town Design principles set out in the approved Design Code describe The Town as medium density (equating to 30.8 - 34.6 Dwellings Per Hectare - DPH), 2-4 storeys, mainly terraced houses set within a series of mews streets, lanes and community squares. The Phase 2 proposals comply with these principles, for the most part. The proposed density in this part of the site is 33.5 DPH, houses are of 2-3 storey height

and the layout consists of shallow plots with smaller back gardens and relatively narrow streets, creating an increased density compared to The Edge character area to the north.

87. The focal point of The Town area within Phase 2 is The Titch as a formal, open green space. The importance of this space has been emphasised through taller houses (3 storeys) surrounding it on all four sides. An urban set piece has been created with a bespoke terrace of larger-scale houses and distinct architectural style which front the space on its western edge. The other three sides are enclosed by large, linked, detached houses to create a secondary urban rhythm subservient to the focal terrace. A consistent band of colour links the detached houses and their garages at ground floor, creating continuous frontage to define the space, rather than individual homes.
88. To the north, fronting Gregory Park, larger detached homes continue a typology used in Phase 1 and act as a transition to the lower density character area to the north. Terraced houses and smaller, two-storey semi-detached houses front the narrower, tertiary streets, where traffic levels will be lower and this smaller scale is suitable.
89. Consequently, officers are of the view that Phase 2 delivers a balanced mix of terraced, detached and semi-detached houses and the housing typologies put forward respond appropriately to the spatial layout, including the character of the adjacent Phase 1.

Layout, Form, Scale and Density

90. The spatial layout of the proposal has evolved considerably during pre-application discussion in collaboration with The Applicant and in response to Quality Panel feedback. This evolution and justification of the scheme's layout is well illustrated and summarised within the accompanying Design and Access Statement.
91. Overall, the proposed arrangement of buildings across the phase creates a legible structure that provides well defined edges and frontages onto streets, intersections, and key spaces. The proposed layout evolves the block structure and street movement hierarchy set out in the Design Code and is supported in urban design terms.
92. In The City element of the proposal, the removal of the vehicle accessed tertiary street (with parallel parking) along the Newmarket Road southern edge as indicated in the Design Code, is considered to create a much improved and stronger design response along this important frontage. The adjusted building line allows for the frontages of the proposed apartment blocks to engage more closely with Newmarket Road whilst still retaining a meaningful green buffer with trees and landscape.
93. The new pedestrian focussed, car free, landscaped space offers the opportunity for a varied range of open spaces for residents to enjoy. The removal of the tertiary street, to create The Fens represents a good placemaking change from the Design Code, creating an urban morphology that not only 'holds' Newmarket Road but also creates a sequence of interesting, landscaped spaces that reveal and unfold themselves. The playful building lines through The Fens adds to the character of this new space, and

overall, there is a strong amenity place value, rather than a space merely to move through.

94. The proposed Fen Way, which departs from the Design Code by downgrading it from a secondary street, as well as adjusting its alignment, is also supported by officers. The subtle shift south in the position of this route from that shown in the Design Code, allows for the western frontage of block R1 to hold and frame the eastern edge of Beta Square, as well as creating an improved townscape with the Phase 1 local centre podium apartment block (currently under construction), which will terminate the views east along Fen Way. The change in street type, (essentially downgrading its highway status by preventing through movement for cars), evolved through detailed site master planning and in collaboration with urban design and landscape officers and the Highway Authority. It has the potential to be a people focussed space, where social activity and opportunities for play could thrive. This change and evolution of the Design Code is welcomed and supported.
95. Within The Town element to the north of the phase, a new car free 'play street' has been created which is considered a valuable addition to the Design Code. The addition of this street also helps to create a more robust block configuration for future phases to the west.
96. Officers support the overall approach to the design of the streets, which have evolved over the course of several productive pre-application design workshops with the Highway Authority, the Applicant and their design team. Streets have been designed to help reduce vehicle speeds and reinforce the changing character throughout the parcel. A series of 'events' or features often accentuated by landscape visually 'break' the linearity of the carriageway and relate well with adjacent buildings, reinforcing the place quality of these spaces. 'Build outs' accommodating street trees will help to interrupt forward visibility for drivers and further help to break down longer streets.
97. Officers are supportive of the proposed height and massing strategy for this phase, which is considered to respond well to the key contextual factors (established within the Design Code) and good placemaking principles. None of the proposed buildings on the site breach the heights established by the parameter plans.
98. Whilst on plan the scheme creates 5 larger footprint apartment blocks located within the 'City' area, the massing of the blocks has been well manipulated and broken up to create a variety of different forms and separate volumes, allowing the proposal to respond to differing character edge conditions and to transition from the higher density 'City' character area which fronts Newmarket Road, to the medium density 'Town' character area to the north of the phase, where house type forms predominate.
99. The range of building forms and varied roofscapes, create interesting compositions and vertical rhythms that creates a plot based, fine grained appearance. Flat roof forms have been used carefully as part of the overall variety of articulated forms in the streetscape and are purposely limited to the key entrances. Lower 3 storey pitched roofed gable forms frame The Fens, creating a more intimate character that links well with Fen Way and the character of The Town element of the phase. Overall, there is a

strong inclined roof language to the proposal, which is considered by officers to successfully translate the aspirations of the Design Code.

Detail and Materials

100. The proposed materials palette is considered to be of a high quality across the house and apartment building typologies. 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**).

Designing Out Crime

101. 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 is supportive of the proposal but notes safety concerns in respect of cycle crime and access control for the apartments. Further details in relation to cycle store security measures and access control are therefore to be secured by planning condition (**Condition 10 – Crime prevention strategy**).
102. Subject to the provision of these details, officers are satisfied that appropriate steps have been taken to designing out crime, in accordance with SCLP HQ/1.

Cambridgeshire Quality Panel

103. The Cambridgeshire Quality Panel reviewed the emerging proposal on 24th November 2020 (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.

Table 2: Quality Panel Issues and Officer Responses.

Issues and Recommendations of Quality Panel	Response
Importance of community facilities for the Marleigh development	Full details of the community facilities secured by the S106 and subsequent reserved matters highlighted.
Importance of improving pedestrian and cycle linkages to the new secondary school at the north of Cherry Hinton	The Cherry Hinton development is accessible on foot and cycle by a shared use foot and cycleway that runs along the south side of Newmarket Road and shared use foot and cycleway that runs along the west side of Airport Way.
Need to ensure that secure cycle storage is provided to encourage residents to have bicycles, especially as various types of bikes (cargo style for example) are prevalent in Cambridge and expensive to buy.	Following the Quality Panel review, apartment block layouts have been amended to provide a cycle store for each core (4 per block as opposed to 2 previously). The cycle storage is also amended to provide 100% provision of Sheffield stands to provide the most convenient and easy-to-use parking.

<p>The social street could be ideal but careful design detail required to prevent any potential unsociable behaviour.</p>	<p>The wider Marleigh masterplan provides a range of different amenity spaces to suit different ages including LAPs, LEAPs, a NEAP and sports pitches. Defensible planting is provided to offer privacy to the ground floor residents and provide a clear definition between private and public domains.</p>
<p>Query about water catchment for the sustainable drainage system.</p>	<p>The Private Fenway includes rain gardens and permeable paving. The apartment blocks have rainwater harvesting tanks which capture and use water for irrigation purposes. the podium gardens are considered as large green roofs, capturing the first 5mm rainfall. All flat roof car ports and garages also include green roofs. All private drives include permeable paving.</p>
<p>Query about the gardens and whether they will have ramps or lifts to ensure they are accessible to all as ramps can be land hungry</p>	<p>The residents podium gardens are primarily accessed from within each block, where there are four cores, each containing a lift. These cores are accessed from the primary communal entrance lobbies.</p>
<p>Amenity concerns for apartments fronting Newmarket Road and whether they will benefit from low-level, bush planting.</p>	<p>The landscape proposal includes low level planting, trees and small-scale mounding along Newmarket Road to provide screening and visual amenity as well as reduce noise mitigation.</p>
<p>Concern about the number of single aspect dwellings with regard to cooling and light levels.</p>	<p>Previous concerns regarding proposed single aspect north facing apartments have been addressed. All north facing single aspect units have now been 'designed out' whilst maintaining the overall elevational proportions of the blocks. The Applicant has submitted an amended Overheating Assessment, which now includes modelling of the most challenging westerly locations of the top floor of the building or at the ground floor.</p>
<p>Further clarification of the energy strategy for the site sought.</p>	<p>An exemplar energy strategy is proposed utilising a fabric first design approach and a communal air source heat pump system to provide all space heating and domestic hot water to the apartment blocks, and individual air source heat pumps to all houses.</p>

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

Fire Strategy

105. The Applicant is accompanied by an Outline Fire Strategy Report which sets out measures to ensure that the proposals incorporate effective fire safety measures, which exceed the standard Building Regulation requirements. Proposed measures include:

- Fire alarms in all residential units, communal areas and internal car parks
- Automatic sprinkler systems in all of the apartment blocks
- All common escape stairs to include a dry rising fire main
- Natural heat and ventilation systems within the car parks
- Fire hydrants located within 90m of the main fire inlets
- A fire vehicle access strategy to ensure that all of the development can be reached effectively in the case of emergency.

106. Cambridge Fire and Rescue have requested a condition that secures access if there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains. **Condition 8** secures this provision alongside the outline application's fire hydrant condition which continues to apply.

Inclusive Access

107. 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 and 1B, 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, structures and ceiling joists capable of adapting the main bedroom and bathroom to accommodate hoists in future, if so required by the occupier, for all dwellings. Gentle gradients and accessible parking are also provided.

108. All of the dwellings within Phase 2 have been designed to achieve the Building Regulations Category 2 (Accessible and adaptable dwellings) M4 standard. This exceeds the requirement of SCLP policy H/9: Housing Choice, which requires a minimum of 5%. 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 Access Officer.

Context of Site, Design and External Spaces – Conclusion

109. 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

110. 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.
111. As the Phase 2 development will form part of the wider Marleigh community the housing mix should be considered together with Phase 1. The table below sets out the market housing mix for phases 1 and 2 combined.

Table 3: Proposed Market Housing Mix

Dwelling type	Phase 1 A		Phase 1 B		Phase 2		Phases 1 and 2 combined		H/9 policy targets (with 10% flexibility)
	No.	%	No.	%	No.	%	No.	%	
1 and 2 bed units	54	33%	10	5%	231	78%	295	44%	At least 30%
3 bed units	49	30%	96	43%	34	12%	179	26%	At least 30%
4 and 5 bed units	59	36%	115	52%	30	10%	204	30%	At least 30%
Total	162		221		295		678		

112. 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. Phase 1 contains 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. Phase 2 however overcomes this disparity providing predominantly smaller units to the wider cumulative housing mix in accordance with the requirements of the approved Design Code and policy H/9.
113. 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.
114. Officers are of the view that that proposed mix for Phase 2 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.

Affordable Housing

115. The Phase 2 proposals will provide 126 affordable homes as a combination of shared ownership and affordable rent. Although these units are primarily one and two bedroom properties, this is counter balanced by the provision in Phase 1, which included a large number of three and four bedroom properties. The Council’s Joint Housing Officer has provided detailed advice on affordable housing tenure, mix and siting, throughout the pre-application process.
116. The CEAAP offers guidance in respect of clustering and advises that there should be no more than 25 affordable units in a cluster. Based on the CEAAP policy at the time, the outline section 106 agreement restricts affordable housing groups within the development to a maximum of 25, with no more than 12 units served by a common stairwell or lift, unless otherwise agreed with the local authority.
117. Within Phase 2 the higher density layout of The City and the requirements of the affordable housing providers to avoid mixed tenure blocks has led to some clusters above the 25-unit threshold. These are set out in Table 4 below:

Table 4: Clustering composition

Block	Affordable Rent	Shared Ownership	Market Housing
Q1	15	23	45
Q2	14	13	41
R2	34		32
S3	10		29

118. The majority of the affordable rent and shared ownership units are located in the four blocks of flats. Two blocks contain affordable rent, shared ownership and market units, one block contains a mix of affordable rent and market units and the remaining block contains a mix of shared ownership and market units. Each tenure is situated in a separate core with its own stairwell and lift access and there are no more than 12 units off each core. The ground floor flats on all blocks also benefit from personal front doors leading straight onto the street.
119. The Applicant has made reference to the consultation on revisions to the Housing Strategy, in February 2021 covering the topics of Affordable Rent, Build to Rent, and Clustering and Distribution of Affordable Housing. It is noted that these revisions are yet to be adopted but the Applicant has referenced paragraph 11 which recommends maximum clusters of up to 25 units, but also states:
- “In some instances the Council may consider proposals to go above clustering thresholds referred to in the policy, where it is satisfied that the affordable homes are proportionally distributed within the wider scheme, that there are no noticeable concentrations of affordable housing in particular area which could potentially result in a non-inclusive community in the long term...”*
120. Officers note that the higher density layout of The City coupled with the requirements of the affordable housing providers to avoid mixed tenure blocks has led to some

clusters above the 25-unit threshold. The District Council's Joint Housing Officer has indicated that although the numbers of affordable units in three of the blocks do exceed the current adopted policy of 25 units, the Applicant has designed a scheme that is appropriate given that the tenures are to be located in separate cores and will be spread over a number of floors. Officers consider that the overall layout provides a balanced distribution of affordable rent, shared ownership and private housing across the site.

Tenure Mix

121. Local plan policies require the tenure for affordable homes across the District to be 70% rented and 30% shared ownership/intermediate housing.
122. 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 39 units for affordable rent and 87 units for shared ownership. The agreed affordable housing tenure mix is set out in Table 4 below.

Table 5: Affordable Housing Tenure Mix

	Affordable Rent	Shared Ownership	Bed spaces
1 Bed Flat	10	15	2
2 Bed Flat	4	6	3
2 Bed Flat	25	49	4
2 Bed House	0	17	4
Total	39	87	

123. 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.

Self and Custom Build

124. 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)., 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

125. 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 liveable community with a provision of a mix of tenure and social infrastructure.

126. The proposals include affordable housing options and total provision of 30% affordable housing across Phase 2 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.
127. 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

128. 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.
129. The Marleigh development was designed to provide a sustainable new community on the edge of Cambridge. The wider development provides a range of new facilities within walking distance of Phase 2 including new shops, a school, nursery, playing fields, allotments and Newmarket Road Park and Ride.
130. The development has also been designed to integrate with the wider area and features a comprehensive network of routes to facilitate pedestrian and cyclist movement in all directions. The development is also accessible to existing facilities in the local area and Cambridge City Centre via Tiptree Close/Fison Estate to the west, National Cycle Network (NCN) Route 51 (The Jubilee Cycle Way) to the north and Newmarket Road park and ride (via Market Square) to the east. These connections will ensure that new residents of the development have a choice of sustainable travel routes to use in order to access local shops, services and employment.
131. In addition, the original Section 106 agreement included a package of measures to promote sustainable travel including the provision of a residential travel plan, financial contribution towards the improvement of Jubilee Cycle Way, as well as the Newmarket Road improvements aimed at cyclists and pedestrian users. The layout and design of the Phase 2 proposals continues to prioritise pedestrians and cyclists to encourage new residents to use these modes of transport.
132. The trip generation rate for Phase 2 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 6: Phase 2 Trip Generation (all modes)

	Arrive	Depart	Total
AM Peak Hour	147	316	463
PM Peak Hour	236	109	345

133. Based on the agreed journey to work mode shares for the outline development site, mode shares have been calculated. This shows that Phase 2 is expected to generate 208 vehicle trips in the AM Peak and 155 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

134. An Overarching Travel Plan (OTP) for the Marleigh development was prepared by WSP in June 2019 to cover all land uses. The purpose of this OTP is to guide the delivery and management of various measures and initiatives designed to encourage more sustainable travel by residents, visitors, staff and employees at the Marleigh development.
135. An Interim Residential Travel Plan (RTP) for the Marleigh Development site was prepared by WSP in June 2019 and approved by the County Council in December 2020. This includes a framework of measures which accords with the principles of the Overarching Travel Plan relating to the residential component of the development to encourage residents to travel more sustainable and reduce the number of single occupancy car trips. The Interim RTP includes a suite of measures to encourage sustainable travel amongst residents of the Marleigh development. Measures include:
- Personal travel planning offered to residents.
 - Provision of a sustainable modes travel pack to the first occupiers of each dwelling.
 - One free bus travel voucher per dwelling.
 - Promotion of car sharing group.
 - Electric vehicle charging points.
 - A bicycle user group.
 - Provide a car club on site.
 - Provision of sustainable mode travel information in prominent places within communal residential areas.
 - Training of sales and marketing staff prior to Occupation of any Dwelling on site.
136. In accordance with the Section 106 agreement a Full Residential Travel Plan will be prepared within 9 months of occupation of the 200th Dwelling.

Car Parking

137. The application provides car parking spaces across the site, as summarized in Table 6 below. Policy TI/3: Parking Provision requires car parking provision to take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.

138. Allocated car parking across the site has been provided at a ratio of approximately (over 99%) one space per dwelling. Visitor car parking has been provided at a ratio of one space per seven units in convenient locations across the site. This level of provision does not exceed the maximum standards set out within the CEAP 2008 and Design Code.
139. Residential car parking for the Phase 2 site has been provided through a design led approach. This is considered acceptable given the good active and public transport opportunities available within the immediate locality of the site. Car parking for the 3 and 4 bed dwellings is provided as 2 spaces per unit. Car parking for the apartments and 2-bed dwellings is generally provided on a 1 space per unit basis, although for the apartment blocks the ratio of car parking to dwellings is slightly less than 1.

Table 7: Proposed Car Parking Provision

Dwelling Type	Parking ratio	Required number of car parking spaces	Proposed number of car parking spaces
The City			
1 Bed apartment	One parking space per dwelling provided in a car park adjacent to the apartment block	333	329
2 Bed apartments			
Visitors	One space per seven dwellings	48	47
The Town			
2 Bed House	One parking space provided in a designated bay immediately adjacent to the property	24	24
3 Bed House	Two parking spaces provided in designated bays immediately adjacent to the property	128	128
4 Bed House			
Visitors	One space per four dwellings	22	28
Total spaces		522	556

140. Car parking within The Town is provided in garages, on-plot and within the street. Within The City, car parking for blocks R1, R2, Q1 and Q2 is provided at ground floor within the blocks and on-street. For the S3 block the majority of car parking is provided externally, with some under croft and some on-street spaces. The street design across Phase 2 also includes provision for allocated on-street visitor car parking spaces and designated blue badge car parking spaces.

Electric Vehicle Charging

141. 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.
142. All of the houses proposed will incorporate active electric vehicle (EV) charging points, which will be installed and available before their first occupation. The car parking areas for the apartments will include 10% passive provision of EV charging to encourage electric car ownership. Although the provision of further passive EV charging points for the apartments was encouraged by officers, the Applicant has confirmed that this is not feasible due to the current limitations on the available electrical capacity in this part of the site.
143. Overall, although this provision is welcomed, the development should be built out in readiness for 100% passive provision through cabling/ductwork even if network supply cannot be guaranteed at this time. This will enable uptake in the future as capacity within the network is expanded without the need to dig up car parks. A relevant condition has been recommended (**Condition 9 – Electric Vehicle Charging**).

Cycling Infrastructure

144. 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.
145. The Phase 2 proposals have been designed to promote cycle ownership and use. All of the homes proposed have been designed with convenient, secure cycle stores, which can accommodate a range of bicycles, including larger cargo bikes. The development also includes visitor cycle spaces and a range of routes for cyclists to use. Officers 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

146. Cycle parking for the residential properties is provided at one space per bedroom, in accordance with the Design Code and SCLP 2018 standards. 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. Visitor cycle parking is provided in The Titch in the northern part of Phase 2 and in Fen Way in the southern part of Phase 2. Table 7 below illustrates the level of cycle parking provision.

Table 8: Proposed Cycle Parking

Dwelling size/visitor spaces	Type of cycle parking provision	Required number of cycle spaces	Proposed number of cycle parking spaces
The City			
1 Bed apartment	One cycle space per bedroom	86	594
2 Bed apartment		494	
The Town			
2 Bed house	One cycle space per bedroom	48	48
3 Bed house		102	136
4 bed house		120	120
Visitor Parking			
Visitor parking within The Titch and Fen Way	As appropriate	As appropriate	24

147. Cycle parking for the Phase 2 site has been provided in accordance with and generally exceeds the minimum cycle parking provision set out in the South Cambridgeshire Local Plan. Officers are satisfied that the details provided satisfy the requirements of outline condition 27: cycle infrastructure details.

Highway Safety and Refuse Servicing

148. 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 was confirmed as being appropriately designed for the manoeuvring of refuse and other vehicles.
149. All courtyards meet the minimum dimensions required for the safe manoeuvring of refuse vehicles. The Greater Cambridge Shared Waste officers have reviewed the scheme and confirmed that the swept path analysis submitted which is based on a 32 tonne vehicle is appropriate for the development. Drag distances and bin collection points have also been reviewed by waste services (see para. 177 -183).
150. The County Highways Authority 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

151. 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

152. 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 by officers. In accordance with SCLP policies SS/3, policies CE/10 and CE/11 of the CEAAP and the NPPF.

Social and Community Infrastructure

153. 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)

154. 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.
155. The proposed dwellings will meet the now withdrawn 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.
156. The outline S106 Agreement secures £200,000 to improve primary care facilities to meet the needs of future residents. This matter is independent of the application proposal and is controlled through the Section 106 Agreement.

Public Art

157. 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.
158. The Applicants have been liaising with an artist to consider the best areas to incorporate public art within phase 2. It is the intention that these ideas will be developed into a PADP that will be prepared separately to this reserved matters

application and secured by **Condition 13 – Public Art**. This follows the approach within Phase 1.

Open Space, and Children’s Play Space

- 159. The planning requirements for open space, children’s play space and sports facilities across the application site were agreed as part of the outline planning permission and Section 106 agreement. These provide a range of facilities across the site including formal open space and allotments within The Plains.
- 160. The Phase 2 proposals include a variety of open space areas including The Titch, The Fen, the podium gardens and Valliant Gardens. These areas are in addition to the doorstep planting and general landscape along key frontages and throughout the secondary streets. The open space has been designed to meet a variety of needs including outdoor recreation, children’s play and general amenity. The proposed open space provision is considered to provide an attractive, flexible space, which complements the proposed layout and built form and respond to the requirements of the outline permission, Design Code and local planning policies.

Table 9: Open Space Quantum

Location	Amount in square metres
The Titch	1322 sqm
The Fen	2787 sqm
Valiant Garden	1030 sqm
Podium Gardens	4905 sqm

- 161. As identified in the outline planning consent and Design Code 2018, The Titch is the only formal open space to be provided within Marleigh Phase 2 and is in the form of a garden square. During the development of the Phase 2 proposal, it was identified that a small part of The Titch is needed to contribute to the site wide drainage strategy. This will include an attenuation basin proposed to the southern corner of The Titch. The principle is to take a landscape design led approach to SuDS, making it as an integral element and being functional and attractive.
- 162. The Phase 2 proposals will bring additional open space particularly in The Fen area providing well connected, green and active streets. This will significantly help to shape a distinctive character for The City character area as well as facilitate a strong and healthy local community. The hierarchy of streets that are characterised by trees, verge planting, doorstep defensible planting that also contribute positively to the scheme.

Formal Open Space Provision – The Titch

- 163. The Titch will be designed as a garden square to provide an easily accessible open space to the nearby residents. It will be a place for people to meet, relax, enjoy a communal green at their doorstep, and for kids to play. Scented and colourful planting is combined with lawns to offer a peaceful amenity space at the heart of Marleigh. Planting along the edges provide separation between The Titch and surrounding built

form and roads. Some specimen trees along these edges will highlight seasonal changes, adding to the visual interest of this area.

164. A dry SUDS basin will be accommodated within the Titch has been a matter of much discussion and iteration throughout the preapplication stages. The proposed attenuation basin will be located to the southern corner of the site and will take on a natural irregular shape that conforms to the landscape character of the Titch accompanied by diverse planting mix. Officers are satisfied that from a landscape perspective, the application proposals incorporate a SuDS basin that is attractive and incorporates planting and level changes that prevent public use of any frequently wet areas.
165. Safety is a key concern and the profile of the basin has been formulated to a maximum 1:3 which allows people to safely access the dry (top) part of the attenuation basin. The 1.5m wide level bench has been provided to give adequate resting space before entering into the next slope. Access to the deepest 650mm depth will be restricted by dense defensible vegetation.
166. The application includes a SUDS health and safety checklist to demonstrate that the design of these features can be achieved safely. The scheme seeks to address safety as part of the design process and 'design out' health and safety issues through careful landscape design (for example the strategic use of terraces and inaccessible planting) to avoid the need for unsightly fencing or other paraphernalia that will not be acceptable.
167. The use of part of The Titch for drainage attenuation purposes results in a reduction in the amount of 'useable' and meaningful amenity space provided by the Titch as set out in the Design Code. In terms of proportion, 70% of the Titch will remain useable with just under 30% to be taken up by the SUDs feature. Officers consider that this will be compensated for by the inclusion of new landscape features across this phase of the development, including The Fens and the play street that were not originally envisaged in the Design Code.
168. Given the importance of open space in terms of urban greening and the value that this brings in terms of amenity, play, visual outlook, biodiversity, health and wellbeing and climate change/, the Applicant was asked at the pre-application stage to demonstrate that the quantum of amenity space proposed meets or exceeds that of the Design Code, and to illustrate the wider benefits that the trails of spaces now proposed might bring. The response to this point is covered in the following sections.

Informal Open Space – The Fen

169. The design for the City element of the scheme draws upon a landscape-led approach to help shape a more compelling and distinctive character for the City element of Marleigh Phase 2. The design aspirations for the landscape scheme are focused upon the creation of a linear public open space drawing upon the concept of The Fens to create a contemporary response to the wider landscape context and a green focus, SuDS provision and a pedestrian link through the scheme. This is welcomed by

officers and assists in establishing a better hierarchy and framework of streets and spaces than previously submitted for preapplication and shown in the Design Code.

170. In the Design Code this area is defined as a Tertiary Street between apartment blocks. The detailed proposal has taken a step forward to give the street back to the residents, providing natural and meaningful open space at their doorstep. The Fen will incorporate a dry attenuation basin and swale as an integral part of the multi-functional green space. This will be a car free zone with limited access for emergency vehicles only.
171. Parts of the SuDS basin will be inaccessible to the public. A combination of native shrub planting wetland habitat and wildflower grassland will characterise this open space giving it a looser, more open and organic feel. Pockets of seating and bridges crossing basins will encourage permeability and the use of the space.
172. The landscape design led approach to SuDS is welcomed by officers. The principle of making SUDs visible as a functional and attractive feature in the landscape is also positive. This is a relatively limited space that is intended to deliver a lot of functional requirements as well as green aesthetics and therefore much consideration has needed to be given to the proposed levels, drainage functionality and user safety. During the preapplication stages, there was much focus on the design of the SuDS features to ensure technical function and drainage capacity and to demonstrate that the design aspirations can be achieved and a safe, useable and attractive public open space and pedestrian route created.
173. The top section of the attenuation basin will be primarily planted by amenity grass to provide easy access and spaces for recreational activities. Dense planting will be proposed to the bottom part of the basin above 1 in 5 year rainfall water level to deter access. Along the top edge of the basin, pin bollards will be placed at regular intervals to define the edge of the basin.

Informal Open Space – Podium Gardens

174. Podium Gardens will provide residential communal garden space. Their design will incorporate a combination of private spaces appropriate for relaxation, and more open areas for communal gathering with integrated doorstep play elements. Key elements of the podium garden design include raised planting beds for residential gardening use, local areas of play with play equipment, open space for communal gathering and seating areas for relaxation in areas of more sunlight.
175. The planted edges generally achieve a good depth of planting between private terraces and public space with planting designed to sweep in front of the privacy walls. This is assisted by the proposed planting mixes that accommodate a range of heights of herbaceous and shrubs species that should achieve a multi-layered effect to the planting and provide all-year interest.
176. The Design Code does not have a specific section for landscape design of podium gardens. However, within the City Design Principle, it states that the podium must provide landscaped courtyard/amenity space / play space on roof of podium. The

current landscape proposals for podium gardens are in line with above guidelines and are therefore supported by officers.

Informal Open Space – Valiant Gardens

177. Much design iteration has taken place through the preapplication stage to achieve the design layout for Block S3, known as Valiant Gardens. Valiant Gardens will be a semi-private courtyard to offer an amenity green to residents primarily residing in the S3 apartment block to the south east of the site. The landscape framework extends into the car parking area to form a unified open space. The layout is designed to ensure the easy access from the living core of the apartment block and seeks to maximise the use of sunny area for activities. The pocket park features generous areas of soft landscaping and warmer palette of paving materials. Specimen trees and ornamental/shade tolerant planting to reinforce the perception of a shared garden will be provided alongside a centrally located LAP, offering a safe, convenient and easily accessible area for residents.
178. The eastern boundary between the proposed car parking and existing petrol filling station is characterised by robust planting that would filter views of the petrol filling station and providing greater screening and a green edge. The evolution of this part of this site is welcomed and supported by officers.

Informal open space – the Play Street

179. The Applicants have introduced a ‘play street’ in The Town area between Gypsy Moth Lane and Titch Lane. The play street will feature informal play features, provision for seating, and sensory planting to encourage children to play regularly and actively, contributing to a healthy lifestyle. A combination of hard and soft landscaped areas will be provided for children to cycle, scoot, skate, chalk, skip, and hopscotch. Officers welcome the introduction of this area into the scheme as it offers the opportunity for neighbourhood play and social interaction for residents.
180. The street features removable bollards proposed at either end to constrain car access and maintain a safe environment for children to play. The bollards can be lowered to allow refuse vehicles through on collection days. A waste management plan will set out how the removal bollards will be managed on bin collection days (**see Condition 12– Waste Management**).

Children’s Play Space

181. In accordance with the Wing Design Code, provision has been made within the application site for six Local Areas of Play (LAPs). 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. In addition to LAPs, Phase 2 will also provide doorstep play in various locations to provide incidental play opportunities.
182. The play spaces will integrate opportunities for imaginative play and include multi-functional equipment which relates play to the natural setting. The Council’s Development 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 a targeted consultation with the primary school/local stakeholders to inform the finer details of the play equipment within phase 2. As such, although the application submission currently includes a sample arrangement for the LAPs to meet the requirement of outline condition no.14, the detail of the individual LAPs and the requirement to consult are secured by **Condition 14 - LAP Delivery Strategy**.

Provision for Waste and Recycling - The City

183. 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. In the apartment blocks, refuse storage capacity is based RECAP Waste Management Design Guide.
184. The Applicants have provided details in respect of the required drag distances for waste storage with the exception of Core D which is located too far from the street network to allow for a refuse store within the appropriate distance. Due to the approved and constructed street build-up to the east on Marleigh Avenue (no dropped kerbs for access routes), a street-facing refuse store for Core D would not provide the necessary access for refuse crews. This is also a prominent frontage and gateway into Marleigh and therefore not considered a suitable location for refuse stores. As a consequence, a local store will be located within easy access of Core D for resident use, providing a nominal storage capacity.
185. The Design and Access statement indicates that a management company will rotate bins between Local Store D and Store B to ensure that empty bins are always available for residents in Local Store D. On collection day, refuse crews will collect the combined Core B and Core D refuse from Store B. This store has the capacity internally to accommodate the combined volume of refuse required for both of these cores. These details have been discussed with the Waste Services and full details of a waste management plan are to be secured by **Condition 12 – Waste Management**.
186. Fen Way runs east-west through the heart of The City, providing access to the southern edge of R1 and R2 and the northern edge of Q1 and Q2. The applicant proposes bollards have been located to either side of the central space, preventing everyday traffic from passing through. A number of refuse stores are located on this street. Tracking has been undertaken which shows that refuse vehicles could turn using the access routes to the podium parking. This would, however, require a reversing manoeuvre. The intention, therefore, is that the bollards are removable, allowing refuse vehicles the option of proceeding along the street in forward gear at all times. The arrangements relating to the management of the bollards on waste collection days will be secured by **Condition 12 – Waste Management**.

Provision for Waste and Recycling - The Town

187. Bin storage areas are located in the rear gardens of houses. Residents are responsible for moving their own bins to the kerb on collection day. Refuse is collected from the kerb of each home. These locations are accessible by refuse vehicles without the requirement for reversing manoeuvres. The refuse storage arrangement for this part of

the site are in full compliance with the requirements set out in the RECAP Waste Management Design Guide.

188. Until Phase 3 is developed, a solution is required to facilitate refuse collection in the northern part of The Town with a north-south connection. In collaboration with Waste Services Team, a preferred solution that has been developed is for this proposed connection to be temporary and the space used to provide amenity/play space for residents when not being used by refuse vehicles. It will not be adopted. The play street compliments the approach taken on the Fen Way in The City and is part of the Applicants' wider vision to create a pedestrian-focused development and maximise opportunities for amenity, play and social interaction.
189. As referred to elsewhere within this report, to minimise traffic movements the play street will not be a through route. Bollards are to be sited at either end, preventing everyday traffic from passing through. The bollards will be removable, allowing refuse vehicles the option to proceed in forward gear without the need to reverse. In a similar way to the proposed servicing arrangement in The City, full details of the management of these bollards on waste collection day is to be secured by **Condition 12 – Waste Management**.
190. Officers are supportive of the approach proposed for waste collection subject to compliance with relevant conditions in accordance with South Cambridgeshire District Plan 2018 policy HQ/1, part i), and policy CE/33 of the CEAAP.

Social and Community Infrastructure – Conclusion

191. The proposed 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.
192. Overall, the scheme is considered to provide an important contribution towards improving the health and well-being of the whole community. On this basis, the proposals accord with the social and community objectives of Local Plan policies, the CEAAP and the NPPF.

Environmental Issues

Airport Safeguarding

193. 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. The 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 19 – Wildlife Hazard Management - Compliance**).
194. Whilst Cambridge International Airport (Air Safeguarding) have confirmed that they do not object to the proposal, in line with the approach taken for Phase 1A and 1B development proposals, it is considered appropriate to recommend a condition which

controls the use of cranes and other tall equipment during the construction Phase 2 (**Condition 15 - 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

195. 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

196. Although no comments have been received from the County Archaeologist, it has been previously confirmed (as part of Phase 1a and Phase 1b) that all the required fieldwork associated with the Wing development has been completed, and post excavation analysis has 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

197. 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 2 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

198. 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).
199. 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 Wildlife Hazard Management Plan.
200. 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.

201. 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. A condition has been recommended to ensure development is delivered in accordance with the Biodiversity Report (**Condition 18 - Biodiversity Report Compliance**).
 - Environmental Enhancement
202. Whilst biodiversity net gain was not formally required for this application, ecological enhancement is secured in line with the outline ecological strategy. In addition, integrated bat roost boxes and bird bricks, wildlife refuges (brush 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 welcomed by officers and are consistent documents approved at outline stage.
203. In accordance with advice from the GCSPS ecologist, details of bee friendly lawn mixes for all rear gardens to increase the availability of pollen rich plants for invertebrates is recommended. These may also be suitable for road verges and amenity grassland as they can tolerate management and regular mowing. This is secured by **Condition 16 – Bee friendly Lawn Mixes**.
 - Bird Hazard Management
204. 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.
205. 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 19 - 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
206. Policies CE/25, CE/27 and CE/28 of the Cambridge East Area Action Plan (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.

207. 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.
208. 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).
- Exemplar of Sustainable Development
209. 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 adaptation into the development.
210. The application proposals for this phase continue the approved approach to the exemplar element from Phase 1A and 1B. This continued approach to meeting the exemplar requirement is welcomed by officers. In phase 2, the new homes will incorporate the following technologies in order to reduce future water and energy use, and carbon emissions:
- All of the homes have been designed with a fabric first approach in order to reduce heat loss and improve thermal efficiency.
 - All of the apartments will be served by a communal space heating and domestic hot water supply.
 - Mechanical ventilation heat recovery units (MVHR) will be used to ventilate the apartments.
 - Photovoltaics are proposed across the scheme to provide renewable energy.
 - All of the units will be designed and installed with domestic appliances that use less than 105 litres of water per person, per day (as required by outline condition no. 50)
 - Low energy light fittings will be installed in all homes.
 - All of the homes will be designed with zonal heating systems in order to avoid the unnecessary heating of unused rooms.
211. In addition to these measures, the Applicant is collaborating with the Active Building Centre (ABC) to run a pilot that incorporates emerging technologies into a number of dwellings within Phase 1. A feasibility study will identify the number of units and which technologies would be appropriate. The technologies are likely to include (but not be limited to) battery storage, photovoltaic panels, advanced home energy management systems and gas boiler replacement. Data on the performance of the technologies will be collected and pooled with other projects being undertaken around the UK in order to inform the future feasibility of these technologies on a wider scale. The results of the pilot studies will not be available before the construction of the Phase 2 units. However,

the Applicant has committed to an exemplar strategy for Phase 2 whereby all of the homes will be installed with air source heat pumps instead of gas boilers.

- Energy and Carbon Reduction

212. 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.

213. The submitted Sustainability Strategy and Energy Statement explain the measures that are proposed within the new homes to reduce energy and carbon use which, as set out above, adopt a fabric first approach, which includes the installation of air source heat pumps for all of the houses and apartments in favour of gas, communal space heating and mechanical ventilation recovery units for the apartments, photovoltaics, low energy lighting, zonal heating systems and electric vehicle charging facilities. The Energy Statement confirms that the Phase 2 proposals achieve a reduction of 60.3% in CO₂ against the current minimum standards of Part L of the Building Regulations when utilising the future SAP 10 emission factor for grid supplied electricity. This is equivalent to the now withdrawn Code for Sustainable Homes Level 4 requirement (as required by outline condition 51).

- Water Management

214. The Sustainability Strategy submitted in support of this application provides details of a standard specification for water efficiency. The document states that the inclusion of low flow water fixtures and fittings in all dwellings should ensure a maximum water consumption of no more than 104.3 litres/p/d. This is supported by officers and secured by planning condition.

Landscape, Trees and Lighting

215. 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.

216. The Phase 2 proposals seek to provide a landscape-led environment, with attractive green routes surrounding the built form and linking the new and existing green spaces. The Fen will be particularly important in linking Gregory Park to The Titch and Newmarket Road to the south, whilst Fen Way will provide a link between the green spaces within phases 1 and 3.

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

- Trees

218. A Tree Survey and Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement & Tree Protection Plan (dated 20/05/2021) has been submitted. The application proposes the loss of one individual tree and three groups of trees, which have been graded as 'B' and 'C' category specimens. The loss of these trees

was envisaged by the outline permission and is justified by the benefits of the development proposals and the significant new landscaping and tree planting that is proposed.

219. 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.
- Lighting
220. 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.
221. 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 17 - External Lighting has therefore been recommended.**

Noise and Vibration

222. 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.
223. Initial comments from the Council's Environmental Health Officer noted the Sustainability Officer's concerns in respect of the Overheating Risk Analysis. It is anticipated that noise levels will occur within the facades of proposed residential units near Newmarket Road if windows were open. Whilst the opening of a window for purge ventilation may be acceptable for short periods, a potential occupier should not be in a position where they have to make a choice between maintaining adequate summer cooling ventilation or maintaining satisfactory internal noise levels. As concluded in the noise assessment these units will require the installation of mechanical ventilation.
224. A revised Assessment of Environmental Noise has been submitted by the Applicant following extensive discussion with officers. The revised report confirms the provision of mechanical ventilation system capable of providing 4 air changes per hour. This will facilitate windows remaining closed, should the occupier wish. The Council's Environmental Health Officer has considered this report alongside the Council's Sustainability Officer and agrees with the Applicants revised submission in respect of operational noise mitigation for those units closest to Newmarket Road.
225. In accordance with the advice offered, a condition has been recommended which requires the development to be built in accordance with the mitigation measures identified in the noise assessment (**Condition 21 - Noise Mitigation Measures Compliance**).

226. A site wide Construction Environmental Management Plan (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.
227. 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 2 years 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

228. 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.
229. 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

230. The Phase 2 proposals have been designed in accordance with the outline permission, which required site wide surface and foul water drainage strategies to be agreed by condition (10 and 38). Condition 34 also requires parcel specific surface water details to be provided with each reserved matters application.
231. The Phase 2 surface water proposals use a combination of features to control, manage and filter surface water across the site in a sustainable manner. The drainage design will also reduce the risk of flooding both now and in the future in accordance with policy. A new foul water rising main located west of North Works will serve the Phase 2 proposals from Newmarket Road. This information has been submitted in support of this application but has formally been approved as foul drainage details to satisfy the conditions on the outline consents (condition no.38 in SCDC and no.9 in CCC).
- Drainage
232. The drainage scheme for Phase 2 has been designed in accordance with the requirements of the Site Wide Surface Water Strategy dated June 2018. The proposed SUDS design includes strategic attenuation basins, permeable paving, rain gardens, rainwater harvesting tanks, conveyance swales and green roofs. The SUDS are connected using adoptable underground surface water sewer networks. Phase 2 discharges into the site wide strategic attenuation basins located at Gregory Park which are approved and built under the Infrastructure Phase.

233. There are three strategic attenuation basins located between apartment blocks Q1/Q2, R1/R2 and the Titch. As part of the original site wide strategy there was no attenuation located within Phase 2. This was due to the southern area of Phase 2 and 3 originally draining into Beta Park in Phase 3 and attenuated to prevent Gregory Park from flooding. However, as the existing North Works is still a live site, it is not possible for the southern area of Phase 2 to be attenuated in Phase 3, as intended. Therefore, attenuation is required within Phase 2.
234. Originally there were more adoptable roads between apartment blocks which have been designed out as not required. This provides an opportunity for more open landscaped attenuation, providing biodiversity and visual amenity to the local residents and wider community.
235. The dry attenuation basins consist of the following criteria based on the Ciria SUDS Manual 2015, which have been discussed and agreed with the Applicant through the Pre-Application process:
- 2m maximum depth
 - 1:3 maximum side slopes
 - 300mm freeboard
236. A “Dry Bench” usually required for permanent water (e.g. pond) will be 1.5m minimum width located before the top of bank providing a level surface. For the apartments this can be considered as the hard landscaping surrounding the basins. The Titch basin also includes hard paved footways around the basin. The general public will be deterred from entering below the 1:5-year water level generally considered approx. 650mm depth, using defensible landscaping.
237. The sewer systems will be offered to Anglian Water under a Section 104 agreement. They are located within the main roads and convey surface water runoff via gravity piped networks, discharging into the strategic SUDS attenuation basins, in accordance with the site wide surface water strategy. Where pipes are located in privately maintained areas, a 6m width easement is required for access.
238. Properties within the Phase 2 boundary adjacent to Phase 1 roads Marleigh Avenue, Gregory Park South, Valiant Lane, drain via on plot drainage and connect into existing surface water laterals built under Infrastructure works, which is conveyed through the as-built network and attenuated within Gregory Park attenuation basins. Properties contained wholly within the Phase 2 boundary, drain via on plot drainage to proposed adoptable laterals which connect into proposed Phase 2 sewers. All adoptable laterals will be offered to Anglian Water under a Section 104 agreement in accordance with Code for Adoption 2020 edition.
239. Private drives consist of tanked permeable paving with a perforated collector pipe which connects to plot drainage discharging into the adoptable sewer network. The apartment blocks Q1/Q2/R1/R2 include large podium gardens which are to be considered as green rooves. Green/Brown roofs are also included over garages and car port flat roofs which intercepts and retains the first 5mm rainfall events. Rainwater

harvesting tanks are included for each apartment block for irrigation purposes. Water butts are also included in private property gardens for irrigation purposes.

240. 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 are satisfied that the details provided are acceptable. Although the Applicant had sought to discharge the surface water details required by Condition 34 of the outline consent, both the LLFA and the Council's drainage officers have requested that these details are discharged separately.

Environmental Considerations – Conclusion

241. 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

242. The residential houses 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, amenity spaces and gardens. Back-to-back garden distances for the houses are at least 18m, which is compliant with the Design Code. 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 to ensure that the residential amenity of the occupants of these properties is protected.
243. The residential apartments have been designed to provide high-quality small homes in a sustainable location. All of the apartments feature external balconies, and have been designed to achieve maximum levels of natural sunlight and daylight.
244. 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.
245. Officers are satisfied that the proposed development relates well to, and will be compatible with the adjacent residential parcels, Phase 1A and Phase 1B, which are currently under construction.
- Amenity for the future occupiers of the site – single aspect units
246. On submission, a total of 51 single aspect west facing apartments were proposed, of which 18 (30%) occupy the most challenging westerly locations at either the top floor of the building or at the ground floor (where residents are less likely to open windows

for ventilation at night time due to security). Officers expressed concern that there was a potential that all 51 west facing single aspect apartments could be at risk of overheating and would likely to result in the need for air conditioning, which is less than ideal from an energy consumption perspective.

247. Following the above, the Applicant has submitted an amended TM59 Overheating Assessment, which now includes modelling of the most challenging westerly locations of the top floor of the building or at the ground floor. This report confirms these units are compliant with the CIBSE criteria. All north facing single aspect units have now been 'designed out' whilst maintaining the overall elevational proportions of the blocks. From an urban design perspective, this is now considered acceptable. On this basis, concerns regarding proposed single aspect north facing apartments have been addressed.
- Amenity for future occupiers of the site – space standards
248. 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.
249. 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.
250. 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.
- Conclusion – residential amenity
251. 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

252. No third-party representations have been received

Conclusion

253. Phase 2 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 of 421 dwellings of a distinctive high quality surrounded by a creative mix of formal and informal open space provision. The highly permeable development will offer attractive streets and which successfully integrate pedestrian and cycle provision with podium and surface level car parking. The

proposal complies with the Development Plan and approved Design Code and is therefore recommended for approval.

Recommendation

254. **Approve** planning permission of reserved matters application reference 21/02450/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.
255. **Approve** the partial discharge of the following outline planning conditions (planning application reference S/2682/13/OL) as they relate to the Phase 2 application proposals:
- 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 27 (Code for Sustainable Homes)
 - Condition 28 (Compliance with site wide sustainability strategy)
 - Condition 30 (Cycle Parking)
 - Condition 40 (Bird hazard management)
 - Condition 51 (Compliance with Code for Sustainable Homes level 4 for all dwellings)

Appendices

Appendix A: Conditions and Informatives

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