



21/05433/REM – Parcel BDW4, Darwin Green 1, Land between Huntingdon Road and Histon Road, Cambridge

Committee Date: 21 December 2022

Report to: Joint Development Control Committee (JDCC)

Lead Officer: Joint Director of Planning and Economic Development

Ward / Parish: Castle

Proposal: Reserved Matters application for the fourth housing phase (known as BDW4) including 342 dwellings, with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 25, 26, 28, 35, 40, 49, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT.

Applicant: Barratt David Wilson Homes (BDW) Cambridgeshire

Presenting Officer: Charlotte Burton, Principal Planning Officer

Reason Reported to Committee: This is a reserved matters application for the provision of more than 100 residential units within the JDCC administrative area.

Member Site Visit Date: None

Key Issues:

1. Principle of development
2. Context of site, design, and external spaces
3. Housing delivery
4. Community infrastructure
5. Residential amenity of future occupiers
6. Access and transport
7. Sustainability
8. Environmental considerations

Recommendation: **APPROVE** this reserved matters application 21/05433/REM subject to conditions and informatives as detailed in this report with delegated

authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

Part discharge outline planning conditions on the outline consent 07/0003/OUT in relation to this reserved matters only:

- 8 – Design Code Compliance
- 17 – Tree and Hedges Protection
- 18 – Tree Protection
- 25 – Affordable Housing
- 26 – Accessible Housing
- 28 – Renewable Energy
- 35 – Detailed Surface Water Strategy
- 40 – Ecological Conservation Management Plan Statement
- 49 – Secure Parking of Bicycles
- 58 – Noise Assessment for Future Residents
- 62 – Domestic and Trade Waste

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1.0 Executive Summary

- 1.1 The proposal is for parcel 'BDW4' which is the next phase of residential development to come forward on Darwin Green 1 (Land between Huntingdon Road and Histon Road) pursuant to the outline consent 07/0003/OUT. Approvals on previous parcels to date total 1,020 dwellings out of a maximum 1,593 homes approved under the outline consent, with the current application and the live application for the last remaining BDW3 parcel (21/05434/REM) bringing the total to 1,572 homes.
- 1.2 The application is for the approval of reserved matters for layout, landscaping, appearance and scale. The scheme would deliver 342 homes including 137 affordable homes, open space, play areas, and other associated infrastructure. Parts of the approved road infrastructure are included in the red line boundary of the application site to incorporate changes to design speed features to align with the proposed scheme. The application also includes details for approval required by conditions on the outline consent, seeking to part discharge those conditions in relation to this parcel only.
- 1.3 The application was subject to full public consultation ending in January 2022. Following this and review by the Disability Panel, a second review by the Cambridgeshire Quality Panel and a series of workshops with urban design and landscape officers and the Highway Authority, the applicant submitted substantial amendments (including an amendment to the red line boundary of the application site) in September 2022. The amended proposals were presented to the JDCC at a briefing on 19 October 2022. A second full public consultation was held on the amendments which expired in October 2022.
 - 1.1 Further amendments were received in relation to waste and recycling to address comments from the Greater Cambridge Shared Waste Team, and those amendments were shared with the consultee. Formal consultation has not been carried out on these amendments as the changes were minor.
 - 1.2 Final amendments to realign one street in response to comments from the Highway Authority are expected to be submitted prior to the JDCC committee meeting on 21 December. These will be shared with the consultee and their comments reported at the committee meeting. Formal consultation will not be carried out on these amendments, however the proposed amendments have been informally discussed prior to submission with urban design and landscape officers and no concerns have been raised.
- 1.4 The reserved matters proposals are generally compliant with the outline consent including the outline parameter plans. The proposals have evolved the site layout from the Design Code and conform to the established principles within the Code. This has been a result of an extensive collaborative process with officers, review by the

Cambridgeshire Quality Panel and the Disability Consultative Panel, feedback from briefings with the Joint Development Control Committee and amendments submitted during the course of the application.

- 1.5 The resulting scheme would provide a high-quality living environment for the future occupants. The site layout and provision of infrastructure promotes sustainable lifestyles through the creation of the car-free Green Link and low-traffic mews streets. It maximises the opportunities to promote sustainable travel arising from the parcel's frontage onto the Orbital Cycle Route. Amendments to the site layout have created a highly permeable network for pedestrians and cyclists, and have rationalised motor vehicle access. The applicant has worked hard to provide high quality cycle parking which is at least as convenient as car parking, and has designed on-plot parking and parking courts to be capable of being adapted for other uses in the future as car use declines. This work has been complemented by greening across the parcel and landscape proposals which take opportunities to incorporate biodiversity, edibles, space for play and community, and sustainable drainage features, in order to maximise the environmental and social value of the landscaping. This is supported.
- 1.6 In addition to providing a housing mix that responds to the current housing demand, the scheme delivers benefits over and above the requirements of the outline consent. These benefits should be given weight in the planning balance. This includes more public open space, measurable biodiversity net gain, future-proofing infrastructure for electric heating systems; and a commitment to build a proportion of homes to the forthcoming Part L Building Regulations 2021 and Future Homes Standard; homes which meet or exceed the Nationally Described Space Standards and have private amenity space; homes which are dual aspect; a higher proportion of accessible homes; and active electric vehicle (EV) charge points. This is supported.
- 1.7 For these reasons, the proposals are supported by officers, and the recommendation is to approve the application subject to conditions. The recommendation includes the respective approval or refusal of details submitted to part discharge outline planning conditions in relation to this phase of development. Any details that are not recommended to be fully approved in respect of this parcel will need to be resubmitted in line with the triggers for each specific condition or another timescale agreed with the local planning authority.
- 1.8 Issues relating to compliance with the approved Phasing Plan and delivery of infrastructure in line with the obligations within the Section 106 Agreement mentioned in this report are in the process of being resolved separately and are not material to the consideration of the application proposals.

2.0 Site Description and Context

- 2.1 The application is pursuant to the Darwin Green 1 outline consent 07/0003/OUT supported by the site allocation in the CLP 2018 under policy 20 'Land between Huntingdon Road and Histon Road Area of Major Change'. Darwin Green 1 is a 52.87 hectare site. Parcel 'BDW4' is located on the north western side of the site.
- 2.2 The Darwin Green 1 Primary Street North / Bus Route lies on the south eastern side of the site and has been constructed to base course level. Part of the primary route has been included in the amended red line boundary to incorporate changes to the design speed features. The amended red line boundary also includes part of the primary road on the north eastern side of the parcel for the same reason.
- 2.3 The parcel has a long frontage onto the Central Park to the south east. On the opposite north western side, the parcel fronts the Orbital Cycle Route, swale and open space. On its north eastern side, the parcel fronts the Green Corridor between the parcel and BDW5/6. The south western side interfaces with the rear of the Retail Block within the Local Centre, another Green Corridor with part of the Orbital Cycle Route extending south eastwards, and beyond that the site identified in the Design Code as the intended 'Supermarket Site'.
- 2.4 The Darwin Green 2/3 site allocation lies to the north on the opposite side of the Orbital Cycle Route, swale and open space. The retained Green Belt lies beyond and is identified in the Darwin Green 2/3 site allocation for a new country park. The secondary school site is located on the northern corner of the parcel.
- 2.5 The nearest existing uses are the NIAB buildings on the north western corner of the site, and the existing occupiers of the BDW1 parcel and Local Centre, including the residential units above the Retail Blocks. These are apartments with windows facing towards the western side of the parcel. The Retail Block is currently under construction.
- 2.6 The site is former agricultural land. There are no existing features within the site boundary, however there is a retained hedge to the north east within the Green Corridor. The site is not within a conservation area. There are no listed buildings within the vicinity. The site is within Flood Zone 1.

3.0 The Proposal

- 3.1 The application is made pursuant to condition 1 of the outline planning permission which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale for 342 dwellings, with associated internal roads, car parking, landscaping, amenity and public open space.

- 3.2 The proposal would provide 137 affordable and 205 market homes including a mix of houses and apartments, with a range of sizes, types and tenures, as summarised in the table below.

Size of unit	Affordable - Social rent	Affordable - Shared ownership	Market
1 bed flat	33	3	18
2 bed flat	26	5	122
2 bed house	15	12	3
3 bed flat	0	0	17
3 bed house	20	14	8
4 bed house	9	0	37
Total	103	34	205

- 3.3 The affordable homes would be a mix of 103 social rent and 34 shared ownership. The affordable dwellings will be owned and/or managed by the affordable housing provider London and Quadrant (L&Q) who are the developer's partner in delivering affordable housing across the Darwin Green 1 development.
- 3.4 The houses would be a mix of attached and detached properties over two to three storeys and including flats-over-garages (FOGs) and maisonettes-over-garages (MOGs). The apartments would be within blocks up to four storeys. The scheme also includes 'walk-up blocks' which provide flats on the ground floor, and apartments above within blocks up to three storeys, each unit with a separate entrance.
- 3.5 Motor vehicle access into the parcel would be via two points of access from the Primary Street within the Green Corridor on the north eastern boundary. There is also one point of access from the Primary Street North / Bus Route on the south eastern boundary. These accesses into the parcel are categorised as 'Secondary Streets' and serve a network of Tertiary Streets and Mews Streets.
- 3.6 Cycle and pedestrian links are provided via car-free routes from the Central Park, the Orbital Cycle Route, the Local Centre, and the Green Corridor. The Green Link through the site provides a car-free route between the Central Park and the Orbital Cycle Route. These connections feed into a network of low-traffic routes through the site.
- 3.7 Open space is provided via the Green Link, the park on the north western corner, secondary squares forming Green Gateways into the parcel, and in the green routes throughout the parcel. In total this provides 0.144 hectares of open space. Two locally equipped areas of play (LAPs) are proposed within the Green Link and the south western secondary square Green Gateway. This is in addition to the LAP provided within the park on the north western corner.

- 3.8 Car parking is proposed via on-plot spaces for the houses, including some garages, car-ports and tandem spaces. The apartment blocks have small parking areas within the Mews Streets to the rear. There are some car-free units within the apartment block in the north eastern corner. In total 382 residential car parking spaces are proposed plus 48 visitor spaces located on-street on the Primary and Secondary Streets across the parcel and within individual parking bays.
- 3.9 Cycle parking is via small stores for each house and unit within the walk-up blocks, or within garages. The apartment blocks are served by small communal stores within the ground floor of the building. In total 800 residential cycle parking spaces are proposed plus 25 spaces for visitors located within areas of open space and close to the entrances to apartment blocks.
- 3.10 Refuse and recycling facilities are similarly provided for each house or via communal stores for the apartment blocks.

Discharge of conditions

- 3.11 The application includes details for approval required by conditions on the outline consent, seeking to part discharge the following conditions in relation to this parcel:
- Condition 8 Design Code Compliance
 - Condition 10 Youth Facility and Children's Play Provision
 - Condition 14 Soft and Hard Landscaping
 - Condition 17 Tree and Hedge Survey and Arboricultural Implications Assessment
 - Condition 18 Arboricultural Method Statement
 - Condition 25 Affordable Housing
 - Condition 26 Accessible Dwellings
 - Condition 28 Renewable Energy
 - Condition 35 Detailed Surface Water Strategy
 - Condition 40 Ecological Conservation Management Plan Statement
 - Condition 49 Secure Parking of Bicycles
 - Condition 58 Noise Assessment for future residents
 - Condition 62 Domestic and Trade Waste
 - Condition 63 Construction Waste Management
 - Condition 66 Lighting
 - Condition 69 Public Art
- 3.12 Assessment of the details submitted for approval in relation to these conditions is provided in the relevant section of this report.

Application documents

- 3.13 In addition to the application forms, location plan and covering letter, the application is accompanied by the following supporting information:

Planning Statement
Design and Access Statement
Existing site survey plans
Proposed site plans
Proposed strategy plans
Architectural plans and elevations
Hard and soft landscaping plans
Indicative highway and landscape adoption plan
Landscape Design Approach statement
Detailed Open Space Landscape Management & Maintenance Plan
Drainage strategy plans, calculations and technical note
SuDs Management and Maintenance Strategy
Transport Statement
Highways plans
Arboricultural Layout plans and Method Statement
Sustainability Statement and EV Charging Plan
Ecological Conservation Management Plan
Ecological Update Consideration and Biodiversity Net Gain Assessment
Noise Assessments
Outdoor Lighting Report and Lighting Strategy
Odour Assessment
Site Waste Management Plan
Interim Public Art Statement
Statement of Community Involvement

Pre-application

- 3.14 The proposals were subject to extensive pre-application discussions with urban design and landscape officers and the Highway Authority in 2021. This included a presentation at pre-application stage to the Cambridgeshire Quality Panel in November 2021.

Application timeline

- 3.15 The application was received on 16 December 2021 and before the expiration of the outline consent on 18 December 2021, as controlled via condition 4 on the outline consent. The application was received valid.
- 3.16 The first statutory consultation period expired in January 2022. A series of workshops were held with urban design and landscape officers and the Highway Authority to resolve issues raised. The proposals were reviewed by the Disability Panel in January 2022 and presented a second time to the Cambridgeshire Quality Panel in April 2022. Following this, the applicant submitted substantial amendments received on 28 September 2022. This included amendments to the red line of the application site boundary, so a second statutory consultation was carried out which expired in October 2022. The amended proposals were presented to the JDCC at a briefing in October 2022.

- 3.17 Further amendments were received in relation to waste and recycling to address comments from the Greater Cambridge Shared Waste Team which were shared with the consultee. Formal consultation has not been carried out on these amendments as the changes were minor.
- 3.18 Final amendments to realign one street in response to comments from the Highway Authority are expected prior to the JDCC committee meeting on 21 December 2022. Formal consultation will not be carried out on these amendments, however comments from the Highway Authority will be sought and reported to committee. The amendments have been informally discussed with urban design and landscape officers.

Amended plans and additional information

- 3.19 During the course of the application, amendments were submitted by the applicant seeking to address the following:
1. Amendments to the red line to include areas of approved infrastructure to allow for improvements to certain areas;
 2. Removing car access to the Green Link to provide a high-quality pedestrianised area of open space;
 3. Amendments to parking courts to reduce the hard surfacing and improve on overheating;
 4. Inclusion of additional high-quality open space within the parcel;
 5. Inclusion of a feature drainage pond, contributing to the enhancement and protection of biodiversity;
 6. Amendments to cycle parking spaces to make them more convenient than access to car parking;
 7. Internal amendments to flat blocks to provide lifts to upper floor units and provide space for air source heat pumps;
 8. Improvements to the sustainability feature such as green roofs on the cycle stores;
 9. More meaningful planting including fruiting trees; and
 10. Alterations to car parking locations to make more of the open space on offer and provide enhancements to the streetscapes.

4.0 Relevant Site History

Reference	Description	Decision
07/0003/OUT	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Approved on 20 February 2015
S/0001/07/F	Formation of Vehicular Pedestrian and Cycleway Access Road from Histon Road to serve the Urban Extension of the City between Huntingdon Road and Histon Road	Approved on 18 December 2013

	Cambridge together with Drainage and Landscaping Works.	
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site (Infrastructure reserved matters consent)	Approved on 19 June 2014
14/1410/REM	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT	Approved on 23 December 2014
15/1670/REM	Reserved matters for 114 residential units and local centre, including library, community rooms, health centre and retail units pursuant to outline consent 07/0003/OUT.	Approved on 23 May 2016
C/5000/15/CC	Erection of 2-Form Entry Primary School and Children's Centre.	Approved on 17 February 2016
16/0208/REM	Reserved matters application for first housing phase (known as BDW1) including 173 dwellings with associated internal roads, car parking, landscaping, amenity and public open space.	Approved on 27 May 2016
21/03619/REM	Reserved matters application for fifth and sixth housing phases and Allotment 3 (collectively known as BDW5 and 6) including 410 dwellings and allotments with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters include access, appearance, landscaping, layout and scale and the related partial discharge of conditions 8, 10, 14, 22, 25, 26, 27, 29, 35 and 58 pursuant to outline approval 07/0003/OUT (BDW5/6)	Approved on 22 December 2021
21/04431/REM	Reserved Matters application for second housing phase (known as BDW2) including 323 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 26, 28, 35, 40, 49, 52, 58, 63, 66 and 69 pursuant to outline approval 07/0003/OUT.	Approved on 26 July 2022

21/05434/REM	Reserved Matters application for third housing phase (known as BDW3) including 210 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 22, 25, 26, 28, 35, 40, 49, 58, 62, 66, and 69 pursuant to outline approval 07/0003/OUT	Under consideration
22/02528/OUT	Darwin Green 2/3. Hybrid planning application comprising: Outline planning permission (all matters reserved except for means of access) for up to 1,000 residential dwellings, secondary school, primary school, community facilities, retail uses, open space and landscaped areas, associated engineering, demolition and infrastructure works; and Full planning permission for relocation of drainage pond permitted under reference S/0001/07/F	Under consideration
07/0003/COND5	Submission of details required by condition 5 (Phasing Plan) of planning permission 07/0003/OUT	Under consideration

5.0 Relevant Policy

5.1 National

National Planning Policy Framework 2021
National Planning Practice Guidance
National Design Guide 2019
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
Circular 11/95 (Conditions, Annex A)
Technical Housing Standards – Nationally Described Space Standard (2015)

5.2 Cambridge Local Plan 2018

Policy 1: Presumption in favour of sustainable development
Policy 3: Spatial strategy for the location of residential development
Policy 13: Areas of major change and opportunity areas
Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk

Policy 33: Contaminated land
Policy 34: Light pollution
Policy 35: Protection of human health and quality of life from noise and vibration
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
Policy 42: Connecting new developments to digital infrastructure
Policy 45: Affordable housing and dwelling mix
Policy 50: Residential space standards
Policy 51: Accessible homes
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 68: Open space and recreation provision through new development
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.3 Supplementary Planning Documents

Affordable Housing SPD (2008)
Cambridgeshire Flood and Water SPD (2018)
Cambridgeshire Quality Charter for Growth (2008)
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide SPD (2012)
Public Art SPD (2010)
Greater Cambridge Sustainable Design and Construction SPD (2020)
Greater Cambridge Biodiversity SPD (2022)

5.4 Other Guidance

Greater Cambridge Housing Strategy 2019 – 2023
Draft Affordable Housing SPD (June 2014)
Open Space and Recreation Strategy (2011)
Air Quality Action Plan (2018)
Waste Storage & Collection Guidance for Developers (November 2021)

6.0 Consultations

6.1 Access Officer, Cambridge City Council – Comments

6.2 Wheelchair housing should be 5% of each housing type and at least 18 homes. Wheelchair housing should always have a wet room not a bath. Maisonettes should be avoided because they are hardest to meet M4(2).

Shared space streets are not accessible to all. Recommend review by Disability Panel.

- 6.3 **Cambridgeshire Fire and Rescue** – No objection
- 6.4 Adequate provision should be made for fire hydrants, secured by way of a Section 106 Agreement or a planning condition. Access and facilities for the Fire Service should also be provided in accordance with Building Regulations.
- 6.5 **Safeguarding Department, Defence Infrastructure Organisation (Ministry of Defence)** – No objection
- 6.6 No safeguarding concerns with the heights of the development. Some apartments/houses have flat-roofs which may attract and support populations of large and or flocking birds. Recommend condition for a Bird Hazard Management Plan.
- 6.7 **Designing Out Crime Officer, Cambridgeshire Constabulary**
- 6.8 Comments on amendments – Comments
- 6.9 Previous concerns about insufficient lighting have been addressed. Remaining concerns about the audio/visual access and security of external letterboxes, concerns about audio-only visitor entry system for the apartment blocks. Mail delivery should be via a secure external letter box in accordance with relevant standards.
- 6.10 Initial comments - Comments
- 6.11 The site is in an area of low to medium risk to the vulnerability to crime.
- 6.12 Appears to be an acceptable layout in relation to crime prevention and the fear of crime providing good levels of natural surveillance. Offer the following observations:
- Note the external lighting plan, however, there is no lighting covering the open spaces or orbital cycle route.
 - Recommend that ground planting and hedging should be kept to a minimum of 1 to 1.2 metres high and tree crowns raised to 2 metres.
 - Details of access control and visitor entry systems proposed for the apartment blocks (recommend audio/visual visitor entry, no trade buttons or other electronic release mechanisms).
 - Integral cycle and bin stores (flats), doors should be enhanced security door-sets fitted with self-closers.
- 6.13 **Disability Panel**
- 6.14 Notes of meeting 25 January 2022:

- 6.15 Clarification sought on market wheelchair access homes and about electric vehicle charge point locations. Supported priority given to walking and cycling, and clarification sought about how it would be possible to move around in a wheelchair or mobility scooter. Queried whether the FOGs would be cold. Lack of lifts in apartment blocks is short-sighted.
- 6.16 **Ecology Officer, Cambridge City Council** – No objection
- 6.17 Content with condition assessment of existing baseline habitat. Content that a biodiversity net gain of between 20 and 30 per cent is deliverable. The box specification and locations within the ECMPS are appropriate. Support the discharge of condition 40.
- 6.18 **Environment Agency** – No objection
- 6.19 No objection provided all outstanding pre-commencement conditions are discharged.
- 6.20 **Environmental Quality and Growth Team, Cambridge City Council**
- 6.21 Comment on amendments – No objection subject to conditions and informatives
- 6.22 Revised reports / assessments have been submitted to address the previous concerns about noise / odour impacts.
- 6.23 Noise from supermarket - It is difficult to accurately model the impact from the supermarket as this has yet to be granted planning permission. It is also reasonable that the applicants for BDW4 are not overly restricted due to the pending supermarket. When the supermarket application is received, good acoustic design will be strongly recommended to protect the locality. Whilst our preference from an environmental health perspective would be a change in internal room configuration to place non-habitable rooms on the noise affected façade, acceptable consideration and mitigation has been proposed by the applicants considering the uncertainties of the supermarket. A condition is recommended to ensure the MVHR system to be installed (NW & SW facades of block A) achieves an acceptable ventilation rate within habitable rooms.
- 6.24 Noise from NIAB - Considering the current infrequent activity at the NIAB site, the acoustic context, the predicted low to adverse impact and planning considerations, the proposals are acceptable subject to the implementation of the ventilation condition.
- 6.25 Noise from Local Centre - The existing conditions within the approved Local Centre are acceptable to protect local amenity and quality of life for future residents of BDW4.
- 6.26 ASHPs have the potential to harm local amenity and quality of life of existing and proposed receptors due to noise impacts if poorly located

without sufficient noise mitigation (if required). Recommend a plant noise insulation condition and the standard plant noise informative.

- 6.27 The odour assessment is acceptable and it is agreed that based on the prevailing wind and detailed activities within the NIAB facilities and fields that the odour impact is not likely to be significant.
- 6.28 The use of gas efficient boilers and ASHPs is acceptable from an air quality perspective. The commitment to install electric vehicle charging points is welcomed and a condition is recommended to secure further details.
- 6.29 Condition 58 relating to noise insulation is recommended for approval.
- 6.30 Condition 66 relating to artificial lighting is not recommended for approval because further information is required.
- 6.31 Recommend standard conditions for plant noise insulation, and additional conditions for alternative ventilation schemes and electric vehicle charging. Informatives for plant noise insulation.
- 6.32 **Health and Safety Executive** – No comment
- 6.33 **Housing Strategy Team**
- 6.34 Comment on amendments – Support
- 6.35 The scheme provides 40% affordable housing and providing 75% social rented units & 25% shared ownership units. This is policy compliant.
- 6.36 The housing mix differs from the indicative mix in the Section 106 Agreement which was agreed in 2013. The original mix suggested higher numbers of larger units (3 and 4 bed homes). However, the housing need for Cambridge City over the last few years is overwhelmingly for smaller homes (1 and 2 bed homes). The developer and the Housing Strategy Team have works together to amend the mix to address some of that need.
- 6.37 Outline permission was granted in December 2013 prior to the adoption of the current Local Plan and policy 51. Therefore, the applicant is not obliged to be policy compliant in this matter. However, the applicant has agreed that all of the affordable units will meet the Building Regulations requirement M4(2) and 7 of the Social rent units will meet the M4(3) standard for wheelchair users.
- 6.38 Outline permission was granted prior to the adoption of the current Local Plan and Policy 50. However, the application shows that all of the affordable units, meet or exceed the Nationally Described Space Standards. The affordable housing scheme is policy compliant.

- 6.39 The scheme was granted outline permission before the Greater Cambridgeshire Housing Strategy (April 2019) which introduced a requirement to maximise the number of bed spaces required per property. The scheme ultimately does not maximise the bed spaces for the affordable units.
- 6.40 The clusters of affordable housing are all below the maximum limit of 25 units. Clusters range from 2 units to 19 units. The Housing Team consider the scheme is policy compliant.
- 6.41 The scheme adheres to the Draft Housing SPD, with regard to its requirements that the affordable housing is not distinguishable from market housing by its external appearance and is well integrated into the scheme.
- 6.42 A Local Lettings Plan and nomination agreement, for this scheme, is to be agreed between the council and the Registered Provider.
- 6.43 **Landscape Officer, Greater Cambridge Shared Planning**
- 6.44 Comment on amendments - Support
- 6.45 The proposals have addressed the wide majority of Landscape concerns identified previously. The result of considerable engagement and review which is commended. Support the proposals. The scheme has taken a very positive approach to creative place-making which will result in a high-quality, attractive, green development within Darwin Green.
- 6.46 Condition 10 – Youth and Play Provision - Unsuitable for Discharge. Distribution of LAPs is acceptable, particularly with the provision of additional Play along the Way incidental play which is identified in the DAS/Land Strategy. However, the discharge of this condition is not achievable as the design, layout and specification of the play areas has not been provided.
- 6.47 Condition 14 – Hard and Soft Landscape - Unsuitable for Discharge. Whilst the technical details are acceptable, it is considered that further specifications information is required to achieve acceptability for approval.
- 6.48 Condition 49 – Cycle Storage - Unsuitable for Discharge. The proposed locations for cycle parking and storage is acceptable. We await submission of further detail of design and material, particularly for those domestic stores at the front of houses.
- 6.49 Condition 62 – Bin Storage – Unsuitable for Discharge. There is not enough clarity about the placement and design of the bin storage units. Within the DAS a single example is shown but within the typologies a number of different garage configurations exist, some of which do not conform with policy (3 bins need to be shown). The distribution diagram is broadly acceptable.

- 6.50 Condition 66 – Lighting – Unsuitable for discharge. A coordinated street lighting plan has not been provided for consideration. Street light placement must be mindful and work in coordination with the tree planting shown within the Soft Landscape proposals.
- 6.51 Initial comments - Objection
- 6.52 Overall Assessment:
It is considered that the site is overdeveloped. The arrangement and number of units has impacted on the external spaces reducing their useability and function. Overdevelopment has led to the use of large areas of planting to fill difficult areas, dependence on parking courts and a lack of pedestrian and cycle permeability.
- 6.53 Layout (southern corner):
- The area directly opposite existing approved proposals for the local centre is of concern; the relationship between streets, pedestrians and housing is poorly defined and dependent on an excess of hard landscape.
 - Approved landscape plan not illustrated.
 - Vegetation on the north side of the street has been removed to achieve driveways and FOGs.
 - Some gardens are small and north facing.
- 6.54 Layout (western corner):
- Apartment block on the corner may interfere with growth of proposed trees.
 - Too many vehicular routes, inadequate green spaces for trees or planting.
 - Unreasonably large and underutilised planting areas.
 - Parking courts too heavily relied on within the overall proposals.
- 6.55 Layout (eastern boundary):
- Some house arrangements along a primary street not quite Code compliant.
 - Small trees in garden frontages will look odd in relation to street typology and opposite large trees.
 - Northern corner requires more consideration.
- 6.56 Southern Apartment Parking Courts:
- Courtyard space currently overwhelmed by parking and awkward FOG structures.
- 6.57 Central Green Corridor:
- Disappointing that there has to be any vehicular traffic through this space.
- 6.58 Maintenance and Adoption

- Unclear what areas are offered for adoption.
- 6.59 Planting
- Further detail required on grass area for Plot 017, boundaries between Plots 32-35 and 36-36 and parking court to units 001-016.
 - Depth of planting at the entrance to court of units 001-016 very large and will be difficult to manage.
 - Depth of planting within shrubs beds of the green corridor is excessive.
 - Planted areas to the rear of blocks 137-143, 144-151, 175-182 and 183-189 and other similar locations should provide a better communal garden space.
 - Too much Alchemilla mollis being used.
- 6.60 Hard Landscape
- Hard landscape material choices are relatively simple and limit the potential richness of high-quality streetscapes.
- 6.61 Boundaries
- No boundary drawing, it is not clear what is proposed for most boundaries.
- 6.62 **Lead Local Flood Authority, Cambridgeshire County Council**
- 6.63 Final comments – No objection.
- 6.64 Calculations are acceptable. Support subject to informative for pollution control. Support condition for construction drainage details.
- 6.65 Comments on amendments – Objection
- 6.66 Unable to support to the reserved matters application until all hydraulic outputs have been provided. Upon review of the submitted information, catchment 11-3A requires all outputs and the 100 year + climate change results should be submitted for catchment 13-1.
- 6.67 Initial comments - Objection
- 6.68 More information is required including drainage layout plan, calculations, permeable areas, proposed runoff rates, required attenuation volume and management/maintenance arrangements.
- 6.69 Drains which fall to multiple riparian owners is not support and surface water conveyance pipes should run within the highways.
- 6.70 Recommend informative on pollution control.
- 6.71 **Local Highways Authority, Cambridgeshire County Council**
- 6.72 Additional comment on amendments – Outstanding concerns

- 6.73 Deviation in the road alignment outside plots 119 and 146 is unsafe for cyclists and not acceptable to be adopted. Some ambiguity on the drawings about the location of the back of the footway and areas of verge and planting. Clarification of width of footway in some locations . No clear designated route for pedestrians from the end of the footway into shared surface areas.
- 6.74 Comment on amendments – No objection
- 6.75 The concerns previously raised have been addressed. The proposed adoption plan would be acceptable and must include areas that form part of inter vehicle visibility splays from internal access points. The swept path analysis for both refuse vehicle and fire tender demonstrate that such vehicles will not oversail footways. Request a standalone plan showing the dimensions of the proposed roads and paths without any information relation to the proposed adoptions so that this can form part of the approved documents.
- 6.76 Initial comments – Objection
- Lighting within the proposed adopted highway should not form part of the planning approval.
 - Not all streets are suitable for adoption.
 - Overrun areas on corners is unacceptable.
 - Blockwork as the surface course for whole streets is unacceptable.
 - Driveways must not overhang the public highway.
 - Width of space to move bicycle past a parked car is unacceptable.
 - Planting in secundar streets unlikely to establish.
 - Visibility splays must be provided Swept path analysis for refuse vehicle must be provided.
 - Concerns about the vehicular access to plots 162, 163, 164, 191 and 192.
 - Engineering drawings required.
- 6.77 **Natural England** – No objection
- 6.78 **Public Art Officer, Cambridge City Council** – No comments received.
- 6.79 **Streets and Open Spaces Team, Cambridge City Council** – No comments received.
- 6.80 **Sustainable Drainage Engineer, Cambridge City Council** – No comments received.
- 6.81 **Sustainability Officer, Greater Cambridge Shared Planning** – Support
- 6.82 The Energy and Sustainability Report sets out that all units will be built to either the forthcoming Part L 2021 requirements or the Future Homes standard, which is due to come into force in 2025. Part L 2021 requires a

- 31% reduction in carbon emissions compared to Part L 2013, and as such all of the units will exceed the requirements of the outline conditions.
- 6.83 59 units will now be built to Part L 2013 and meet the requirements of condition 29 with certification against Level 4 of the Code for Sustainable Homes. 216 units will be built to Part L 2021, while the remaining 69 units will be built to the Future Homes Standard.
- 6.84 Those being built to the 2021 requirements will benefit from waste water heat recovery, while those being built to Future Homes Standard will benefit from air source heat pumps. All units will still benefit from the use of photovoltaic panels, with the detailed layout of the panels being determined at the detailed design stage.
- 6.85 Welcome the consideration that has been given in the amendments to ensuring that the apartment buildings have space for future internal air source heat pump units, with storage shown on the floorplans for all of the apartment blocks.
- 6.86 Recommend conditions relating to the implementation of carbon reduction strategy and futureproofing for low temperature heating.
- 6.87 All residential units are to be fitted with photovoltaic panels and built to either Part L 2021 or the forthcoming Future Homes Standard (see further detail on the energy strategy below).
- 6.88 The majority of units benefit from dual, or in some cases triple aspect, to allow for natural ventilation and help mitigate the risk of overheating. Ground floor apartment are to be fitted with security screens and inward opening windows to allow for full ventilation, while solar control glazing is to be specified for unshaded glazing on top floor flats. Overheating assessment will be undertaken using the new Part O requirements of Building Regulations, which will come into force this summer.
- 6.89 Achievement of potable water use of no more than 110 litres/person/day. For units with a bath and shower, the submitted water efficiency calculator shows water use of 100.5 litres/person/day, while for those units with just a shower, 96.4 litres/person/day is shown.
- 6.90 Specification of bricks from the Marshalls low carbon range, which reduces embodied carbon by 28% compared to standard bricks.
- 6.91 The additional landscaping and greening that was included in the amendments will have positive impacts in terms of assisting with ambient cooling and shading of buildings.
- 6.92 The Site Waste Management Plan submitted to discharge condition 63 on the outline consent fails to include a location plan showing the location of the waste storage compound and therefore is not recommended to be discharged.

- 6.93 **Tree Officer, Cambridge City Council** – No comments received.
- 6.94 **Urban Design Officer, Greater Cambridge Shared Planning**
- 6.95 Comments on amendments:
- 6.96 Support subject to conditions for materials and sample panels.
- 6.97 The architects have responded positively to our ideas and suggestions to push the scheme beyond the requirement of the outline application and the site wide design code, taking a thoughtful and creative approach to evolving suggested alternative concepts and potential solutions raised throughout the redesign process. The revised scheme has evolved through extensive collaboration with officers and in response to feedback from the Quality Panel, with notable design evolutions between every workshop. The proposal has taken a design led approach to evolve the key principles of the design code, which creates the potential for enhanced and better placemaking solutions. In our view, the revised proposal will create a high quality and visually attractive addition to the wider Darwin Green new community and therefore subject to conditions, is supported in urban design terms.
- 6.98 Initial comments:
- 6.99 We have fundamental concerns about the structure and layout of the southern end of the phase which is creating streets with poor levels of ground floor natural surveillance, unresolved interfaces, and poor-quality streetscape. The proposed car parking courts for the apartment blocks creates large areas of hard surfacing, which have a poor relationship with the internal organisation of the surrounding apartment blocks, and in some cases are framed by rear blank walls and inactive ground floor edges. The concentration of the parking courts along the eastern part of the phase in combination with limited meaningful green infrastructure will create microclimate issues relating to urban heat. The lack of trees along the secondary street and some E-W tertiary streets will exacerbate this further and does not comply with the Design Code. Pedestrian links along the north-western edge of the parcel are fragmented and desire lines are inhibited in places. The design of the streets themselves creates areas where rogue parking is likely to occur.
- 6.100 The proposal is struggling to create a distinctive and coherent identity, too repetitious in places and lacking richness in detail. The lack of variety to the forms and expression of apartment blocks along the Central Park frontage, the seemingly lack of hierarchy and diversity between key buildings, and the wide use of the repeating 2-storey gabled linked detached houses, are contributors to this.
- 6.101 The absence and questionable quality of private amenity space and cycle parking for some typologies is unacceptable.

6.102 These fundamental issues demonstrate there is likely too many units being proposed in this phase and when considered together with the functional design issues, the proposal represents overdevelopment. In its current form, the proposal does not comply with key areas of the design code nor with policies 50, 56, 57 of the Cambridge Local Plan 2018, and is not supported in urban design terms.

6.103 **Waste Team, Greater Cambridge Shared Waste**

6.104 Initial comments:

6.105 Require clearer plans showing which properties are using collection points and how many bins for apartments are being collected from each point.
Confirm size of refuse vehicle used for tracking diagrams
Too many long drag distances for crews.
The development does not flow well and results in longer collection times.
Hammer heads are problematic as cars can park there which creates a problem for turning. Are these roads adopted, what will the surface be, will there be parking enforcement?
Drags past parked cars should be avoided.

7.0 Publicity

7.1 The following publicity has been undertaken:

Neighbour notification	Yes
Site notice	Yes
Advertisement	Yes

7.2 In addition to the initial consultation when the application was validated, a full re-consultation for 21 days was undertaken for the amended location plan in September 2022 via neighbour notification, site notice and advertisement, and with statutory consultees. Consultation on the full amended scheme (detailed plans) was subsequently undertaken for 14 days in September 2022 with relevant consultees.

8.0 Third Party Representations

8.1 No representations were received from third parties.

9.0 Member Representations

9.1 No representations are reported.

10.0 Planning Background

Outline Consent

10.1 Outline planning permission was granted in December 2013 for Darwin Green 1 to deliver a mixed-use development comprising up to 1,593

dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works. The outline planning application required Environmental Impact Assessment (EIA).

- 10.2 The outline consent approved the detail of access from Huntingdon Road (with a second access from Histon Road approved under a separate full planning permission S/0001/07/F). The details that were reserved for determination at a later stage were the appearance, landscaping, layout and scale. These are defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The assessment of a reserved matters application is limited to these aspects.
- 10.3 The outline consent approved a series of parameter plans. The approved parameter plans relate to land use, access, building heights, landscape and urban design parameters, and supporting text. Illustrative material accompanying the outline consent including illustrative masterplans or visualisations are not listed on the decision notice and are not approved plans.
- 10.4 The outline consent was also subject to planning conditions. These include strategic conditions, including approval of a site-wide Design Code. This was approved in 2014 and all reserved matters parcels are required to demonstrate compliance with it. The Code defines a vision for Darwin Green, site-wide coding and character areas.
- 10.5 Other strategic conditions include a site-wide drainage strategy, a site-wide strategy for youth and play and a public art strategy. The conditions on the outline consent also set requirements for car parking standards, sustainability targets, and affordable housing delivery. Reserved matters must demonstrate compliance with these details.
- 10.6 The outline consent was subject to a Section 106 Legal Agreement which sets out the requirements for the delivery of affordable housing and social infrastructure, including formal and informal open space, allotments, community facilities and the primary school, and transport improvements.
- 10.7 The outline consent was approved under the previous Cambridge Local Plan 2006. As such, policies within the subsequently adopted CLP 2018 can only be applied where these fall within the definition of the reserved matters, where details have been secured through conditions, or where the requirements of the new policy are consistent with the Design Code or other approved outline documents.

Reserved Matters

- 10.8 Several reserved matters consents have been granted and outline conditions discharged, as detailed in the Planning History section of this

report. This includes approval of site-wide infrastructure including roads, pedestrian and cycle paths, open space, services across the site and one allotment site (14/0086/REM). The main arterial route through the site has been completed to base course level and the strategic drainage works have been completed.

- 10.9 Reserved matters consent has been granted for the Local Centre (15/1670/REM) and public square (14/1410/REM), and three residential parcels known as BDW1 (16/0208/REM), BDW5 and 6 (21/03619/REM) and BDW2 (21/04431/REM). Construction is complete on BDW1 and partially complete on the Local Centre except for the retail block, library and public square. Parcels BDW5/6 and BDW2 are currently under construction.

Planning Obligations and Phasing

- 10.10 In correspondence with the Council, the applicant has advised that the occupation of these parcels has reached the 200th dwelling, triggering certain planning obligations. The sequence of construction has not followed the approved Phasing Plan and a revised Phasing Plan has been submitted to discharge condition 5 on the outline consent (07/0003/COND5). The relevant obligations and phasing are discussed further in the Principle of Development section of this report.

11.0 Assessment

- 11.1 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
- Residential amenity for future occupants
- Social and community infrastructure
- Access and transport
- Energy and sustainability
- Impact on residential amenity of existing properties
- Environmental considerations
- Third party representations

12.0 Principle of Development

- 12.1 The principle of residential development was established by the outline permission 07/0003/OUT. This is a reserved matters application submitted pursuant to condition 1 on the outline consent, which requires approval of details of the appearance, landscaping, layout and scale. This application was submitted and validated within eight years from the date of the outline permission thus complying with condition 4.

- 12.2 This reserved matters proposal is acceptable in principle provided that it complies with the outline parameter plans, the Design Code and the Section 106 Agreement, and that the development is carried out in accordance with the mitigation measures as set out in the Environmental Statement. Compliance is assessed as follows and in the relevant sections of this report.

Compliance with Outline Parameter Plans

- 12.3 Condition 72 of the outline consent requires development to be in accordance with the approved parameter plans and supporting text.
- 12.4 The scheme is compliant with the Land Use PP which shows BDW4 within an area identified on the key as 'predominantly residential zones, including associated infrastructure and facilities, such as access roads, play areas and allotments'. The proposed residential use is supported.
- 12.5 The scheme is compliant with the Number of Storeys PP which shows the parcel is within an area where up to four storeys and maximum 15.5m building height is supported. The proposal does not exceed four storeys or the maximum height and is supported.
- 12.6 The bus route shown on the Access PP on the south eastern side of the parcel is partially included within the extended red line site boundary in order to make changes to the design speed features previously approved under the infrastructure reserved matters consent. The proposed amendments are consistent with the PP. The Orbital Cycle Route and pedestrian connections to the north western and western sides of the parcel were also approved under the infrastructure reserved matters consent and are outside the red line boundary. The scheme's edges and frontages are consistent with these. This is supported.
- 12.7 The approved Urban Design Framework PP shows key building frontages along the south eastern edge fronting the bus route and central park, and positive building frontages along the eastern, north western and western edges. The proposal is consistent with this, which is described in more detail in later sections of this report. This is supported.
- 12.8 The scheme does not conflict with the Landscape PP. The red line site boundary does not extend to the retained hedgerow to the north east and the proposal also does not impact on the landscape corridors and open spaces. This is supported.
- 12.9 For these reasons, the proposal is assessed to be generally compliant with the outline approved parameter plans and supporting text.

Outline Environmental Statement

- 12.10 Condition 6 on the outline consent requires the development shall be carried out in accordance with the mitigation measures as set out in the

Environmental Statement (ES) submitted with the outline permission. The conclusion is that the proposal would not have significant environmental impacts as these would be mitigated through measures secured via conditions and planning obligations. The topics covered by the ES are the following:

- Landscape and Visual Assessment
- Ecology
- Cultural Heritage and Archaeology
- Agriculture and Soils
- Ground Conditions and Contamination
- Drainage and Flood Risk
- Traffic and Transportation
- Noise and Vibration
- Air Quality
- Recreation
- Socioeconomics
- Services
- Waste
- Energy and Carbon Strategy

12.11 The proposals would not vary from the outline consent and therefore they would not have significant environmental effects beyond those already assessed with the outline application. An Environmental Impact Assessment therefore is not required alongside the reserved matters application.

Compliance with Section 106 Planning Obligations

12.12 The Section 106 Agreement for the outline consent (as amended by Deed of Variations) establishes the triggers for the delivery of infrastructure. At the time of preparing this report, the delivery of some infrastructure is in breach of those triggers. Members of the Joint Development Control Committee and local Councillors were briefed on this at a separate private officer briefing which was held in October 2022. The Council is working proactively with the applicant, the County Council and other stakeholders to resolve these breaches and to ensure upcoming triggers are on-track to be delivered. However, these breaches are not material to the consideration of the current application proposals.

Phasing

12.13 A site-wide phasing plan dated June 2014 was approved through the discharge of condition 5 on the outline consent. There are some areas of inconsistency between construction on site and the phasing plan. This includes the construction sequencing, delivery of infrastructure, open space, drainage, highways works, and pedestrian and cycle networks. The Council requested that the applicant submit an updated phasing plan to re-discharge condition 5 and an application was received in May 2022.

Officers have commenced a review of the updated plan and will brief members of the Joint Development Control Committee and local Councillors in due course before the plan comes to the committee for determination. However, this is not material to the current application.

Principle of Development – Conclusion

- 12.14 The scheme forms an important next phase of delivery on Darwin Green 1, which makes a significant contribution to meeting the Greater Cambridge housing delivery targets. The scheme is generally compliant with the outline consent in terms of the outline parameter plans and Environmental Statement. Issues relating to compliance with the Section 106 Agreement and approved phasing plan are not material to the current application. The principle of development is acceptable in accordance with CLP 2018 policies 1, 3 and 20.

13.0 Context of site, design, and external spaces

Compliance with Design Code

- 13.1 The Design Code for Darwin Green 1 was approved through discharge of condition 7 on the outline consent in 2014. Design codes are intended to bridge the gap between outline consents and reserved matters applications for complex and large scale developments that will be delivered over many years. The Code aims to achieve a balance between a clear level of prescription to ensure high standards of design, and an appropriate degree of flexibility to accommodate changing needs, market conditions or government / local guidance over the duration of the project, and allow schemes to come forward that improve upon the Code.
- 13.2 The approved Design Code sets a vision for the creation of a distinctive new urban extension to the city, achieving the highest quality of design and embodying the principles of sustainability. It includes site-wide coding for elements that cover the whole site and do not differ across the character areas, including movement network, landscape, waste and drainage strategies. The Code also includes character area coding, which set out the essential characteristics for each area. The BDW4 parcel falls within two character areas: the Northern Quarter ('medium' density) and the Urban Quarter ('high' density).
- 13.3 Condition 8 on the outline consent requires reserved matters applications to include a Design Code Statement to demonstrate how the proposal accords with the Code, and accordingly the applicant has submitted a Design and Compliance Statement. It is important to note that some elements of the Design Code are 'mandatory' meaning there is 'minimum flexibility' and any departure must not conflict with the overall aim of the Design Code. All other guidance is important and must be taken into account of when developing reserved matters. Compliance with the Design Code is discussed in the relevant sections of this report.

Layout, Form, Scale and Density

- 13.4 The overall layout has evolved and improved upon the Design Code through extensive collaboration with officers and in response to feedback from the Cambridgeshire Quality Panel and from briefings to the Joint Development Control Committee. Key spatial changes include the rationalisation of car movements throughout the site and more car-free spaces; an increase in the amount of open space (compared to the Design Code illustrative masterplan) and a greener spatial structure that is more integrated and connected; and removal of large, sterile parking courts behind the park frontage apartment blocks and replacement with green Mews Streets with climbing plants and pockets of communal open space. This is supported.
- 13.5 Other positive variations from the Design Code include the introduction of the car-free Green Link through the middle of the parcel and the creation of a car-free frontage adjacent to the Orbital Cycle Route, as well as the rationalisation of motor vehicle access points into the parcel and circulation space for cars generally. Permeability and interconnectivity for pedestrians and cyclists is maintained and enhanced, but the revised movement strategy for motor vehicles that has reduced the extent of car access throughout the parcel also helps to create a more people friendly public realm that can better foster social interaction and doorstep play. This is supported.
- 13.6 In terms of density, the Design Code shows the central and western parts of the site within the medium density areas (up to 45 dwellings per hectare), and the park frontage and north eastern frontage onto the green corridor within the high density 'urban quarter' area (up to 125 dwellings per hectare). The Design Code states densities may be subject to review as reserved matters applications are prepared. The Design and Access Statement states that the proposed density within the high density area is 125 dwellings per hectare in line with the Design Code. The density within the medium density area is 54 dwellings per hectare which exceeds the Code, but reflects the higher number of apartments proposed in part to meet the current affordable housing need. This is acceptable given the flexibility offered within the Design Code.
- 13.7 The proposed typologies include apartments, flats-over-garages, maisonettes-over-garages, walk-up blocks, and a range of house types (terraced, semi-detached and detached forms). The arrangement of typologies creates a legible structure that provides defined edges and good levels of active frontages onto streets, intersections and spaces. The apartment blocks are located on the park frontage, at gateway points on the Green Link, and to mark key outer corners of the parcel. Taller 3 storey houses are focussed mainly on the Secondary Street and the western frontage, with an increased use of lower terraced and semi-detached forms now on the east-west Tertiary Streets, creating a clear distinction in character and hierarchy between the Secondary Street and the lower order Tertiary Streets. This is supported.

13.8 As well as the range of typologies, varied roofscapes reinforce the different character of streets and spaces they define. The mews typology used only along north lane and the mono pitch roof form used specifically behind the park street apartments is one example of this. The scale and massing of the apartment blocks along the park frontage has been refined with 3 storey blocks located between 4 storey corner marker buildings, improving the overall hierarchy of forms and creating better massing compositions along this key frontage. Entrances are used to manipulate the massing further, with rooflines stepping down and façades stepping back at these points, creating more vertically proportioned volumes. The footprint of the 4 storey marker buildings have also been refined to moderate the bulk of the larger forms. This is supported.

Detail and Materials

13.9 The range of typologies provides variety to the street scene. Facades of buildings are well-ordered and proportioned which will provide a degree of rhythm and vertical emphasis to the street. The combination of different roof forms including flat, pitched, gabled fronted, mono pitched, and angled brick parapets will combine to create a varied and articulated roofscape. Mono pitched roof forms are specifically used on the mews to the rear of the park frontage apartments creating a more unique character within the scheme. This is supported.

13.10 A material palette has been provided within the Design and Access Statement. The development would be a mix of red, buff and white brick tones. These would be used separately or in combination, mixed either vertically on different elements of a linked row of houses, or horizontally to delineate the ground and upper floors. Contrasting bricks and rusticated detailing at ground floors work well to express the base and provide a common language throughout the range of typologies. This is supported.

13.11 The scheme achieves a high degree of richness and variety through detailing. A range of window shading devices have been integrated, including louvre shading and white brick surrounds. Entrances throughout the scheme are varied but complementary, which works well to enhance their legibility within elevations. Metal pergola structures on mews facades with climbing plants, provides a playful way of vertically greening these intimate streetscapes. Integrated seating at entrances supports social interaction. Balconies appear as integral elements of facades. This is supported.

13.12 Overall, the proposed architectural approach meets good urban design objectives, the established principles in the Design Code and will be complimentary to the Local Centre and recently consented schemes. The approach to elevational design, detailing and materials is supported by the GCSP urban design team. A condition is recommended to secure samples for all external surfaces and brickwork sample panels (**condition**

14 – Design details and materials and condition 14 – Brickwork sample panel).

- 13.13 A condition is also recommended to remove permitted development rights for the installation of microwave antennae in the interest of visual amenity and to protect the high-quality design of the development, consistent with the consent granted for the BDW2 parcel (**condition 25 - Class H permitted development rights (microwave antennae)**). An informative is recommended to advise the developer that letterboxes should be no less than 0.7 metres above ground level (**informative 6**).
- 13.14 The proposed site plan shows two substation buildings within the Mews Streets behind the park frontage. Indicative plans have been submitted showing a single storey flat roof brick structure. However final plans have not been submitted. A condition is recommended to secure the detailed design (**condition 16 – Substation buildings**). This approach is acceptable.

Landscaping

- 13.15 The introduction of a car-free Green Link through the site is strongly supported. The mews to the rear of the park frontage blocks promotes connectivity for pedestrians and cyclists, and creates flexible spaces that could be adapted in the future as demand for car parking reduces. Other areas that have seen significant improvement are the area to the rear of north western apartment block where the number of car parking spaces (with some car-free apartments) has been reduced to enable more greening and open space for residents. This is supported.
- 13.16 The hard and soft landscaping scheme works hard to integrate drainage, ecological and other social elements. Sustainable drainage features including rain gardens, small attenuation ponds and other floodable landscapes are integrated with planting which promote species diversity. The planting scheme focuses on a diverse range of native species and pollinators. Areas of open space include species rich grassland. Log piles and bug hotels within areas of open space encourage interaction. Fruiting trees and shrubs provide edibles for wildlife and residents. This has evolved during the course of the application and is supported.
- 13.17 The street hierarchy is reinforced through the landscape strategy which establishes strong street character, moving from the formal Primary Street to the intimate Mews Streets. Greening has been achieved through tree planting, rain gardens, low shrub planting and planted thresholds. The integration of climbers into the Mews Streets has been particularly welcomed. Greening in this way not only softens the streetscape, but also delivers other environmental benefits such as shading and cooling, and reduces acoustic reverberation. Thresholds have been considered and opportunities have been taken to integrate seating to the front of properties in the informal Mews Streets. This is supported.

13.18 Overall, the landscape team supports the proposals, however notes some details that are missing from the submission or require further amendment. This includes details of the hard landscape material choices and boundary details. As a result, condition 14 on the outline consent is not recommended to be discharged at this stage and further details will need to be formally submitted and approved prior to commencement of development. Further details are also requested by the landscape officer about the play, cycle storage, bin storage and lighting conditions, which are discussed in the relevant sections of this report.

Inclusive Access

13.19 The application was reviewed by the Disability Panel in January 2022 as part of the initial consultation and on the recommendation of the Access Officer. The applicant responded to the panel's comments in their submission of amendments in September 2022. This response is provided in **Appendix 3** of this report showing how the applicant has addressed the feedback from the panel.

13.20 Overall, the applicant has responded satisfactorily, including changes such as the installation of lifts into the apartment blocks. Accessible housing is assessed in the Housing Delivery section of this report and addresses the feedback from the Access Officer regarding the provision of accessible market homes which is proposed over and above the requirements of the outline consent. This is supported.

13.21 The Access Officer commented that shared space Mews Streets in general are not accessible for all. While acknowledging these comments, the Disability Panel raised no specific concerns about the Mews Streets and supported the priority given to walking and cycling across the parcel generally. This is discussed in more detail in the Access and Transport section of this report and is acceptable.

13.22 Accessible car parking spaces are provided across the parcel and are well-located close to the entrances of apartment blocks. Visitor car parking spaces are also well-distributed across the parcel, available for visiting health care professionals. This is acceptable.

Designing Out Crime

13.23 Cambridgeshire Constabulary has reviewed the scheme and notes the site is in an area of low to medium risk to the vulnerability to crime. Overall, the proposed layout has considered crime prevention by providing reasonable levels of natural surveillance with many of the homes facing each other and overlooking open space. Pedestrian and vehicle routes are aligned together, well-overlooked and pedestrian safety has been considered. Most of the vehicle parking is on-plot between and to the side of properties and in garages. The majority of homes have back-to-back protected rear gardens which reduces the vulnerability to crime, and these have been provided with some defensible space to their front.

- 13.24 Comments were made with regards to the lighting of open spaces and the Orbital Cycle Route. Lighting on the Orbital Cycle Route is outside the red line of the current application and is controlled through the infrastructure reserved matters consent. Lighting plans have been submitted pursuant to the discharge of condition 66 on the outline consent. Updated lighting plans were provided during the course of the application. Cambridgeshire Constabulary reviewed the updated lighting plans and commented that their previous concerns had been addressed. Nonetheless, the updated lighting plans are not supported by the Environmental Quality and Growth Team and a resubmission is required to discharge condition 66. Cambridgeshire Constabulary will be consulted on the resubmission to ensure these remain acceptable from a safety and security perspective.
- 13.25 Recommendations have been made about landscape management and maintenance to allow surveillance and to sure there is no conflict with lighting. The recommendation is to maintain ground planting and hedging to 1 – 1.2 metres higher, and to raise tree crowns to 2 metres. In response, the applicant has confirmed that the planting is predominantly low and that the landscape management and maintenance plan specifies that all single stem trees would have approximately 2 metre clear stems. This addresses this comment.
- 13.26 Further detailed comments have been made about the access and visitor entry systems for the apartment blocks, and the preference for secure external post boxes. In response, the applicant has confirmed that entry to the apartment blocks is via an audio system with no trade button. Cambridgeshire Constabulary would prefer a visual system. These are matters of detailed design outside the scope of the current application.
- 13.27 Detailed comments were also made about access to communal bin and bike stores. The applicant has confirmed that this would be via a fob access for residents and compliant with Secure by Design. This addresses this comment.

Cambridgeshire Quality Panel

- 13.28 The scheme was reviewed by the Cambridgeshire Quality Panel at pre-application stage in November 2021 and again during the course of the application in April 2022. A copy of the report from the second review is provided in **Appendix 1** of this report. The applicant submitted a response to the main points of feedback and recommendations with their amendments in September 2022, which is provided in **Appendix 2**.
- 13.29 The scheme evolved significantly and positively in response to the panel's feedback. The creation of the Mews Streets to the rear of the frontage apartment block to create linked and greened spaces with greater potential to add community value than parking courts evolved as a result of the panel's feedback and developed further in discussion with officers. Another significant outcome was making the landscape scheme work

harder to integrate sustainable urban drainage features, a biodiversity strategy, edibles, climate resilience and opportunities for community building. This is supported.

- 13.30 Overall, the panel were pleased the with scheme's development through the process and considered that points of detail were required to achieve the scheme's full potential. These include consideration of vehicle movements within the Mews Streets, pedestrian priority at junctions, parking provision and privacy for ground floor apartments. These have been addressed by the applicant in the submission as summarised in **Appendix 2**. The panel also supported the direction of the GCSP Sustainability Officer in terms of the energy strategy and lent weight to the need to future-proof the scheme, particularly in terms of providing space within the scheme to air source heat pumps. Finally, the panel commented that the diversity of space and typologies would be an example of a mixed community, and admired several of the apartment typologies in the way they are designed to look onto the park.

Context of site, design, and external spaces – conclusion

- 13.31 In conclusion, the scheme has developed positively through a collaborative process with the urban design and landscape teams and through review by the Cambridgeshire Quality panel. The scheme would provide high quality public realm. The proposal accords with the outline consent and the established principles within the Design Code, and with CLP 2018 policies 55, 56, 57 and 59, and the guidance on good design within the NPPF applicable to this reserved matters.

14.0 Housing Delivery

Affordable homes

- 14.1 The Section 106 Agreement accompanying the outline consent requires any reserved matters application to be submitted with an Affordable Housing Scheme to address the priority housing needs identified by the Council, with regard to the Indicative Housing Mix set out within Schedule 17 of the Agreement, the Council's adopted Affordable Housing SPD or any replacement document, the City Council's most recent Strategic Housing Market Assessment, or any replacement mix approved by the Council.
- 14.2 Condition 25 on the outline consent also requires any reserved matters application to be submitted with a plan showing the distribution of market and affordable dwellings, a schedule of the dwellings size (by number of bedrooms). The clustering of affordable homes should be consistent with the Council's affordable housing SPD unless otherwise agreed by the local planning authority. The applicant has submitted a housing tenure plan and housing schedule with the application. This is assessed in the following sections.

Affordable housing provision

- 14.3 The Indicative Housing Mix within the Section 106 Agreement requires 40% of dwellings to be affordable tenure. The current proposal provides 137 affordable dwellings which is 40% of the total housing provided. Taken together with the earlier approved phases, the development would continue to achieve 40% affordable housing across Darwin Green 1. This is supported. The scheme has been designed to be tenure blind in the housing design. This is supported.

Parcel	Percentage of homes affordable %
BDW1 (approved)	39.90
Local Centre (approved)	40.35
BDW5 and BDW6 (approved)	39.90
BDW2 (approved)	39.94
BDW4 (proposed)	40.06
Overall	40.03

Tenure split

- 14.4 The Indicative Housing Mix within the Section 106 Agreement requires a tenure split within the affordable housing provision of 75% for social rent and 25% for intermediate. The current proposal provides 103 homes for social rent and 34 homes for shared ownership. This equates to 75% for social rent and 25% for shared ownership. Taken together with the earlier approved phases, the development would continue to meet the Indicative Housing Mix. This is supported.

Parcel	Percentage for social rent %	Percentage for shared ownership %
BDW1 (approved)	81.15	18.85
Local Centre (approved)	73.92	26.08
BDW5 and BDW6 (approved)	75.00	25.00
BDW2 (approved)	72.09	27.91
BDW4 (proposed)	75.18	24.82
Overall	75.47	24.53

Housing mix and typology

- 14.5 The Indicative Housing Mix within the Section 106 Agreement sets out the preferred size mix for the affordable element across Darwin Green, having regard to the different social rent and intermediate tenures. This was intended to ensure a balanced, mixed community with a range of sizes to meet housing needs. The Section 106 Agreement was completed in 2013. Schedule 8 of the Agreement requires the affordable housing provision to meet the Indicative Housing Mix, unless otherwise agreed with

the City Council. This allows an opportunity for the Council to agree an alternative appropriate mix with the applicant.

14.6 The table below shows the proposed dwelling mix for the affordable tenures on BDW4 alongside the mix for the other parcels already approved. The dwelling mix for each parcel follows the densities and character areas set out in the Design Code, which is reflected in the affordable housing as well as the market homes. BDW4 is within medium and high density character areas. It is therefore an appropriate parcel on which to provide relatively more flats than apartments. This is supported.

Approved or proposed	Parcel	Tenure	1 bed flat	2 bed flat	2 bed house / maisonette	3 bed house / maisonette	4 bed house
Approved	Local Centre	Social rent	12	22	0	0	0
Approved	Local Centre	Shared ownership	0	12	0	0	0
Approved	BDW1	Social rent	11	35	5	5	0
Approved	BDW1	Shared ownership	0	0	10	3	0
Approved	BDW5/6	Social rent	32	53	28	6	4
Approved	BDW5/6	Shared ownership	7	28	0	6	0
Approved	BDW2	Social rent	12	18	33	9	21
Approved	BDW2	Shared ownership	0	12	8	16	0
Proposed	BDW4	Social rent	33	26	15	20	9
Proposed	BDW4	Shared ownership	3	5	12	14	0

14.7 The proposed affordable housing dwelling mix across Darwin Green has been extensively discussed with the Housing Strategy team with a view to achieving a balanced community which also reflects the current housing need within Greater Cambridge. The table below shows a comparison between the Indicative Housing Mix in the Section 106 Agreement and the cumulative mix including both the approved parcels and the BDW4 proposals. Overall, the figures show more smaller homes (1 and 2 beds) compared to the Indicative Housing Mix. This is supported by the Housing team as it reflects changes in the housing need in Cambridge City since the Section 106 Agreement was completed.

Source	Tenure	1 bed flat	2 bed flat	2 bed house / maisonette	3 bed house / maisonette	4 bed house
S106 Indicative Housing Mix	Social rent	10%	10%	15%	30%	10%
S106 Indicative Housing Mix	Shared ownership	0%	5%	10%	10%	0%
Approved plus proposed BDW4	Social rent	18%	28%	15%	7%	6%
Approved plus proposed BDW4	Shared ownership	2%	10%	5%	8%	0%
Overprovision (+) or under provision (-) compared to S106 Indicative Housing Mix	Social rent	+ 8%	+18%	0%	-22%	-4%
Overprovision (+) or under provision (-) compared to S106 Indicative Housing Mix	Shared ownership	+2%	+5%	-5%	-2%	0%

14.8 The current Greater Cambridgeshire Housing Strategy 2019-2023 was published after the outline permission for Darwin Green. This means that the requirement to maximise the number of bedspaces for affordable homes cannot be applied. It is acknowledged that the scheme could theoretically provide a further 29 bedspaces, however the Housing Strategy team acknowledges the policy position on this and has raised no objection on these grounds. This is supported.

Clustering

14.9 The adopted Affordable Housing SPD (2008) states that the layout of developments should integrate affordable and supported housing with the market housing in ways that minimise social exclusion. Clustering affordable homes is supported normally in groups of up to 25 dwellings. In flatted schemes no more than 12 affordable dwellings should normally have access from a common stairwell or lift. The submitted tenure plan shows clusters range from 2 units to 19 units. The Housing Strategy team consider the clustering to be policy compliant. This is supported.

Affordable housing provider

14.10 The Section 106 Agreement requires that the City Council has approved the appointment of an approved affordable housing provider. The

developer has confirmed that L&Q will remain as the affordable housing provider as per earlier phases of the development. This is acceptable.

Accessible homes

- 14.11 The outline consent was granted before the publication of the Building Regulations 2010 Approved Document M, establishing requirements for the access and use of buildings, and before the adoption of CLP 2018 policy 51 requiring all housing developments to meet M4(2) accessible and adaptable homes standard, and 5% of housing on developments providing 20 or more dwellings to meet M4(3) wheelchair user home standard, or be easily adaptable for residents who are wheelchair users.
- 14.12 Policy 51 cannot lawfully be applied to the assessment of the current reserved matters application because accessibility and the internal arrangement of the dwellings does not fall within the definition of any of the reserved matters. The only relevant requirement is condition 26 on the outline consent which requires a minimum of 15 per cent of all market housing and 15% of all affordable housing to be designed with external design, layout, and access suitable for occupation by people with disabilities and capable of adaptation to meet long term housing needs.
- 14.13 Nonetheless, 95 per cent of affordable homes meet M4(2) standard and the remaining 5 per cent meet M4(3)(2)(b) standard which would allow for immediate occupation by a wheelchair user. In addition, 80 per cent of market homes meet M4(2) standard. Apartment blocks are served by lifts following feedback from the Disability Panel. The market homes which do not achieve M4(2) include the upper floors of the walk-up blocks and the FOGs because there is no lift access. However, these typologies have been used to respond to place-making objectives and contribute to the housing options on the site. The proposal exceeds the requirements of the outline consent and is supported.

Housing Delivery – conclusion

- 14.14 In summary, the provision of affordable housing complies with the outline consent in terms of the percentage provision and tenure mix. The affordable housing mix and typologies has been agreed following extensive discussions with the Housing Strategy team to reflect the current housing need in Greater Cambridge, updating the Indicative Mix set out in the Section 106 Agreement. This approach is supported. The affordable housing is well distributed across the parcel and clustering complies with the current policy. The applicant has exceeded the requirements of the outline consent to deliver more accessible homes. This is strongly supported. On this basis, the proposals are acceptable with regard to housing delivery. Condition 25 on the outline consent is recommended for approval.

15.0 Residential amenity for future occupants

Internal floor space

- 15.1 The outline consent was granted under the previous Cambridge Local Plan 2006 before internal space standards were adopted, and there is no condition to secure this requirement, nor is there is an internal floor space requirement within the approved Design Code. Internal floor space also does not fall within the definition of any of the reserved matters. Therefore, on the basis of legal advice from Counsel and case law, there is no lawful basis on which the local planning authority can require the proposed scheme to strictly comply with the Nationally Described Space Standards (NDSS, 2015) as required by CLP 2018 policy 50.
- 15.2 Notwithstanding this, the local planning authority must assess the quality of the proposed accommodation and the residential amenity of future occupants as a material consideration. For this purpose, the NDSS do provide a useful guide and reference point as to the minimum floor spaces that are generally considered to provide an acceptable living environment. All homes within the current proposal would meet or exceed the NDSS and therefore would provide an acceptable level of amenity for future occupants. This is a benefit over and above the requirements of the outline consent.

External amenity space

- 15.3 On the same legal basis, the external space standards within the CLP 2018 policy 50 cannot be lawfully applied, and therefore the relevant assessment is about the quality of the external amenity space and whether this provides a high-quality living environment. The approved Design Code states that amenity space should be of a size, shape, aspect and level that allows it to be positively used whilst affording an appropriate level of privacy to users and should be of a size appropriate to the size of the dwelling in order to accommodate outdoor furniture so that the space is productive.
- 15.4 All the proposed houses and apartments would have private external amenity space. Houses would have private rear gardens which would be an acceptable size for the number of bedrooms within the property and would meet the needs of the future occupants. Some, such as those fronting the Orbital Cycle Route, would have additional roof terraces. Apartments, flats- / maisonettes-over-garages and the upper-floor units within the walk-up blocks would have balconies at least 1.5 metres deep or roof terraces. This would provide useable space and is comparable to other balconies that are accepted across new developments. This would provide an acceptable level of amenity for the future occupants and is supported.
- 15.5 The ground-floor units within the walk-up blocks would have a small garden. The applicant has provided a daylight and sunlight assessment of those small gardens. Some would fail to meet the BRE guidance for 50 per cent of the garden receiving at least 2 hours of sunlight per day,

however the ground floor layout of those units has been re-arranged so that French doors open out onto those areas that receive the most sunlight. Therefore, there is an acceptable amount of high quality amenity space comparable to the balconies serving the units above. This is supported.

- 15.6 A condition is recommended to secure the provision of private amenity space for each dwelling prior to its occupation (**condition 23 – Curtilages**). This is necessary.

Inter-relationships between units

- 15.7 There are no back-to-back distances within the adopted CLP 2018 and therefore this is another matter of planning judgement in terms over overlooking, sense of enclosure, and daylight and sunlight. Before submitting amendments, the applicant carried out an audit of the separation distances between proposed units. This has been submitted within the Design and Access Statement. Back-to-back distances between 'traditional' dwellings with windows on the rear elevations facing each other are typically 18 metres. Some locations with three storey houses have longer separation distances of over 25 metres to mitigate the overlooking from second floor windows. This is acceptable.
- 15.8 Where distances are below 18 metres, this has been mitigated by removing windows to habitable rooms on the first floor of one of the facing properties. For example, where there are two storey dwellings backing onto flats-/ maisonettes-over-garages, there are only obscure-glazed bathroom windows on the first floor of the flats-over-garages. While there could be some views from first floor windows into ground floor windows less than 8 metres separation distances, these would typically be an oblique view from a bedroom window and would not result in a significant loss of privacy. Typical back-to-side relationships are 9.5 metres. This is acceptable.
- 15.9 To secure the mitigation incorporated into the design, conditions are recommended to remove permitted development rights. First, a condition to secure the implementation of obscure glazing with restricted opening prior to first occupation (**condition 22 - Opaque and fixed windows for all bathroom and ensembles**). Secondly, conditions to remove permitted development rights for the insertion of first and second floor windows and roof alterations on certain plots (**condition 19 – Removal of permitted development rights (windows)** and **condition 20 – Removal of Class B and C permitted development rights (alterations to roof)**). Thirdly, a condition to remove permitted development rights across the site for the erection of two storey extensions (**condition 21 – Removal of permitted development rights (two storey extensions)**). These are necessary in order to protect the amenity of future occupants. Subject to this, the proposal would provide an acceptable level of amenity in this regard. This is supported.

Impact on amenity from existing neighbouring properties

- 15.10 The nearest approved dwellings adjacent to the parcel are the residential units to the rear of the Retail Block within the Local Centre. This is two storey development with windows on the rear elevations facing towards the parcel. The proposed development opposite is two storey mews properties and a three storey walk-up block with windows. The separation distance is approximately 10 metres. This relationship is acceptable.

Noise and Odour

- 15.11 The Environmental Quality and Growth team has considered the impact of the proximity of the existing NIAB buildings to residential development on the western corner of the site. The NIAB buildings currently operate in association with the retained farmland. The potential impacts include operational noise from the workshop and vehicle movements, and the impact of odour from fertiliser storage and muck / fertiliser spreading. The nearest proposed dwellings are the apartments on the corner block, which include balconies facing towards the NIAB site.
- 15.12 The applicant has submitted a noise assessment based on information gathered on site concerning current activities on the NIAB site. However, there are no restrictions controlling the use of the site. Therefore, activities could occur 24 hours a day, 7 days a week, which could increase the current impact to significant adverse. While the Environmental Quality and Growth team would prefer habitable rooms to be moved away from the NIAB site, they are satisfied that a condition for a ventilation scheme for the nearest units would achieve acceptable mitigation (**condition 10 – Alternative Ventilation Scheme**). This is supported.
- 15.13 An odour assessment has also been submitted. The Environmental Quality and Growth team are satisfied that there would be no unacceptable odour impact on future residents due to the prevailing wind direction and detailed activities within the NIAB facilities and fields. This is supported.
- 15.14 The Environmental Quality and Growth team has also considered the impact of the Local Centre and potential future supermarket site. Deliveries and collections to the commercial units within the Local Centre are controlled through condition 61 on the outline consent. Condition 59 on the outline consent requires that plant and commercial noise impacts from the commercial units are assessed and mitigation if required. The Local Centre reserved matters also restricts opening hours of retail units 1-6 and prohibits these being serviced by HGVs. The Environmental Quality and Growth team has advised that these existing conditions are acceptable to protect local amenity of the future residents of BDW4.
- 15.15 Concerning the supermarket site, it is difficult to accurately model the impact as the supermarket has yet to be granted planning permission and may not come forward. Good acoustic design for the supermarket will be

strongly recommended to protect the locality including internal curtained delivery system, restricted delivery hours, suitable plant insulation and acoustic shielding. Again, while the Environmental Quality and Growth team would prefer habitable rooms to be moved away from the supermarket site, the technical officers are satisfied that a ventilation scheme can achieve acceptable mitigation.

- 15.16 The Environmental Quality and Growth team has also considered the impact of noise from air source heats pumps (ASHPs). ASHPs have the potential to harm local amenity if poorly located without sufficient noise mitigation. It is important to consider the noise impact of the ASHP upon the occupants where the ASHP is installed to ensure elevated noise levels do not dissuade use. An important element to consider regarding ASHPs will be directivity of the noise source including tonal elements and reflections from nearby reflective surfaces which will increase the noise impact. A plant noise insulation condition (**condition 9 – Plant Noise Insulation**) and the standard plant noise informative (**informative 3**) are recommended.

Residential amenity for future occupants – conclusion

- 15.17 Overall, the proposals would provide an acceptable residential amenity for the future occupants. The proposal is acceptable both in terms of the outline permission and CLP 2018 policies 55 and 56.

16.0 Community Infrastructure

Public Open Space

- 16.1 A site-wide Strategy for Public Open Space provision was approved via schedule 6 of the Section 106 Agreement for the outline consent. The minimum requirement for this parcel was 0.06 hectares of open space consisting of two secondary squares.
- 16.2 The proposals achieve approximately 0.144 hectares of open space (excluding areas already approved under the infrastructure and Local Centre reserved matters consents and play spaces). This has been achieved through the introduction of the Green Link and Green Gateways, as well as the integration of greening into pedestrian / cycle routes and incidental spaces, particularly within the Mews Streets to the rear of the park frontage. Therefore, the scheme is compliant with the outline consent and is supported.

Children's Play Spaces

- 16.3 A site-wide Strategy for Youth Facilities and Children's Play Provision for Darwin Green was approved via condition 9 on the outline consent. Condition 10 on the outline consent requires reserved matters applications to include a Play Statement demonstrating compliance with the approved strategy. The approved site-wide strategy requires the BDW4 parcel to

provide two local areas of play (LAPs) of 100 square metres each and generally locates these within secondary squares on the park frontage side of the parcel. The applicant has submitted a Public Open Space and Play Strategy within the landscape Design Statement which was updated during the course of the application.

- 16.4 In accordance with the site-wide strategy, the proposal provides two LAPs within the parcel. One is located within the Local Centre Gateway South secondary public square in the south western corner of the site, and the second is provided within the Green Link. The location of these has been adjusted compared to the approved site-wide scheme, however this is a result of a design-led process. The play provision provides safe, accessible and inclusive space which is well-integrated into the landscaping scheme in accordance with the aims of the approved site-wide scheme. This is supported.
- 16.5 The wider area includes an enhanced LAP within the green corridor to the west of the parcel, which was approved as part of the infrastructure reserved matters consent. The enhanced LAP has been included within the red line of the application site to allow changes to be made to the layout of the play space in response to the detailed design of the nearby buildings. There are also two further LAPs within the Green Corridor to the north west and north east, also approved under the infrastructure reserved matters consent. As a result, there is good access to play space across the parcel in general accordance with the approved strategy.
- 16.6 The general layout and features of the play spaces have been provided on the landscaping plans and the Play Strategy. Play features are integrated into the landscape and provide informal opportunities to encourage exploration and to connect with nature. Elements include boulders, balancing logs and stepping stones, which respond to the landscape setting. This is in accordance with the aims of the site-wide scheme. However, detailed layouts and specifications have not been received. In addition, comments have not been received from the Streets and Open Spaces Team who will adopt the play spaces. This requires further review.
- 16.7 The individual pieces of play equipment have been positioned to achieve the 5 metre buffer distance to residential dwellings required by the Open Space and Recreation Strategy (2011) in most instances in order to protect the residential amenity of future occupiers. However, this will need to be reviewed again once the final details layout and specifications have been submitted. Adjustments will be made to achieve the required 5 metres in as many instances as possible. The proposed soft landscaping around the play spaces and forming thresholds to residential properties enhances the buffer. This is acceptable.
- 16.8 Therefore, while the general principles of the play spaces are supported, condition 10 is not recommended to be discharged and a further submission is required. This is acceptable.

Provision for Waste and Recycling

- 16.9 Condition 62 on the outline consent requires full details of the on-site storage facilities for waste including waste for recycling. This should comply with the Design Code which states that the proposal should be guided by the Cambridgeshire and Peterborough Waste Partnership (RECAP) Waste Management Design Guide SPD. The Shared Waste Team has also prepared a Waste Storage and Collection Guidance for Developers dated November 2021 which is a material consideration, however carries less weight than the RECAP SPD as it has not been formally adopted.
- 16.10 The applicant has submitted a Refuse Strategy plan showing the arrangement for bin storage and collection. This was updated during the course of the application following meetings with the Shared Waste Team. Each house would have a bin store providing space for three bins, which is supported. Apartment blocks would have communal bin stores within the ground floor of the building or in a nearby block. The walk-up blocks have communal external storage areas. This is supported.
- 16.11 Storage capacity for the apartment blocks and walk-up blocks has been calculated based on the most up to date guidance within the informal guidance. In all cases, the proposal exceeds the requirements, providing some additional capacity to accommodate for higher occupancy of some of the units compared to the occupancy anticipated in the guidance. The number, size and mix of bins for the apartment blocks and walk-up blocks is acceptable. The communal stores are appropriately sized to accommodate the required bins, without being excessively large. This is supported.
- 16.12 The maximum drag distance for collection crews for small bins is 25 metres and 10 metres for larger bins within communal stores, as set out in the SPD and guidance. The submitted Refuse Strategy plan shows most homes would be collected from the kerbside, apart from some properties within the mews streets and some small bins serving the walk-up blocks. This is because these properties are not accessed from the adoptable highway or are accessed via a green link. In those instances, the drag distance is below the 25 metres and is acceptable. This has been achieved through amendments submitted during the course of the application including the creation of collection points serving the properties on the Green Link. This is supported.
- 16.13 The drag distance for larger bins within communal stores meets the required 10 metres, except for one block on the northern end of the Green Link which is 15.9 metres, and another block on the eastern side of the Green Link which is 10.5 metres. This is a consequence of the place-making objecting to create a car-free space. These exceptional circumstances have been agreed in meetings with the Shared Waste Team. This was compensated by amendments that the applicant made to

other parts of the scheme during the course of the application to achieve compliant drag distances. Those amendments included additional external doors on stores and relocating one of the stores within the ground floor of the apartment blocks from the Green Link frontage to the park frontage, both of which created more direct access for crews from the highway. Overall, this approach is supported.

- 16.14 The maximum distance for residents to take waste to bins is 30 metres and to move bins from the storage point to the collection point is 25 metres, as set out in the SPD. While the applicant has aimed to achieve this (including via the creation of collection points during the course of the application), it is noted that the most up to date guidance from the Shared Waste Team does not specify maximum distances. Instead, the guidance recommends storage areas should be safe and accessible, but recognises that the method of transit of waste to a storage point will depend on the type of development. This has allowed the applicant to balance this with place-making objectives.
- 16.15 Most homes are served by a store in the rear garden with distances which comply with the SPD or are up to 35 metres from the store to the kerb for some terraces. However, there is one instance on the Green Link (plot 136) where the distance between storage and collection is up to 65 metres. This has been minimised by the creation of a collection point within the Mews Street serving this and other units. Nonetheless, this far exceeds the maximum distances within the SPD. This is noted as a non-compliance with the SPD and a disbenefit of the scheme, however is balanced against the wider place-making benefits achieved by the Green Link, and is acceptable on balance in this instance.
- 16.16 The applicant's Refuse Strategy plan shows distances from the door to the apartment blocks to the stores, rather than from individual apartments to the store as specified in the SPD. Therefore, there are instances where the distance from the individual apartments to the store will exceed the maximum. However, the stores have been conveniently located close to main routes to the apartment blocks and doors have been added in some instances to create more direct access. The location of stores has been dictated to some extent by the need to achieve the 10 metre drag distance for crews. This has been a particular constraint on the apartment blocks fronting the Green Link and Orbital Cycle Route. In discussion with the Shared Waste Team, it was agreed that longer distances for residents was preferable to longer distances for collection crews. This allows the scheme to achieve the place-making objectives of car-free spaces and is acceptable.
- 16.17 Refuse vehicle tracking diagrams have been provided and updated during the course of the application to reflect amendments to the site layout and collection points. No objections have been raised by the Shared Waste Team. The majority of the route is on the adoptable highway, however there are some instances where the refuse vehicle would need to traverse or reverse into non-adopted Mews Streets. A condition is recommended

to ensure these are built to adoptable standards to minimise damage caused by the refuse vehicle (**condition 2 – Non-adopted roads**). There are also non-adopted turning heads which are required to be kept clear from parked vehicles and a condition is recommended to secure parking enforcement in these areas (**condition 6 – Parking enforcement on hammer heads**).

16.18 In terms of the detail of the bin stores, the applicant has provided some plans and elevations for the houses and apartment stores, however some details are missing, including details of the standalone stores for houses and apartments. Therefore condition 62 is recommended to be part-discharged at this stage, and a further submission with this additional information will be required.

16.19 On this basis, the proposals are acceptable with regard to the refuse strategy.

Public Art

16.20 The outline consent approved a site wide Public Art Strategy dated July 2013, which sets out the themes and process for delivering public art across the Darwin Green as a whole. It also breaks down separate commissions with budgets allocated for each commission. These commissions relate to the Local Centre, Central Park, allotments, gateways and mapping, as well as an artist in residence and temporary art space. There are no specific commissions within the BDW4 parcel, however there is an expectation that elements of the site-wide gateways and mapping project will be delivered within the parcel.

16.21 Condition 69 on the outline consent requires the submission of a Public Art Delivery Plan with any reserved matters application. The applicant has submitted an Interim Public Art Statement, with a more detailed Public Art Delivery Plan to be submitted to discharge condition 69. The interim statement puts forward a proposal to locate an installation within the Green Link as part of the site-wide gateways and mapping project. This would be a continuation of the 'wheat' sculptures commission approved on other parcels. The location within the Green Link is supported as it would be highly visible at an intersection of routes.

16.22 The Council's Public Art Officer has not commented on the application, however the details put forward in the interim statement provide an acceptable direction of travel for the public art proposals for this parcel. It sets out an indicative timetable to commission and develop the work, with installation targeted by December 2024. This aligns with the construction programme for BDW4 and is acceptable. It also allows time for a more detailed Public Art Delivery Plan to be submitted and assessed by the Public Art Officer. On this basis, the proposal is acceptable with regard to public art.

Community Infrastructure – conclusion

16.23 In summary, the proposals would provide more open space than required by the outline consent, and would achieve good access to play spaces across the parcel in general accordance with the approved site-wide strategy, albeit the detail of the play spaces is still to be agreed. The applicant has worked hard to achieve a refuse strategy which is now supported on balance by the Shared Waste Team. The applicant has made a commitment to deliver public art within the parcel in accordance with the approved site-wide strategy. Details can be secured via further submissions at a later date. Overall, the provision of community infrastructure is generally compliant with the outline permission and the social and community objectives of the CLP 2018 policies and the NPPF.

17.0 Impact on residential amenity of neighbouring properties

17.1 The nearest approved dwellings adjacent to the parcel are the residential units to the rear of the Retail Block within the Local Centre. This is two storey development with windows on the rear elevations facing towards the parcel. The proposed development opposite is two storey mews properties and a three storey walk-up block with windows. The separation distance is approximately 10 metres. This relationship is acceptable in accordance with CLP 2018 policies 55 and 56 in this regard.

18.0 Access and Transport

Transport Impact

18.1 The transport impact was assessed at the outline stage and is subject to conditions and mitigation measures secured through that consent. These include improvements to the local highway network, the provision of cycling, walking and public transport infrastructure, and residential travel plans. The applicant has submitted a Transport Statement to support the reserved matters application. The quantum of development proposed is in accordance with the outline consent and the proposal accords with or evolves the principles within the Design Code which support a modal shift towards non-car modes of transport. This is supported.

Car Parking

18.2 The outline consent controls the number of car parking spaces via condition 48 which states that car parking for residential properties shall be provided in accordance with the standards set out in the Local Plan. The condition also restricts the total number of residential parking spaces for the Darwin Green development (2,389 spaces) and this cap has not been reached (a total of 1,424 residential spaces have been approved through earlier reserved matters for BDW1, the Local Centre, BDW5/6 and BDW2).

18.3 Car parking standards within the adopted CLP 2018 are set out in Policy 82 and Appendix L. The standards for new developments outside the

controlled parking zone are no more than a mean of 1.5 spaces per dwelling up to 2 bedrooms; and no less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling for 3 bedrooms or more. The proposal provides 383 residential car parking spaces. The applicant has provided an assessment in the Planning Statement demonstrating compliance with the adopted standards. This is supported.

- 18.4 Parking is provided in tandem, garages car ports, or within small courts in the Mews Streets for the apartment blocks. This provides flexibility for homeowners to use this space for storing cycles or other sustainable transport modes, and for parking courts to be adapted for community use in the future as demand for car parking drops. A condition is recommended to remove permitted development rights for the conversion of car ports and garages to habitable space in the interests of protecting space that could be used for cycles and other alternative transport modes consistent with the consent granted for the BDW2 parcel (**condition 24 - Removal of permitted development rights for the conversion of garages and car ports**).
- 18.5 Regarding visitor parking, outline condition 48 states that the development could also provide for visitor spaces as appropriate, and that these spaces shall be on street and not allocated to any residential property. The proposal includes 48 visitor parking spaces, which equates to approximately 1 space per 7 dwellings. Visitor parking spaces have been provided on-street on the Primary and Secondary Streets across the parcel and within individual parking bays. These are evenly spread throughout the development. This is supported.
- 18.6 Condition 70 of the outline consent requires the applicant to provide details of interim parking management arrangements prior to any formal adoption of the roads and ahead of the introduction of a formal traffic regulation order whereby parking controls will be enforced by the local authority. The applicant is required to submit details prior to occupation of any dwelling on this phase.

Cycle Parking

- 18.7 Condition 49 on the outline consent requires that any reserved matters application for residential units or open spaces shall provide details of facilities for the covered, secure parking of bicycles in accordance with the approach approved within the Design Code, which requires 1 space per bedroom for dwellings up to 3 bedrooms, and 4 spaces per dwelling for 4 or 5 bedroom dwellings (which exceeds the adopted CLP 2018 standards for 3 spaces for 4-bedroom dwellings). The proposal provides 800 residential cycle parking spaces and 25 spaces for visitors. The applicant's assessment in the Planning Statement demonstrates compliance with the Design Code standards. This is supported.
- 18.8 The applicant has made substantial changes during the course of the application to improve the cycle parking provision for all homes, so that in

all instances, cycle parking is at least as convenient as car parking, if not more convenient. Houses are provided with at least some cycle parking spaces at the front of the dwelling, with some also providing spaces in the rear garden to meet the standards. This is acceptable and provides the future occupants with storage options. Apartments have communal stores, although the walk-up blocks have individual stores for each home. FOGs have cycle parking within the garages with adequate space in accordance with the Council's adopted guidance. Apartment blocks show space for off gauge cycles and maintenance areas. This is strongly welcomed by officers.

- 18.9 Condition 49 requires details of the cycle parking to be submitted for approval. Stores that are integrated into the front of houses and within the apartment blocks are shown on the proposed plans and on some elevations, however not on all house types. Elevations should be submitted to ensure a high quality design which is visually well integrated. Standalone stores in the rear gardens require plans and elevations to be submitted. In addition, plans and elevations of the stores for the walk-up blocks are also required. Therefore condition 49 is recommended to be part-discharged at this stage, and a further submission with this additional information will be required. This is acceptable.
- 18.10 The Design Code sets out that some level of visitor cycle parking is expected to be provided, particularly for large housing, without specifying quantity requirements. The cycle parking should be in convenient and safe places, where it would not obstruct the passage of pedestrians or vehicles. Moreover, it expects the cycle parking spaces to be well lit and benefit from natural surveillance and be secure, whilst being provided in key public spaces. 25 visitor spaces have been provided as shown on the proposed landscape plans. These are a mix of Sheffield stands and wall brackets, and are positioned to serve areas of open space and entrances to apartment blocks. This is acceptable.
- 18.11 In conclusion, the proposal provides high quality cycle parking for residents and visitors in accordance with the Design Code and adopted policy and guidance. Some further details are required to ensure the stores are visually well integrated before condition 49 can be discharged in respect of parcel BDW4.

Cycling and Pedestrian Infrastructure

- 18.12 The Orbital Cycle Route runs along the north western boundary of the site and also south east between the parcel and the supermarket site / Local Centre to the west of the parcel. This was approved as part of the infrastructure reserved matters. It forms a key strategic route through the development and connecting wider parts of the city. The proposal provides an appropriate frontage to the Orbital Cycle Route with a threshold in front of the dwellings fronting it. The car-free frontage also promotes use of the route by creating direct access from the dwellings and

their cycle stores onto the route, and avoids conflict between cyclists and cars. This is supported.

- 18.13 The scheme also provides good cycle and pedestrian links onto the route via the Green Gateways, which align with the approved crossing points over the drainage swale and feed into permeable network or car-free or low traffic routes. A key element of this is the Green Link which evolved into a car-free space for pedestrians and cyclists. This provides an informal connection from the Central Park to the Orbital Cycle Route in addition to the formal routes within the Green Corridors on either end of the parcel approved under the infrastructure reserved matters. This is supported.
- 18.14 There are also Green Gateways on the park frontage which provide a high density of informal routes into the parcel from the Central Park, and one on the north eastern side of the parcel which aligns with the swale bridge and provides a connection from the Green Corridor and BDW5/6 parcel beyond. These feed into the Mews Streets to the rear of the park frontage apartment blocks, which create a permeable low-traffic route east and west through the parcel, providing an alternative route to the Primary Road. There are also connections from the Local Centre via the existing routes between the Retail Blocks, which feed into the Secondary Streets. This is supported.
- 18.15 Officers are satisfied that the principles of the Design Code ensure that appropriate provision for cyclists and pedestrians 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. This is supported.

Highway Safety

- 18.16 The Primary Street North / Bus Route through Darwin Green 1 runs along the south western boundary of the site along the park frontage. This has a bus gate which prevents access for private cars. This was approved under the infrastructure reserved matters consent and is outside of the red line of the application site boundary, apart from some areas which were included during the course of the application to allow changes to the design speed features to be compatible with the proposals. This includes adjustments to the position of raised tables. A similar situation occurred on parts of the Primary Street on the north eastern side of the parcel. This is acceptable.
- 18.17 Within the parcel, the Primary Street feeds into a network of Secondary Streets, Tertiary Streets and Mews Streets. This follows the general principles within the Design Code although there have been some significant layout changes as the scheme has evolved. The number of motor vehicle accesses into the parcel has been rationalised compared to the Design Code, with only one Secondary Street accessed from the park frontage and two Secondary Street accesses on the north eastern side.

The creation of the Green Link has prevented motor vehicle access between the western and eastern side of the site which prevents 'rat-running'. This is supported.

- 18.18 The applicant has submitted vehicle tracking diagrams and visibility splays. The Highway Authority has been involved in reviewing the proposals at all stages. Comments made on highway safety grounds have been addressed as part of the amendments. At the time of writing, one issue remains outstanding, which is the alignment of one of the Secondary Streets. The Highway Authority has raised concern a small 'kink' in the road being unsafe for cyclists and has requested that the road is straightened before it can be acceptable for adoption. The solution requires moving three houses and two walk-up blocks to create space to realign the road. This has been discussed informally with the Highway Authority and officers. Amended plans are due to be submitted prior to committee, which will be reported to committee as an update.
- 18.19 A highway adoption plan has been submitted for information. This will be subject to a separate adoption process with the Highway Authority. The indicative proposal is for the Highway Authority to adopt the Secondary and Tertiary Streets. The Highway Authority will not adopt the Mews Streets which would be maintained by a management company. The extent of non-adopted roads has been minimised as much as possible. This is acceptable in principle on balance due to the place-making objectives these Mews Streets achieve.
- 18.20 Concerns were raised by the Highway Authority about there being no designated route for pedestrians from the end of the footway into the shared surface Mews Streets. The Access Officer also noted that shared spaces are not accessible to all, although the Disability Panel raised no specific concern about the Mews Streets. The Cambridgeshire Quality Panel raised no problem in principle but recommended the entrance to the Mews Streets should provide a clear visual pedestrian priority by creating continuous footways including over raised tables, and recommended contrasting materials to differentiate the carriageway and areas where motor vehicles are not expected to encroach.
- 18.21 Shared surfaces have been used extensively in similar developments in the Greater Cambridge area, including on other parcels of Darwin Green. In the current scheme, they are proposed on no-through routes for motor vehicles with low traffic flows and are designed for low traffic speeds and to give priority to pedestrians. Contrasting pavers and raised tables mark the entrances to shared surface areas and provide clear pedestrian priority at junctions. The carriageway is demarcated by contrasting pavers and planting beds. This - together with the intimate character of the Mews Streets and the neighbourhood community these areas foster - promotes low traffic speeds and pedestrian priority. While acknowledging the comments made, the Mews Streets are acceptable.

- 18.22 The Refuse Strategy plan shows the refuse vehicle would mainly traverse on adopted roads, however would need to reverse onto areas of the non-adopted highway. Therefore, a condition is recommended for the Mews Streets to be constructed to an adoptable standard to minimise damage (**condition 2 – Non-adopted roads**).
- 18.23 Conditions are recommended relating to pedestrian visibility splays (**condition 3 – Pedestrian visibility splays**), construction of driveways and off street parking spaces (**condition 5 – Driveway levels**), and inter-visibility splays for access points (**condition 4 - Inter-visibility splays**).

Access and transport – conclusion

- 18.24 The scheme has evolved the Design Code to prioritise pedestrian and cycle movements through the parcel, via the site layout, creation of the Green Link, connections to the Orbital Cycle Route, and high-quality cycle parking which has been carefully considered for each dwelling. Motor vehicle access has been rationalised in the process. Highway safety is acceptable subject to resolution of the outstanding alignment issue. The proposal is consistent with the outline consent and the established principles within the Design Code and align with CLP 2018 policies 80 and 81. On this basis, the proposals are acceptable with regard to access and transport.

19.0 Environmental Issues

Water Management, Drainage and Flood Risk

- 19.1 A site-wide Surface Water Drainage Strategy for Darwin Green has been approved under condition 34 of the outline consent. The Design Code sets three key drainage objectives to capture and treat surface water to minimise pollution, harvest rainwater and surface water runoff for reuse and reduce peak flows from the site. The site-wide strategy for Darwin Green incorporates ponds and swales appropriately located within open green areas and alongside roadways to collect controlled run-offs from the various development site parcels. The strategic infrastructure has been approved via the infrastructure reserved matters consent and partially implemented.
- 19.2 For the detailed proposals, condition 35 of the outline consent requires the submission of a surface water drainage scheme for each reserved matters demonstrating accordance with the approved site-wide Surface Water Drainage Strategy. The applicant has submitted a Drainage Technical Note, Strategy Layouts and Catchment Area Layouts, supported by drainage calculations which were updated during the course of the application. The proposed surface water drainage strategy is based on the approved site-wide Surface Water Drainage Strategy.
- 19.3 The drainage calculations demonstrate that the network does not flood in a 1 in 100-year storm events, including a 30% allowance for climate

change. The updated drainage calculations are supported by the Lead Local Flood Authority, and this advice is supported.

- 19.4 Surface water run-off will be attenuated on site through a range of sustainable urban drainage features and will discharge at controlled rates to the strategic swales and existing network. Sustainable urban drainage features include permeable paving, rain gardens, dry swales and a small attenuation pond. The open surface water drainage features have been purposely incorporated throughout the site to improve biodiversity and water quality. The proposal includes water butts for harvesting rainwater for garden use. This is supported and condition 35 is recommended to be discharged. A condition is recommended to secure drainage construction details (**condition 17 – Detailed drainage construction details**).
- 19.5 CLP 2018 policy 31 requires flat roofs to be green or brown roofs. The outline consent was granted before this policy was adopted. Therefore, it cannot be lawfully applied to the current reserved matters application. The scheme does not propose green or brown roofs on the flat roofs of the apartment blocks, which is regrettable. However, green roofs are proposed to the flat roofs of the cycle stores to the front of dwellings, which is supported. Given the policy situation, this is acceptable.
- 19.6 The applicant has submitted ownership and maintenance details. This includes potential adoption of sustainable drainage features and pipework by Cambridge City Council. This is subject to a separate adoption process to be agreed with the local authority. For the avoidance of doubt, this is not agreed as part of the planning application process.
- 19.7 The Lead Local Flood Authority has recommended an informative on pollution control particularly during construction. This is secured via condition 38 on the outline consent, which requires a scheme for the provision and implementation of pollution control of the water environment to be approved. Control of drainage during construction also forms part of the CEMP and CMP secured via conditions 51 and 52 on the outline consent. However, the recommendation for the informative is supported (**informative 5**).

Sustainable Construction and Design

- 19.8 The applicant has submitted a Sustainability Statement which outlines the energy assessment and the approach towards climate change, low carbon development, renewable energy systems, and the sustainable use of environmental resources. All apartments will be dual aspect to enable cross ventilation. Buildings are relatively shallow to reduce the need for artificial lighting and mechanical ventilation, therefore reducing energy demands. This is supported.
- 19.9 Condition 27 of the outline consent requires each reserved matters application to demonstrate a 10% reduction in carbon emissions can be achieved using on-site renewable energy. Condition 28 of the outline

consent effectively supersedes condition 27 upon adoption of any new policy related to carbon reduction, which has now come into effect following the adoption of the Cambridge Local Plan 2018. Policy 28 requires all new residential development to achieve an on-site reduction in carbon emissions equating to a 19% reduction compared to 2013 Building Regulations Part L.

- 19.10 Condition 29 of the outline consent requires all homes to be constructed to a minimum of Level 4 of the Code for Sustainable Homes which was scrapped by the government in 2014. Forthcoming changes to the Building Regulations Part L are incompatible with certification under Code for Sustainable Homes. This is because the technical requirements related to the Code for Sustainable Homes are linked to older versions of the Building Regulations. Therefore, any homes built under the forthcoming 2021 Building Regulations Part L cannot be certified and cannot comply with condition 29.
- 19.11 The new 2021 Building Regulations Part L introduce further reductions in carbon emissions beyond those required by Code for Sustainable Homes Level 4. The new 2021 Building Regulations Part L standards require a 31% improvement on the 2013 Part L standards, representing an improvement in performance from Code Level 4 which only required a 19% improvement. Therefore, any homes built under the new 2021 Building Regulations Part L standards will exceed the requirements of condition 29 in terms of reducing carbon emissions.
- 19.12 Information on renewable energy provision and overall carbon reduction has been included within the Sustainability Statement. The report sets out a hierarchical approach to reducing emissions, with the use of fabric improvements followed by the implementation of at least 1 kWp of photovoltaic panels for each residential unit. A schedule has been submitted with the application, setting out the amount of photovoltaic panels to be applied to each unit, with a total provision of 508.53 kWp across the site. The site roof plan general arrangement drawing shows the indicative layout of these panels. This approach is supported and enables all units to meet (and indeed exceed) the 19% reduction requirement. This is supported.
- 19.13 The applicant has submitted a construction programme setting out the number of homes that will be built to the 2013 Building Regulations Part L standards and those which will be delivered against future iterations, notably the forthcoming 2021 Building Regulations of Future Homes Standard. 59 of the 344 plots will be built under 2013 Regulations. These are properties to be built or commence building before the 2021 Regulations come into full effect on 15 June 2023. 216 of the 344 plots will be built under the 2021 Regulations. The remaining 69 plots will be built to comply with the Future Home Standards, which are expected to be delivered in 2025. This is supported by the Sustainability Officer as an improvement on the requirements of the outline consent.

- 19.14 In terms of condition 29, interim and post-construction certificates will need to be submitted for the 201 homes constructed under 2013 Building Regulations Part L demonstrating they meet Code for Sustainable Homes Level 4. For the units constructed to the 2021 Regulations and Future Homes Standard, a condition is recommended to secure assessment of those units against the relevant standards (**condition 12 – Carbon Reduction Strategy**). This approach is consistent with the approach taken for the BDW5/6 and BDW2 parcels. This is acceptable.
- 19.15 For all properties, it is currently proposed to provide heating and hot water via energy efficient gas boilers of gas boilers. As part of discussions on other parcels, the approach has been to phase out the use of gas boilers in light of the transition to net zero carbon and the implementation of the Future Homes Standard in 2025. As above, the construction programme indicates that some homes will be built under the Future Homes Standards and these will benefit from electric forms of heating from the outset. A condition is recommended to ensure that houses built before the Future Homes Standard are future-proofed for electric heating to allow future homeowners to more easily retrofit electric forms of heating (**condition 13 – Futureproofing for low temperature heating**). This is acceptable.
- 19.16 Water efficiency has been reviewed as part of the design process and a Part G compliant specification will be adopted, resulting in the higher standard (lower water use) of 110 litres per person per day. This consists of a maximum of 100.5 litres internal water use and 5 litres external water use. This is supported and meets the targets within the Design Code. Photovoltaic panels and electric vehicle charge points are also proposed. This is supported.
- 19.17 Condition 63 of the outline application requires the submission of a Detailed Waste Management Plan (DWMP), setting out the approach to reducing construction waste. The applicant has submitted a Waste Management Technical Note. This is not supported by the Sustainability Officer as it does not include a plan showing the location of the waste storage compound. Therefore condition 63 is not recommended for approval and a further submission prior to commencement of development is required.

Air Quality

- 19.18 The outline consent was approved under the Cambridge Local Plan 2006 which contained no requirements for electric vehicle (EV) charge points. As a result, there is no condition on the outline consent and no requirement within the approved Design Code for the applicant to provide EV charge points within the development. The provision of EV charge points does not fall within the legal definition of any of the reserved matters to which the assessment is limited for the current application. This legacy situation means that it is not lawful to apply adopted CLP 2018 policy 36.

- 19.19 Notwithstanding this, the applicant has committed to provide one active EV charge point for each dwelling with an on-plot car parking space, and to provide 50 per cent of spaces within each communal parking area for the apartments and on street parking spaces on private roads with an active EV charge point. Passive provision including installing appropriate ducting and associated infrastructure would be provided to the remaining spaces. The charge points would be a minimum 7 kilowatts. This would be secured through **condition 11 – Electric Vehicle Infrastructure**. This exceeds the requirements of the outline consent and is strongly welcomed.
- 19.20 In a similar legacy situation, there is no requirement for the applicant to provide low Nitrogen Oxide (NOx) boilers, as this is not required in the outline conditions or within the Design Code, and it does not fall under the legal definition of reserved matters. Nevertheless, the applicant proposes the use of gas efficient condensing boilers or ASHPs. This is in accordance with current policy in CLP 2018 and is supported by the Environmental Quality and Growth team. It exceeds the requirements of the outline consent and is strongly welcomed.
- 19.21 In addition to this, the applicant has committed to installing measures in all dwellings to facilitate the upgrade of heating systems to efficient electric heating (such as heat pumps) to future-proof the homes. This includes installing appropriate radiators, identifying suitable space for air source heat pumps, and installing appropriate pipework and hot water tanks. This would be secured through **condition 13 – Futureproofing for low temperature heating**. This exceeds the requirements of the outline consent and is strongly welcomed.
- 19.22 Further measures incorporated into the scheme to promote the use of sustainable transport as described in the Access and Transport section of this report, and the measures to meet carbon reduction and renewable energy targets as covered in the sustainability section of this report, are considered to contribute towards the reduction in emissions and improved air quality for this development.

Construction method

- 19.23 Condition 52 of outline permission requires a construction method statement (CMS) be submitted to demonstrate how the construction of the reserved matters approval accords with the details of construction criteria of the construction environmental management plan (CEMP) approved under outline condition 51. The CMS has not been submitted with the current application and must be submitted for approval prior to commencement of development.

Contaminated Land

- 19.24 Contaminated land is controlled by condition 50 on the outline consent and various site investigation reports have demonstrated that the Darwin

Green 1 site is largely free from contamination and that no remedial measures are required. As such this condition has been partially discharged and no further investigation works are required. The condition requires a watching brief to be maintained and an assessment and remediation works should be carried out if unexpected contamination is found. Therefore, parts of condition 50 remain applicable.

- 19.25 A soil management strategy forms part of the CMS required to be submitted for approval under condition 52 of the outline consent prior to commencement of development.

Lighting

- 19.26 Condition 66 on the outline consent requires reserved matters applications to include details of the height, type, position, and angle of glare of any final site lighting / floodlights including light contours. The applicant has submitted details of street lighting and private installations, however the Environmental Quality and Growth team has advised that further information is required in order to make a proper assessment. Therefore, condition 66 is not recommended for approval and a revised submission will need to be made.

20.0 Ecology and Biodiversity

- 20.1 A site-wide Ecological Conservation Management Plan (ECMP) setting out how the development will improve net biodiversity and in accordance with the outline Environmental Statement was approved via the discharge of condition 39 of the outline consent. An Ecological Conservation Management Plan Statement (ECMPS) demonstrating how the detailed proposals accord with the site-wide plan is required to be submitted with any reserved matters to discharge condition 40 of the outline consent.
- 20.2 The applicant submitted an ECMPS which was supplemented by an Ecological Update Consideration report during the course of the application. The ECMPS is based on a walkover survey undertaken in December 2021. Since then, construction works have progressed, and the former arable land has been cleared to construction areas, active site compounds and associated land, which are subject to frequent disturbance from construction activities. The site was re-surveyed for habitats in May 2022 which informed the update report.
- 20.3 The key protected animal species issues within the BDW4 parcel relate to badgers and bats. Surveys found no evidence of badger setts within the site itself, however a number of setts were noted within the offsite habitats east of the site, in the vicinity of associated Green Corridors. Accordingly, it is proposed that construction safeguards and working practices be put in place to ensure any badgers remain fully protected should they enter the site during any construction works. This includes a pre-construction and update checks for badgers and associated construction safeguards and measures. This is acceptable.

- 20.4 Relating to bats, while there are no buildings or structures offering potential opportunities for roosting bats and the site lacks vegetated corridors, cover or navigational features that would offer potential foraging or commuting bats, the offsite habitats (in particular Green Corridors to the north and east of the parcel) provide potential flyways. Therefore, it is recommended that the detailed lighting scheme should minimise potential light spill in these directions, and construction lighting should be similarly avoided in these locations. This will need to be considered in resubmission of the lighting scheme to discharge condition 66. This is acceptable.
- 20.5 Other mitigation measures and safeguards recommended in the applicant's submission include the appointment of an Ecological Clerk of Works to oversee construction and an initial briefing for site staff and overseeing relevant works. The Landscape Design Approach statement includes hedgehog holes in all garden fences, which is supported. The Ecology Officer supports the ecological mitigation measures and accordingly condition 40 is recommended for approval.
- 20.6 In terms of biodiversity enhancements, the proposals include the installation of 40 swift boxes and 8 bat boxes on the parcel. This would contribute to the site-wide number of boxes required under the approved outline ECMP and would exceed the number of swift boxes required. This is supported. The landscape strategy incorporates a focus on native and pollinator species and enhances the biodiversity value of sustainable drainage feature through planting. Log piles, bee posts and bug hotels are also proposed throughout the open spaces.
- 20.7 The applicant submitted a biodiversity net gain assessment. This used the permitted outline scheme (including the approved open space strategy and the landscape strategy) as the baseline against which the proposed scheme was considered. The proposed biodiversity value was measured directly from the detailed scheme. It identified a relative increase in the proposed biodiversity of approximately 30 percent compared to the outline consent. This is supported by the Ecology Officer and is welcomed as a benefit over and above the requirements of the outline consent.

21.0 Other Issues

Trees and Hedges

- 21.1 Conditions 17 and 18 require the submission of a land survey, tree and hedge survey, and arboricultural implications assessment; and an arboricultural method statement, tree constraints plan and tree protection plan respectively. The applicants have submitted an Arboricultural Method Statement (AMS), and Tree Protection and Retention Plans covering the BDW4 and BDW3 parcels. These show there are no existing trees within the red line boundary of the application site.

- 21.2 There is a retained hedge to the north east which is outside of the site boundary and within the area covered by the infrastructure reserved matters consent. Nonetheless, the plans show protecting fencing around this hedge. The Tree Officer has not commented on the application, however the information submitted is acceptable and conditions 17 and 18 are recommended for approval. Conditions are recommended to secure the implementation of the approved tree protection methodology (**Condition 7 – Tree protection methodology implementation**) and replacement tree planting (**condition 8 – Tree replacement**).

Fire safety

- 21.3 Cambridgeshire Fire and Rescue Service has reviewed the scheme and has raised no objection. Access and facilities for the fire service is a matter controlled by Building Regulations. There are no proposed buildings that would be 18m or more, or seven or more storeys and therefore there are no requirements under Planning Gateway One. This is acceptable. Condition 71 of the outline consent requires the submission of a scheme for the provision and the location of fire hydrants to be discharged prior to commencement of development on this parcel. This addresses the comment concerning fire hydrants from the fire service.

Broadband

- 21.4 Condition 15 on the outline consent requires a site-wide strategy for the provision or facilitation of broadband. This condition has been fully discharged and the development shall be carried out in accordance with the approved 'Broadband Provision for Darwin Green' document by Utility Consultant Services dated 20 March 2014. This is in accordance with CLP 2018 policy 42.

Archaeology and Heritage

- 21.5 A programme of archaeological investigation works was secured via condition 67 on the outline consent. A written scheme of investigation was agreed with the County Archaeology team and the investigation works have been carried out. An archive report has been submitted to the Council as required by the condition. Approval is awaited from the County Archaeology team before this condition can be fully discharged. This is separate to the current application. This is acceptable.

Airport Safeguarding

- 21.6 The site falls within two airport safeguarding zone consultative areas around Cambridge Airport for any structure greater than 45 metres and 90 metres above the ground level, and the Defence Infrastructure Organisation has no safeguarding concerns with the heights of the development. The site is also within the birdstrike safeguarding zone, and the flat roofs of some apartments and houses have the potential to attract 'large gull' species which will use the roof spaces for breeding and/or

roosting. The Defence Infrastructure Organisation has requested a condition for a Bird Hazard Management Plan providing details of how the flat roof spaces will be managed and mitigated to deter breeding and roosting 'large gull' species from being attracted to these areas (**condition 17 – Bird Hazard Management Plan**). Subject to this, the proposal does not conflict with CLP 2018 policy 37.

22.0 Third Party Representations

22.1 None were received.

23.0 Planning Balance

23.1 The material considerations are limited to the reserved matters of layout, landscaping, appearance and scale. These are assessed in the context of the outline consent and the relevant development plan policies where applicable. The assessment in this report has concluded that the proposals are generally compliant with the outline consent and the established principles within the Design Code. While the site layout has evolved from the Design Code, this has been a result of an extensive pre-application process with officers, review by the Cambridgeshire Quality Panel, feedback from briefings with the Joint Development Control Committee and amendments submitted during the course of the application. This has been a collaborative process with the applicant and is supported.

23.2 The resulting scheme would provide a high-quality living environment for the future occupants. The site layout and provision of infrastructure promotes sustainable lifestyles through the creation of the car-free Green Link and low-traffic Mews Streets. It maximises the opportunities to promote sustainable travel arising from the parcel's frontage onto the Orbital Cycle Route. Amendments to the site layout have created a highly permeable network for pedestrians and cyclists and have rationalised motor vehicle access. The applicant has worked hard to provide high quality cycle parking which is at least as convenient as car parking and has designed on-plot parking and parking courts capable of being adapted in the future as car use declines. This work has been complemented by greening across the parcel and landscape proposals which take opportunities to incorporate biodiversity, edibles, space for play and community, and sustainable drainage features, in order to maximise the environmental and social value of the landscaping. This is supported.

23.3 In addition to providing a housing mix that responds to the current housing demand, the scheme delivers benefits over and above the requirements of the outline consent. These benefits should be given weight in the planning balance. This includes providing more public open space, measurable biodiversity net gain, securing future-proofing infrastructure for electric heating systems via condition; a commitment to build a proportion of homes to the forthcoming Part L Building Regulations 2021 and Future Homes Standard achieving a greater carbon reduction than the current

standards; homes which meet or exceed the Nationally Described Space Standards and have private amenity space; homes which are dual aspect; a higher proportion of accessible homes; and provision active electric vehicle (EV) charge points. This is strongly welcomed.

23.4 In the planning balance, these benefits outweigh the issues discussed in this report about instances of non-compliance with the RECAP SPD on waste collection and the concerns raised about shared surface Mews Streets. For this reason, subject to resolution of the outstanding highway alignment issue prior to the JDCC meeting, the proposals are supported by officers, and the recommendation is to approve the application subject to conditions, as per section 24 below. The recommendation includes the respective approval or non-approval of details submitted to discharge outline planning conditions in respect of this parcel. Any details that are not recommended to be fully approved in respect of this parcel will need to be resubmitted in line with the triggers for each specific condition, or as otherwise agreed with the local planning authority. This approach is acceptable to approve outstanding details.

24.0 Recommendation

24.1 **Approve planning permission of reserved matters application reference 21/05433/REM**, subject to:

- (i) The conditions and informatives set out below in this report; and
- (ii) With authority delegated to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

24.2 **Approve / refuse partial discharge of the following outline planning conditions** (planning application reference 07/0003/OUT) in relation to the BDW4 parcel reserved matters **according to the recommendations for each condition set out in the table below:**

Conditions submitted	Recommendation
Condition 8 Design Code Compliance	Approve
Condition 10 Youth Facility and Children’s Play Provision	Not approve
Condition 14 Soft and Hard Landscaping	Not approve
Condition 17 Tree and Hedges Protection	Approve
Condition 18 Tree Protection	Approve
Condition 25 Affordable Housing	Approve

Condition 26 Accessible Dwellings	Approve
Condition 28 Renewable Energy	Approve
Condition 35 Detailed Surface Water Strategy	Approve
Condition 40 Ecological Conservation Management Plan Statement	Approve
Condition 49 Secure Parking of Bicycles	Part approve
Condition 58 Noise Assessment for Future Residents	Approve
Condition 62 Domestic and Trade Waste	Part approve
Condition 63 Construction Waste Management	Not approve
Condition 66 Lighting	Not approve
Condition 69 Public Art	Not approve

25.0 Planning Conditions and Informatives

1. Plans Compliance

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

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

Highways

2. Non-adopted roads

Non-adopted roads shall be constructed and maintained in accordance with the Housing Estate Road Construction Specification 2018 produced by Cambridgeshire County Council (or its successor document at the time of construction), or in accordance with alternative details that have been submitted to and approved in writing by the local planning authority prior to the commencement of construction of the road to which those details relate.

Reason: To ensure non adopted roads are constructed and maintained to a standard suitable for refuse and maintenance vehicles in the interests of maintaining visual amenity and safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

3. Pedestrian visibility splays

Two pedestrian visibility splays of 2m x 2m shall be provided each side of all motor vehicular accesses where they enter onto the adopted public highway. The splays shall be measured from and along the boundary of the adopted public highway and shall be within the curtilage of property served by the access. The splays shall be free from obstruction exceeding 0.6m above the level of the adopted public highway at all times and shall be maintained for the lifetime of the development.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

4. Inter-visibility splays

Motor vehicle accesses serving more than one dwelling onto the adopted public highway shall be provided with inter-vehicle visibility splays of 2.4m x 25m on each side of the access measured along the edge of the carriageway or shared surface. The splays shall be free from obstruction exceeding 0.6m above the level of the adopted public highway at all times and shall be maintained as such for the lifetime of the development.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

5. Driveway levels

All driveways, parking spaces, pedestrian and cycle accesses and other hard paved exterior elements shall be constructed so that their falls and levels are such that no private water drains across or onto the adopted public highway, and shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

Reason: For the safe and effective operation of the highway (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

6. Parking enforcement on hammer heads

A scheme for parking enforcement on the areas shown on the approved plan [insert plan reference] shall be submitted to and approved in writing by the local planning authority prior to implementation of the scheme. The parking enforcement scheme shall be in place prior to commencement of use of those areas for the purposes of waste collection (including for the traverse and turning of refuse collection vehicles) and shall remain in place thereafter.

Reason: To prevent parking within hammer heads which would obstruct turning of refuse collection vehicles (Cambridge Local Plan 2018 policies 56, 59, 80, 81).

Landscape

7. Tree Protection Methodology implementation

The tree protection methodology approved via the discharge of condition 17 and 18 on the outline consent 07/0003/OUT (insofar as it relates to this reserved matters consent) shall be implemented (including supervision as required) throughout the construction of the development hereby permitted until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority via the discharge of condition 20 on the outline consent 07/0003/OUT.

Reason: To ensure that trees to be retained will not be damaged during any construction activity, in the interests of arboricultural amenity (Cambridge Local Plan 2018 policies 55, 59, 71).

8. Tree Replacement

If any tree shown to be retained on the tree protection methodology approved via the discharge of condition 17 and 18 on the outline consent 07/0003/OUT (insofar as it relates to this reserved matters consent) is removed, uprooted,

destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To ensure that remaining arboricultural amenity will be preserved (Cambridge Local Plan 2018 policies 55, 59, 71).

Environmental

9. Plant Noise Insulation

No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation and/or mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation and/or mitigation, as approved, shall be fully installed or implemented prior to first use of the plant, machinery or equipment, and retained as such thereafter.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

10. Alternative Ventilation Scheme

No above ground development relating to plots 001 – 016 as shown on the approved site plan shall commence until details of an alternative ventilation scheme for the habitable rooms on the north-west and south-west façades overlooking the NIAB facility and Local Centre (including the site referred to in the approved Design Code as the 'supermarket option) in order to protect future occupiers from external noise has been submitted to and approved in writing by the local planning authority. The ventilation scheme shall achieve at minimum of 2 air changes per hour and shall include full details of the operating noise level of the alternative ventilation system. The scheme, as approved, shall be fully installed and operational prior to first occupation of the dwellings and retained as such thereafter.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

11. Electric Vehicle Infrastructure

Prior to commencement of installation of electrical services, a scheme for the provision of dedicated electric vehicle charge points shall be submitted to and approved in writing by the local planning authority. The scheme shall include relevant plan(s) and specifications for electric vehicle charge points, appropriate ducting and associated infrastructure. The scheme shall provide:

- i. The provision of at least one active electric vehicle charge point for each dwelling with on-plot parking, which shall be designed and installed on-plot with a minimum power rating output of 7 kilowatts.

- ii. The provision of active electric vehicle charge points to least 50 per cent of car parking spaces within each area of communal/courtyard and on street parking spaces to private roads provision, which shall be designed and installed with a minimum power rating output of 7 kilowatts.
- iii. Additional passive electric vehicle charge provision of cabling to parking spaces for all remaining communal/courtyard car parking spaces and on street parking spaces to private roads to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.
- iv. The scheme shall enable capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces.
- v. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or any superseding standard or Building Regulations.

The electric vehicle charge point scheme, as approved, shall be installed and functioning prior to the occupation of the dwelling to which they relate and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the NPPF and policy 36 of the Cambridge Local Plan 2018 and with Cambridge City Council's adopted Air Quality Action Plan 2018.

12. Carbon Reduction Strategy

The carbon reduction strategy shall be carried out in accordance with the approved Sustainability Statement V2 (Environmental Economics 22/09/2022) and submission of details to discharge condition 29 on the outline consent 07/0003/OUT (insofar as it relates to this reserved matters) shall be as follows, or in accordance with alternative details that have been submitted to and approved in writing by the local planning authority:

- i. No more than 59 dwellings hereby approved shall be constructed to the Part L Building Regulations 2013 standard and assessed against Code for Sustainable Buildings Level 4. Certificates shall be submitted in accordance with condition 29 on the outline consent 07/0003/OUT; and
- ii. No more than 216 dwellings hereby permitted shall be constructed to the forthcoming Part L Building Regulations 2021 standard. Post-construction assessments demonstrating compliance with the relevant standard shall be submitted to and approved in writing by the local planning authority prior to occupation of the dwelling to which the assessment relates; and

- iii. No less than 69 dwellings hereby permitted shall be constructed to the Future Homes Standard. Post-construction assessments demonstrating compliance with the relevant standard shall be submitted to and approved in writing by the local planning authority prior to occupation of the dwelling to which the assessment relates.

Reason: In the interests of reducing carbon dioxide emissions and futureproofing the development for net zero carbon and ensuring that new buildings are constructed in a sustainable manner (Cambridge Local Plan 2018 policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

13. Futureproofing for low temperature heating

The development hereby permitted shall be constructed to facilitate the upgrade of heating systems to efficient electric heating (such as heat pumps), including the following measures which shall be provided to all dwellings prior to each occupation:

- i. All radiators shall be sized and fitted to be capable of running at a maximum of 45 degrees Celsius flow temperature when switched to a heat pump system.
- ii. An appropriate space shall be identified for an external air source heat pump unit that is acceptable within permitted development requirements for noise, proximity to boundaries and physical size.
- iii. The primary pipework shall be provided between the external unit and the primary heating installations (heating pump and hot water tank) to enable the use of the heat pump system with minimum disruption upon gas boiler removal.
- iv. The hot water tank shall be heat pump ready and sized to enable incorporation of any additional requirements to the heat exchanger area and storage volume.

Reason: In the interests of reducing carbon dioxide emissions and futureproofing the development for net zero carbon and ensuring that new buildings are constructed in a sustainable manner and are easily adaptable (Cambridge Local Plan 2018, Policy 28 and policy 57 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Urban design

14. Design details and materials

No development of any building shall take place above ground level (except for demolition) until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include all external features including, as appropriate, cycle stores, roof tiles, windows,

feature window surrounds, brise soleil, doors and entrance canopies, exposed I-beam features, external metal work, rainwater goods, balustrades, balcony panels, soffits, edge junction and coping details. The details should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development. The development shall only be carried out in accordance with the approved details thereafter.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

15. Brickwork sample panel

No brickwork above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site detailing the choice of brick, bond, coursing, special brick patterning (including chamfered brick window solder headings, 45 degree turned brick, solder coursing, protruding rusticated string coursing, hit and miss Flemish bond), mortar mix, design and pointing technique, and the details submitted to the local planning authority in an accompanying schedule, and until the sample panel and schedule have been approved in writing by the local planning authority. The development shall be carried out only in accordance with the approved details thereafter. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

16. Substation buildings

Prior to commencement of development of the substation buildings as shown on the approved site plan, detailed plans and elevations including a roof plan and a materials schedule shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

Other Environmental

17. Detailed drainage construction details

Prior to commencement of the development hereby approved, detailed construction drawings and cross sections for all sustainable drainage features in accordance with the approved Drainage Strategy Report and accompanying drawings shall be submitted to and approved in writing by the Local Planning authority. The details shall include catch pit chambers, pipe connections,

attenuation crate structures, permeable paving, rain gardens/biorientation features, and other features as appropriate. The development shall be carried out in accordance with the approved details.

Reason: Reason: To ensure there is no risk of infiltration as a result of known high groundwater levels and that the risk of pollution to the wider catchment is reduced (Cambridge Local Plan 2018 policies 31 and 32).

18. Bird Hazard Management Plan

Prior to commencement of development above ground level of any building with a flat roof (other than a bin or bike store), a Bird Hazard Management Plan shall be submitted to and approved in writing by the local planning authority. The development shall be carried out and maintained thereafter in accordance with the approved details.

Reason: In the interests of airport safeguarding (Cambridge Local Plan 2018 policy 37).

Residential amenity and permitted development rights

19. Removal of permitted development rights (windows)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no windows, doors or openings of any kind (other than those expressly authorised by this permission) shall be constructed in the elevations of the dwelling houses(s) shown on the approved site plan as a 'FOG', 'MOG' or 'Mews HOF' above ground floor level and on the side elevation of plots 100, 102, 127, 129, 146, 160, 173, 180 and 192 above ground level without the granting of specific planning permission, unless i) all glazing is obscured meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity, and ii) the openings are fixed shut or have restrictors to ensure that the openings cannot be opened more than 45 degrees beyond the plane of the adjacent wall unless the parts that can be opened are more than 1.7 metres above the floor of the room in which it is installed.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

20. Removal of Class B and C permitted development rights (alterations to roof)

Notwithstanding the provisions of Schedule 2, Part 1, Classes B and C of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no addition or alteration (including for the avoidance of doubt the insertion of roof lights or other openings in the roof slope) to the roof of the dwelling house(s) shall be constructed on plots of the dwelling houses(s) shown on the approved site plan as a 'FOG', 'MOG' or 'Mews HOF' without the granting

of specific planning permission unless i) all glazing is obscured meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity, and ii) the openings are fixed shut or have restrictors to ensure that the openings cannot be opened more than 45 degrees beyond the plane of the adjacent wall unless the parts that can be opened are more than 1.7 metres above the floor of the room in which it is installed.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

21. Removal of Class A permitted development rights (two storey extensions)

Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no enlargement, improvement or other alteration of the dwelling house(s) consisting of a two-storey rear extension shall be constructed without the granting of specific planning permission.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

22. Opaque and fixed windows for all bathroom and ensuites

Notwithstanding the approved drawings, no dwelling hereby permitted shall be occupied until all windows above ground floor level serving bathrooms and ensuites have been fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity) and have been fixed shut or have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The windows shall be retained as such thereafter.

Reason: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 55, 56 and 57).

23. Curtilages

No dwelling hereby permitted shall be occupied until the curtilage of that dwelling has been fully laid out and finished in accordance with the approved plans. The curtilage shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 55 and 56).

24. Removal of permitted development rights for the conversion of garages and car ports

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) the garages and car ports shown on the approved plans shall not be converted to habitable space without the granting of specific planning permission.

Reason: In the interests of protecting space that could be used for parking bicycles and alternative sustainable transport modes (Cambridge Local Plan 2018 policies 57 and 82).

25. Removal of Class H permitted development rights (microwave antennae)

Notwithstanding the provisions of Schedule 2, Part 1, Class H of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no microwave antenna shall be installed, altered or replaced without the granting of specific planning permission.

Reason: In the interests of the visual amenity of the development (Cambridge Local Plan 2018 policies 55, 56 and 57).

Informatives

1. Discharge of conditions

This decision includes the part-discharge of the following conditions on the outline consent 07/0003/OUT in relation to this reserved matters only:

- 8 – Design Code Compliance
- 17 – Tree and Hedges Protection
- 18 – Tree Protection
- 25 – Affordable Housing
- 26 – Accessible Housing
- 28 – Renewable Energy
- 35 – Detailed Surface Water Strategy
- 40 – Ecological Conservation Management Plan Statement
- 49 – Secure Parking of Bicycles
- 58 – Noise Assessment for Future Residents
- 62 – Domestic and Trade Waste

Additional information is required to be submitted for approval for condition 49 – Secure Parking of Bicycles and 62 – Domestic and Trade Waste in relation to this reserved matters.

2. Remaining outline conditions

The developer's attention is drawn to the conditions attached to outline application 07/0003/OUT that require the submission and approval of details, in particular those that require the approval of details before the development can

commence. This includes conditions listed in informative 1 for which details have not been approved through this consent. It is the applicant's responsibility to ensure all conditions have been discharged.

3. Plant noise insulation

To satisfy the plant noise insulation condition, the rating level (in accordance with BS4142:2014+A1:2019) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background sound level (LA90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

As noise sensitive premises are located within the site boundary, then the glazing of the premises and/or amenity areas will also be a location for the rating level of all plant not to exceed the existing background sound level (LA90).

Tonal/impulsive sounds and other sound characteristics should be eliminated or at least considered in any assessment and should carry an additional correction (rating penalty) in accordance with BS4142:2014+A1:2019. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the application boundary having regard to neighbouring premises.

Whilst our requirements are for the rating level not to exceed the background sound level at the application site boundary, if the plant is roof mounted and nearby noise sensitive receivers are in closer proximity than the site boundary and / or the site boundary is afforded shielding from the application building parapet, the nearest noise sensitive receiver would be the required assessment location.

It is important to note that a full BS4142:2014+A1:2019 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

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

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

4. Section 38 Applications

The applicant is advised that this decision notice does not give permission for the detailed road layout (such as drains, lighting and supporting structures), nor does it imply that the Cambridgeshire County Council as Highway Authority will adopt the new roads that are proposed as part of this development. A separate application will need to be made to the County Council under Section 38 of the Highways Act 1980 (as amended).

5. Pollution Control

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

6. Letterboxes

Letterboxes in doors should be no less than 0.7 metres above the ground level.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Application File 07/0003/OUT
- Application File S/0001/F