



## **21/05434/REM – Parcel BDW3, Darwin Green 1, Land between Huntingdon Road and Histon Road, Cambridge**

Committee Date: 5 April 2023

Report to: Joint Development Control Committee (JDCC)

Lead Officer: Joint Director of Planning and Economic Development

Ward / Parish: Castle

Proposal: 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

Applicant: Barratt David Wilson Homes (BDW) Cambridgeshire

Presenting Officer: Julia Briggs, Senior 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. Residential amenity of existing neighbours
7. Access and transport
8. Sustainability
9. Environmental considerations
10. Third party representations

Recommendation: **APPROVE** this reserved matters application 21/05434/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
- 14 – Soft and Hard Landscaping
- 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 (part discharge)
- 58 – Noise Assessment for Future Residents
- 62 – Domestic and Trade Waste (part discharge)

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## **1.0 Executive Summary**

- 1.1 The proposal is for parcel 'BDW3' which is the final 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 1,362 dwellings out of a maximum 1,593 homes approved under the outline consent, with the current application 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 210 homes including 84 affordable homes, open space, play areas, allotments, part of the Orbital Cycle Route connecting to Windsor Road, 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.
- 1.3 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.
- 1.4 The application was subject to full public consultation ending in January 2022. Following this, review by the Disability Panel, and a series of workshops with urban design, landscape, waste and sustainability officers and the Lead Local Flood Authority and Highway Authority, the applicant submitted substantial amendments (including an amendment to the red line boundary of the application site) in January 2023. A second full public consultation was held on the amendments which expired in February 2023.
- 1.5 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.
- 1.6 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 minimising vehicle access and promoting sustainable travel by prioritising the Orbital Cycle Route. Amendments to the site layout have created a highly permeable network for pedestrians and cyclists. The applicant has worked hard to provide high quality cycle parking which is at least as convenient as car parking. 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.

- 1.7 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, a commitment to build a high proportion of homes to the Future Homes Standard and the remainder to the forthcoming Part L Building Regulations 2021 future-proofed for electric heating systems; and 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.
- 1.8 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.
- 1.9 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 through submission of an updated phasing plan and are not considered to warrant significant weight for this application.

## **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 Cambridge Local Plan (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.
- 2.2 To the northwest of Darwin Green 1 is the Darwin Green 2/3 site allocation. The retained Green Belt lies beyond and is identified in the Darwin Green 2/3 site allocation for a new country park.
- 2.3 Parcel 'BDW3' is located on the eastern side of Darwin Green 1, with BDW2 to the south west, BDW5/6 to the north and the Darwin Green Central Park to the west. The site is orientated with the longest length approximately on a south-west to north-east axis, with the land gradually rises from south to north.
- 2.4 The Darwin Green 1 Primary Street South lies on the north western side of the parcel 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. Beyond the primary street the parcel has a long frontage onto the Central Park.

- 2.5 The south-western boundary adjoins BDW2 with an existing hedge forming a natural boundary. The approved BDW2 scheme includes two storey residential development along the south western boundary and three storey apartment blocks fronting the north eastern boundary. A tertiary road serving the homes goes up to the boundary. The BDW2 parcel is currently under construction.
- 2.6 The north-eastern boundary of the site adjoins a Green Corridor approved through the infrastructure reserved matters, with Cavesson Court properties and BDW5/6 residential development beyond. The approved Green Corridor includes public open space, a drainage swale, landscaping and tree planting, and includes pedestrian and cycle routes. The BDW5/6 parcel is currently under construction.
- 2.7 The south-east boundary adjoins the rear gardens of Tavistock Close and Stratfield Close and the side boundaries of 100 and 111 Windsor Road. Tavistock Road properties are a mixture of detached two storey houses, semi-detached single storey houses and semi-detached two storey houses, with back gardens facing the proposal site. Stratfield Close properties are a mix of two storey link attached houses and a terrace block of two storey houses, with back gardens facing the proposal site. The Windsor Road properties are two storey detached houses with side boundaries adjoining the site.
- 2.8 Where the site meets 111 Windsor Road a sliver of land that was within the Darwin Green 1 outline has subsequently been acquired by 111 Windsor Road, increasing the width of the garden. A planning application for change of use from agricultural to residential land was approved in January 2023 planning reference 22/05205/FUL with an accompanying Deed of Release to remove this land from the Section 106 Agreement.
- 2.9 In the south of the parcel the Darwin Green 1 Orbital Cycle Route crosses the site and forms part of the route that connects from the main Huntingdon Road to Histon Road route through the Local Centre, the southern part of the Central Park and onto Windsor Road, with onward routes to Histon Road beyond.
- 2.10 The site is former agricultural land. Along the southwest boundary there is a hedgerow, along the southeast boundary there are areas of scrub and in the northeastern corner of the site are trees and scrub that are part of an existing green pathway 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 (07/0003/OUT) which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale for 210 homes, with associated internal roads, car parking, landscaping, amenity and public open space. The proposal includes part of the adjoining BDW2 parcel to include access from BDW2 tertiary street to serve the southern section of BDW3. The proposal also includes sections of the primary street approved through the infrastructure reserved matters to secure raised tables for highway safety.
- 3.2 The proposal would provide 84 affordable and 126 market homes including a mix of houses and apartments, with a range of sizes, types and tenures, as summarised in the table below.

<b>Size of unit</b>	<b>Affordable - Social rent</b>	<b>Affordable - Shared ownership</b>	<b>Market</b>	<b>Total</b>
<b>1 bed flat</b>	16	0	11	27
<b>2 bed flat</b>	14	4	10	28
<b>2 bed house</b>	14	8	1	23
<b>3 bed house</b>	12	9	12	33
<b>4 bed house</b>	7	0	92	99
<b>Total</b>	<b>63</b>	<b>21</b>	<b>126</b>	<b>210</b>

- 3.3 The affordable homes would be a mix of 63 affordable rent and 21 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 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 2 storey duplex apartments. The apartments would be within three blocks up to three storeys high. 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. The built form is a mix of gabled and hipped roofs with varying orientations parallel and perpendicular to the street.
- 3.5 There are two motor vehicle accesses into the parcel. One access is via the Primary Street and is categorised as a 'Secondary Street' and serves a network of Secondary and Tertiary Streets for the majority of the site. The second access is via a tertiary street within BDW2 and would serve the southern section of BDW3 south of the Orbital Cycle Route. This

access is categorised as a 'Secondary Street' and serves two tertiary streets, including the 'Mews' in the south east corner of the site.

- 3.6 Cycle and pedestrian links are provided via car-free routes from the Primary Street, the Orbital Cycle Route connecting the parcel to the Central Park, Local Centre and Windsor Road, and the Green Corridor. These connections feed into a network of low-traffic routes through the site.
- 3.7 Open space is provided throughout the parcel via the Formal Park and Windsor Road Park in the south, the Allotment Arrival Park and Play Along the Way spaces on the secondary street in the centre, and a Pocket Park, Northern Gateway Seating Area and Tertiary Street Shared Seating Area in the north of the site. This provides 0.297 hectares of public open space. The proposal also includes Allotment 2 site of 0.67 hectares adjoining the north east boundary and includes car and cycle parking, an area to receive deliveries and communal facilities. The open space and allotments provide a total open space provision of 0.967 hectares. Five locally equipped areas of play (LAPs) are proposed within the open space across BDW3. This is in addition to the LAP provided within the green corridor to the north of the parcel.
- 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 to the rear. There are some car-free units within the apartment block in the north eastern corner. In total 318 residential car parking spaces are proposed plus 49 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 683 residential cycle parking spaces are proposed plus 19 spaces for visitors located within areas of open space and close to the entrances to apartment blocks, and 34 spaces for allotments.
- 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 22 Allotment Strategy
- 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 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
- Statement of community involvement
- Design and Access Statement
- Accommodation Schedule, plot by plot schedule and tenure schedule
- Soft Landscape Specification
- Detailed Open Space Landscape Management and Maintenance Plan
- Landscape Design Approach
- Transport Statement
- Sustainable Drainage Management and Maintenance Plan
- Drainage technical report, drawings and calculations
- Play Strategy - DG1 Site Wide Play Strategy BDW3
- Arboricultural Method Statement and plans
- Detailed Allotment Strategy, Detailed Open Space Landscape Management and Maintenance Plan
- Sustainability Strategy
- Ecological Conservation Management Plan Statement
- Noise Assessment
- Outdoor Lighting Report, Lighting Strategy
- Delivery Plan Mapping and Allotments Commissions
- Vehicle tracking diagrams and highway adoption plan

### **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 August 2021.

### **Application timeline**

- 3.15 The application was received on 10 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, landscape, waste and sustainability officers and the Lead Local Flood Authority and Highway Authority to resolve issues raised. An Officer briefing on the scheme was undertaken with the Joint Development Control Committee on 19 October 2022. Following this, the applicant submitted substantial amendments received on 13 January 2023. This included amendments to the red line of the application site boundary, so a second statutory consultation was carried out which expired in February 2023.

### **Amended plans and additional information**

- 3.17 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. Amendments to houses and layouts adjacent to existing neighbours to address amenity comments.
  3. Redesign of flat blocks to provide all properties with external amenity space.
  4. Amendments to cycle parking spaces to make them more convenient than access to car parking;
  5. Additional wheelchair accessible homes provided.
  6. Improvements to the sustainability feature such as green roofs on the cycle stores;
  7. Amendments to refuse collection to improve areas without direct street access.
  8. More meaningful planting including fruiting trees; and
  9. Alterations to the Windsor Road route to improve use as a shared space.

## **4.0 Relevant Site History**

<b>Reference</b>	<b>Description</b>	<b>Decision</b>
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	Approved on 20 February 2015

	and cycleway accesses, open space and drainage works.	
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 Cambridge together with Drainage and Landscaping Works.	Approved on 18 December 2013
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	Approved on 26 July 2022

	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.	
21/05433/REM	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	Approved on 22 December 2022
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**

## **Access Officer, Cambridge City Council**

- 6.1 Shared surfaces should have a 25mm up stand at the edge to allow visually impaired people to navigate.

## **Anglian Water**

- 6.2 Comments on amendments:

- 6.3 The submitted drainage drawings "DRAINAGE STRATEGY LAYOUT SHEETS 1 TO 5 1010.5003.501-5 Rev B" in "Drainage Technical Note 1010.5003/DTN/2" show the surface water strategy proposes discharge to surface water sewers to the edges of the proposed development. These sewers appear to currently be private as they may still be pending adoption and so Anglian Water are unable to provide comments on the discharge of surface water condition 35 at this stage. A solution to this is to submit information showing the wider drainage strategy, indicating the point at which the private sewers connect to the public network so that an assessment may be carried out.

Initial comments:

- 6.4 No comment to make. The Flood Risk Assessment/Drainage Strategy has been reviewed and the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of Anglian Water's jurisdiction and so unable to provide comments on the suitability of the surface water discharge. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.

## **Cambridgeshire Fire and Rescue – No objection**

Comments on amendments

- 6.5 Confirm no objection. Number and location of hydrants are acceptable.

Initial comments

- 6.6 Advice about securing fire hydrants, access and facilities for the Fire Service in accordance with Building Regulations. If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required.

## **Safeguarding Department, Defence Infrastructure Organisation (Ministry of Defence) – No objection**

#### Comments on amendments

- 6.7 Confirm previous comments, no objection provided a bird hazard management plan condition is included.

#### Initial comments

- 6.8 No objection provided a Bird Hazard Management Plan requiring details of how the flat-roof spaces will be managed/mitigated to deter breeding/roosting 'large gull' species from being attracted to these areas is provided. No safeguarding concerns with the heights of the development.

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

#### Comments on amendments – Comments

- 6.9 The site is of medium vulnerability to the risk of crime. Supportive of urban design comments regarding hard landscaping and boundary treatments to define public and private amenity space. Supportive of relocation of cycle stores to front of properties, provided the storage is robust. Detailed comments relating to lighting of adoptable and non-adoptable roads, footpaths and parking courts, and access to the apartment blocks and the cycle and bin stores.

#### Initial comments - Comments

- 6.10 The site is in an area of low to medium risk to the vulnerability to crime. Overall the proposal is an acceptable layout in relation to crime prevention and fear of crime. Detailed comments in relation to cycle stands and stores, landscape management, access to the apartment blocks and lighting of open spaces.

### **Disability Panel**

#### Notes of meeting 25 January 2022:

- 6.11 Some private market homes should be M4(3) compliant. The lack of step-free access to the M4(2) apartments which was seen as disappointing. Questioned how it would be possible to move around in a wheelchair or mobility scooter. Sliding (pocket) doors recommended for bathrooms. Potential conflict between pedestrians and cyclists should be considered especially in areas defined as 'events'.

### **Ecology Officer, Cambridge City Council – No objection**

- 6.12 The proposed nest box provision accords with outline ECMP. Support the discharge of condition 40.

**Environment Agency – No objection**

Comment on amendments

- 6.13 Confirm no further comments.

Initial comment

- 6.14 No objection. We have no objection in principle to the proposal provided that all outstanding pre commencement conditions are discharged prior to commencement of works.

**Environmental Quality and Growth Team, Cambridge City Council**

Comment on amendments – No objection subject to conditions and informatives

- 6.15 Confirm earlier comments. Due to 180 dwellings now being proposed to be heated with air source heat pumps an air source heat pump informative is recommended to inform the Applicant of what is required to be submitted under the plant noise insulation condition. Information relating to condition 66 remains outstanding and is not recommended for discharge.

Initial comments

- 6.16 No objection subject to recommended conditions for plant noise insulation, electric vehicle charging points, and management of allotments for noise, waste and fire. Outline condition 58 recommended for discharge. Outline condition 66 is not recommended for discharge.

**Health and Safety Executive – No comment**

**Housing Strategy Team**

- 6.5 Comment on amendments – Support

- 6.6 Three 2 bedroom flats will now be built to Building regulations M4(3)b standard which is supported.

Initial comments

- 6.17 This application is providing 210 residential units, of those 84 units will be for affordable housing. The affordable housing provision is policy compliant. The housing mix is acceptable.

- 6.18 The applicant has agreed that all of the affordable units will meet the Building Regulations requirement M4 (2) and two of the Social rent units will meet the M4(3) standard 'Wheelchair user dwellings'. All of the

affordable units, meet or exceed the Nationally Described Space Standards.

- 6.19 The clustering meets policy requirements. 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.
- 6.20 Local Lettings Plan and nomination agreement for the scheme to be agreed between the Council and the Registered Provider.
- 6.21 The scheme does not maximise the bed spaces for affordable homes.

### **Landscape Officer, Greater Cambridge Shared Planning**

Comment on amendments - Support

- 6.22 The proposals are generally acceptable. Suggest improvements could be made to planting: planting other nut trees/varieties and interplanting with trees and shrubs for early spring interest.
- 6.23 Condition 10 – Youth and Play Provision - Unsuitable for Discharge. Full details have not been provided.
- 6.24 Condition 14 – Hard and Soft Landscape – Suitable for discharge.
- 6.25 Condition 22 – Allotments – Suitable for discharge subject to comments from City Council Streets and Open Spaces Team.
- 6.26 Condition 49 – Cycle Storage – Suitable for discharge, subject to comments from Urban design.
- 6.27 Condition 62 – Bin Storage – Suitable for discharge, subject to comments from Urban design.
- 6.28 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.

Initial comments

- 6.29 The proposal can be supported with a series of amendments to hard and soft landscaping. A tracking diagram must be provided for deliveries at the allotments. A clear adoption plan for City Council and County Council is required. Further detail needs to be provided on the enclosures plan and for plot landscapes.
- 6.30 Outline conditions 10, 14, 22, 49, 62 and 66 are unsuitable for discharge.



## **Lead Local Flood Authority, Cambridgeshire County Council**

- 6.31 Final comments – No objection.
- 6.32 Calculations are acceptable. Support subject to informative for pollution control.

### Initial comments - Objection

- 6.33 The applicant has only submitted hydraulic calculations for the 1% Annual Exceedance Probability (AEP) storm event, including a 40% allowance for climate change. However, calculations for the 100% and 3.3% AEP storms should be submitted for review. There should be no surcharging in the 100% AEP storm and no water outside the system during the 3.3% AEP storm. Until full hydraulic calculations have been submitted for the 100% and 3.3% AEP storm events, we are unable to support this application.
- 6.34 FSR rainfall data is now outdated and there are more accurate data sets in FEH 1999 and 2013 models. FEH rainfall data is now required on all applications to ensure the hydraulic modelling is an accurate representation of the proposed network.
- 6.35 A pollution control informative is provided.

## **Local Highways Authority, Cambridgeshire County Council**

- 6.36 Comment on amendments – No objection
- 6.37 The concerns previously raised have been addressed. Require condition to ensure land within visibility splays that will not be adopted remains clear. The proposed Highway Adoption Plan should not be an approved document to avoid potential conflict at adoption stage. The Highway Geometries Plan should be an approved document to ensure layouts are secured. The no waiting restrictions on land that is not to be adopted will not be enforced by Local Parking Enforcement Officers.

### Initial comments – Objection

- 6.38 In its current form the development will not be adopted for the following reasons:
- The plans do not provide written dimensions.
  - Inter vehicle visibility splays need to be shown of each road junction and access that serves more than 1 dwelling.
  - Turning heads on shared use surfaces on eastern side are also shown as open space.
  - The Windsor Road access the layout of the route through the development to Windsor Road is visually complex, potentially confusing and does not prevent motor vehicle access.
  - Some of the proposed rain water gardens seem quite small, in particular when the required 425mm of mass concrete needed for

the kerb beam is subtracted from their area. The Highway Authority will not adopt the rainwater gardens and thus will also not adopt the trees shown within the same.

- 6.39 Conditions are sought for pedestrian visibility splays, prevention of drainage onto the highway, and bound material for off street car parking spaces.

**Natural England** – No objection

- 6.40 The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

**Public Art Officer, Cambridge City Council** – No comments received.

**Streets and Open Spaces Team, Cambridge City Council**

Comments on amendments

- 6.41 Allotment strategy requires allocation policy (has this happened on other sites?). City Council wouldn't be responsible for managing compost. Picnic tables not robust enough. Allotment building meeting space should have access to toilets. Who will manage locking of building? Management plan should refer back to adoption plan. Will management be through CCC?

Initial comments

- 6.42 Local Areas of Play require a number of amendments to improve play value. Require adoptable areas to be clarified. A number of amendments and clarification required for the allotments. Further information required:
- Details of allotment components
  - Detail of fixed play equipment at each location.
  - Extent of boundaries of the adoptable open space/play space provision.
  - Dates for the completion of the adoptable play space and landscape.
  - Detail of the community art offering for public open space.
- 6.43 Recommended conditions relating to submission of details of maintenance and management of the public open space and allotments, submission of details of boundary treatments, and submission of further details about the LAP and allotments.

**Sustainable Drainage Engineer, Cambridge City Council** – No comments received.

## **Sustainability Officer, Greater Cambridge Shared Planning – Support**

### Comments on amendments

- 6.44 Support, subject to subject to conditions relating to futureproofing for low temperature housing and implementation of carbon reduction strategy. The updated energy strategy will see 180 homes built to the FHS with ASHP and PV panels, with 30 homes being built to Part L 2021 with PV panels and futureproofing of measures to enable the installation of ASHP at a future date. Where the ASHP unit will be located on the first floor terrace, I would recommend the use of anti-vibration mounts.

### Initial comments

- 6.45 Support, subject to conditions relating to futureproofing for low temperature housing and implementation of carbon reduction strategy. The principles of sustainable design are supported. Outline conditions 27 and 28 recommended for discharge subject to imposition of new conditions.

## **Tree Officer, Cambridge City Council**

- 6.46 It appears that the sycamore tree no. 20 should be category B, given it has 'good' physiological and 'good' structural condition. The question of whether the removal of the tree is acceptable then comes down to assessing if the public benefits of the scheme outweigh the amenity value of the tree.

## **Urban Design Officer, Greater Cambridge Shared Planning**

### Comments on amendments: Support

- 6.47 We are pleased to see that the applicant and their design team have taken on board the majority of our suggestions put forward in our original consultation response. Overall, we are satisfied that our main outstanding issues have been addressed, and therefore subject to the conditions relating to materials, sample panels, and cycle parking as set out in our previous comments, the proposed scheme is supported in urban design terms.

### Initial comments:

- 6.48 Scale and massing and the overall elevations and materials is supported. The following matters must be addressed:
- Lack of private ground floor amenity space for some walk-up units is unacceptable.
  - Privacy for ground floor apartments fronting primary street.
  - Issues with mews area.

- A number of detailed functional design issues for the cycle parking require refinement.
- A number of detailed elevation and typologies matters should be addressed.
- A 'Quality Panel Feedback' table that provides a clear response to all suggestions/queries raised should be provided.
- 3D street view to north of Windsor Road and refinements to rear elevations of duplex plots 188 and 187.
- Explanation of link to Histon Road
- Public realm amendments

6.49 Conditions sought relating to materials, brickwork sample panel and cycle parking.

**Waste Team, Greater Cambridge Shared Waste** – no comments received.

### **Cambridgeshire Quality Panel**

6.50 Comment 24 August 2021 prior to submission of amendments:

- Further thought needs to be given to how cycles and pedestrians from the north of the site (Northern Edge Park) connect with the Transverse Green Corridor, particularly in term of cycle track widths and how they cross over areas of public open space.
- The direct routes to Huntingdon Road and Histon Road are important and the Panel encourages the applicant to continue their work in seeking the delivery of these connections.
- The application should include a drawing showing the full extent of the Orbital Cycle Route within the site and the interface beyond the boundary to demonstrate how the character of the route will respond to different conditions along its length and to show how it responds to peak flows of cycles and pedestrians.
- The shape of the plot and the layout adopted has inherently led to a street network characterised by cul de sacs. This poses an issue for residents and other users such as delivery vehicles due to the lack of turning places throughout the development. Further thought should be given to improving permeability for vehicles.
- The Panel welcomes and encourages the efforts being made to create connections with the existing communities despite the apparent reluctance from those communities at present.
- Further thought needs to be given to how the route to North Cambridge Academy will work given the demand create by pupils at peak times of the day.
- The Panel was pleased to see the increase in open space, but the application should include a framework within which the landscape and open space sit.
- The landscaping could be a less overdesigned to maximise biodiversity gains within the site and reduce ongoing maintenance.

- The architecture is still in development but will need to provide details of how essential elements such as PVs, heat pumps and battery storage will be integrated as part of the architecture.
- The applicant should give further thought to developing a courtyard typology for the plots of the eastern street and adjacent to the rear of the properties on Tavistock Road.
- The 3-storey walk up apartments work well especially the gable detailing, however there is some concern over the functional effectiveness of the valley gutters given changing weather events.
- Whilst it was acknowledged that the development is pre-registered under existing regulations there needs to be more work in terms of describing and creating a net zero enabled development to allow it to respond in the future.
- More attention needs to be given to thermal efficiency of the building fabric and the localised areas where overheating may be an issue

## 7.0 Publicity

The following publicity has been undertaken:

Neighbour notification	Yes
Site notice	Yes
Advertisement	Yes

- 7.1 In addition to the initial consultation when the application was validated, a full re-consultation for 21 days was undertaken for the amended scheme (including location plan) in January 2023 via neighbour notification, site notice and advertisement, and with statutory consultees.

## 8.0 Third Party Representations

### Comments on amended proposal

- 8.1 The Committee of the Windsor Road Residents Association (WIRE) submitted a letter objecting to, supporting and querying the proposal:
- There are two points where vehicles may cross the pedestrian and cycle route, request this route be traffic free. If proposed emergency access is justified request detailed design of barriers is considered by committee. Bollards can be removed or can fail.
  - Request plans and dimensions of the pedestrian/cycle route through Windsor Road park. How will the design slow cyclists down to ensure safe transition between Windsor Road and BDW3. The arrangements of the park with numerous routes is complex and potentially confusing.
  - Welcome amendments to dwellings adjacent to 100 and 111 Windsor Road. Request conditions to prevent new proposals reintroducing overlooking.

- Request LAP is separated from pedestrian and cycle route, and fenced off to secure safety of children from cyclists and dogs.
- Rain gardens along pedestrian and cycle route are removed, what are the alternative drainage arrangements?
- Concerned that built form along orbital cycle route is too wide to prevent future motor vehicle access. Request distance between duplexes is no greater than 4.8m and a condition requiring retention of porches.
- Object to naming of pedestrian and cycle route as 'Orbital Cycle Route' as it downgrades pedestrian access and is geometrically inaccurate. Suggest 'Radial Pedestrian/Cycleway'.
- Object to pedestrian routes through to mews streets either side of Windsor Road park as there is no natural surveillance and could attract dumping and graffiti.
- Request details of how the design ensures safety at points along the Orbital Cycle Route where pedestrians and cyclists meet.
- Request confirmation of delivery of temporary pedestrian/cycleway, and whether there will be separation between pedestrians and cyclists.
- Request a condition is added for removal of permitted development rights in line with those approved on the BDW2 site.

8.2 Representations were received from the owners/occupiers of the following properties:

9 Cavesson Court  
 100 Windsor Road  
 73 Tavistock Road

8.3 The representations have been summarised as follows:

- Plot 209 is proposed too close to the historic field drainage ditch and effectively narrows the green corridor to the north. It will require removal of existing vegetation. Plot 209 should be moved to the south.
- Welcome the changes to units adjacent Windsor Road to remove windows and ensure back to back distances to address overlooking concerns.
- The proposal should provide longer back gardens to the plots adjoining the bungalows on Tavistock Road. The dwellings should move northwest to improve the relationship to existing neighbours.
- The boundary fence is currently the responsibility of Darwin Green and is barbed wire and chicken wire and should be removed/replaced. Request plans for fencing along the boundary.
- Construction noise is an ongoing issue.
- The development should take account of up-to-date data for example the reduced pedestrian capacity of Histon Road since recent highways works. Access to Histon Road at the north of the site and Windsor Road in the south must be provided.

## Comments on the initial submission

8.4 During the course of the application, representations were received from the owners/occupiers of the following properties:

103 Windsor Road  
103 Windsor Road  
9 Cavesson Court  
111 Windsor Road  
12 Stratfield Close  
100 Windsor Road  
15 Cavesson Court  
73 Tavistock Road

8.5 Representations were also received from the Committee of the Windsor Road Residents Association.

8.6 The representations have been summarised as follows:

8.7 Character, appearance and scale

- The Windsor Road Park is too large and has too many facilities for the quiet residential area at the end of Windsor Road. The sandpits should be removed, lighting installed and planting that will not block surveillance of the area or overhand the space.
- The Windsor Road Park design principle to provide natural surveillance by neighbouring properties is supported.
- The width between houses either side of the pedestrian/cycle way at the pocket park could allow future development as a vehicular access. Request an updated sectional plan showing the Anglian Water easement, dwelling, porches and garden at either wide and the pedestrian/cycle way.
- The proposed house types and distance from the proposed dwellings to the boundary are not consistent with the bungalow properties of Tavistock Road.
- Seek further detail of the proposed fence/border separating existing neighbours and the new development. The old barbed wire fence should be removed prior to new fence construction.
- Chimneys should be removed if they do not serve a functional purpose as they will require maintenance and are not in line with air quality aspirations.
- Suggest offer to existing residents to buy land on the boundary could benefit them and create a more integrated parcel edge.
- Proposed urban park is supported as communal space.

8.8 Residential amenity impact

- The proportion of social rented housing surrounding the Windsor Road park and adjacent to the existing neighbourhood boundary is 50% and should be reduced to provide balance.
- The proposed house on plot 209 has been squeezed onto the site, and has overlooking windows. Previous schemes indicated all land behind Cavesson Court was to be green corridor.
- The proposed affordable social rent property north of 111 Windsor Road has a first floor window looking directly to 111 Windsor Road. This could be exchanged with the property of the north corner of the development which has a lower roof line.
- The proposed secure communal bin store faces the patio of 111 Windsor Road. Details regarding collections, management and vermin control are requested.
- The proposed dwelling at plot 193 backs on to 12 Stratfield Close impacting privacy. It was understood from previous consultation that there would be no houses to the rear boundary of Stratfield Close. Seek reduced width plots for 192 and 193 with 3 bedroom dwellings.
- The plots 189 and 190 are close to 100 Windsor Road and there may still be windows and a balcony overlooking 100 Windsor Road. There is a discrepancy between the design and access statement and the house plans which must be addressed.
- Is the visitor parking sufficiently close for delivery vehicles to service all properties?
- Suggest relocating windows on plot 194 from rear to side to reduce overlooking on Tavistock Road and increase security of the allotments.

## 8.9 Construction impacts

- Construction management should be clear and a total length of time given for which disruption is permitted. Consideration to working or studying from home should be taken.
- The noise assessment should consider the levels and mitigation of noise impacts during the construction period.

## 8.10 Highways

- Support the pedestrian/cycleway from the formal square to Windsor Road design emphasising it is for pedestrians and cyclists only, however a physical barrier to motorised traffic such as a bollard or planter should be provided at either end of the route. Features to discourage motorcycles and motor-scooters must be made.
- There should be no emergency cross-point for motorised traffic from Windsor Road.
- The cycle corridor behind Cavesson Court linking with Histon Road should be included in this scheme with the housing it will serve. The link should be constructed at the same time as the housing on



parcels 3, 5 & 6. The link is currently a haven for wildlife, and requires assessment.

- Bus stops and statement about expected frequency of buses and their routes is sought.
- Two access roads is low for a development of this size.
- Access for pedestrians and cyclists and potentially vehicles from the old squash courts requires changes to the junction with Histon Road to address safety risks.
- Seek bus gate on Galton Road to be openable to manage high traffic.
- Interaction between existing residents and the parcel, and access to new facilities, is limited due to the small number of access points.
- Seek lighting on the orbital cycleway.
- The 'Orbital cycleway' should be renamed; it is not orbital and is a pedestrian and cycle way. Suggest 'The Sandpath' or 'Sandpath Way' (which refer to Darwin's favourite path for regular daily exercise) or Emma Darwin Way.
- Require clarification of when the temporary pedestrian cycle way between completed parts of Darwin Green and Windsor Road will be built and for the position of the permanent and temporary pedestrian cycle ways to be set out clearly in the proposed layout parameters overlay – access plan.
- Object to Windsor Road designated as 'high quality cycle route'.

#### 8.11 Impact on trees and hedges

- The existing tree canopy screening of plot 209 will need to be felled or significantly reduced to provide for this property. This is in violation of the local plan tree policy 71.

#### 8.12 Drainage and flooding

- The dwelling on plot 209 and brick wall are parallel to and inches from a historic field drainage ditch which could cause a subsidence risk.

### 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 Reserved matters consents have been granted for infrastructure and all other residential parcels on the Darwin Green 1 site, 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 two allotment sites (14/0086/REM and

21/03619/REM). The main arterial route through the site has been completed to at least 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 four residential parcels known as BDW1 (16/0208/REM), BDW5 and 6 (21/03619/REM), BDW2 (21/04431/REM) and BDW4 (21/05433/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. Development has not commenced on BDW4.

### **Planning Obligations and Phasing**

- 10.10 In correspondence with the Council, the applicant has advised that the occupation of these parcels has reached the 260th 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 BDW3 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 Number of Storeys PP shows the parcel includes zones varying between up to 2 storeys at the boundary with existing residents and up to 4 storeys towards the central park with a transitional area of development up to 3 storeys in between these two zones. It is noted the PP contains maximum heights for the storeys.
- 12.6 The proposal is in general accordance with the parameter plan, however there are instances where the proposed site layout following the designed process has resulted in some built form straddling the boundaries between the zones shown on the parameter plan. In the south east corner of the site the scheme proposes four 3 storey dwellings positioned across the boundary between the 2 storey and 3 storey areas, thus proposing an element of 3 storey development within the 2 storey zone. Although 3 storeys, these dwellings do not exceed the maximum heights for the 2 storeys as defined on the parameter plan. Furthermore, the intention of the 2 storey zone on the parameter plan is to provide a transition to the 2 storey dwellings and bungalows of the existing neighbours. The scheme maintains two rows of 2 storey houses on the eastern boundary adjacent to existing neighbours in accordance with the intentions of the parameter plan. Thus, the presence of an element of 3 storey built form within the 2 storey zone is acceptable. Additionally, these 3 storey dwellings provide a strong frontage to the Formal Park in design terms which is supported.
- 12.7 All other areas of the proposal are compliant with the number of storeys and building heights as defined on the Number of Storeys PP. This is acceptable.
- 12.8 The primary street shown on the Access PP on the south western 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 through the south western corner of the site connecting to Windsor Road is provided as per the PP, and is designed to not allow motor vehicle access. The pedestrian/cycle route to the north east of the site was approved under the infrastructure reserved matters consent and is outside the red

line boundary. The scheme's edges and frontages are consistent with this. This is supported.

12.9 The approved Urban Design Framework PP shows key building frontages along the north western edge fronting the primary road and central park, and positive building frontages along the north eastern edge. The proposal is consistent with this, which is described in more detail in later sections of this report. This is supported.

12.10 The Landscape PP shows any existing hedgerows to be retained on the BDW3 boundaries with Windsor Road, Stratfield Close, Tavistock Road and Cavesson Court properties and existing hedgerow to be retained with gaps for access on the southern boundary with BDW2. The Arboricultural Layout Plan identifies a number of trees on the eastern boundary with existing neighbours that will be retained. The proposed layout on this boundary has back gardens facing the trees, which is compatible. The hedgerow between BDW3 and BDW2 to the southwest is shown on the Landscape Plan, with a gap to be created for the road connection into BDW2. The arboricultural layout plans show this hedge will be retained and protected during construction. This is consistent with the Landscape PP and is supported.

12.11 The Landscape PP also shows the proposed landscape corridor to the north east of BDW3. The proposals in the north east of the parcel within the application red line site boundary do not impact the approved landscaping and tree planting in the approved Green Corridor secured through the infrastructure reserved matters. This is supported.

12.12 For these reasons, the proposal is assessed to be generally compliant with the outline approved parameter plans and supporting text.

### **Outline Environmental Statement**

12.13 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

12.14 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**

12.15 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. Breach of planning control is a material consideration and the weight given to a breach is one for the decision maker. In the circumstances of the current application, officers recommend to Members that the breaches in question are not such as to warrant significant weight.

### **Phasing**

12.16 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, and a temporary access to Windsor Road that runs through the BDW3 site. 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 briefed members of the Joint Development Control Committee on 25 January 2023. Further briefings will be provided to the committee to update on discussions with the applicant in due course before the application comes to the committee for determination. Officers recommend to Members that these issues including the timing of the access to Windsor Road are managed in a separate process and are not such as to warrant significant weight for this application.

### **Principle of Development – Conclusion**

12.17 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 such as to warrant significant weight for this 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 BDW3 parcel falls within two character areas: the Northern Quarter ('medium' density) and the Northern Quarter ('lower' 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 (Design and Access Statement appendix A). 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. Key spatial changes include maximising the central park frontage, reducing the number of motor vehicle access points from the primary road and replacing one of these with a green pedestrian link, increasing open space throughout and prioritising the route of the Orbital Cycle Route through the site.

- 13.5 The movement strategy for motor vehicles has reduced the extent of motor vehicle access through the parcel, enabling greater permeability for pedestrians and cyclists. There are a number of pedestrian and cycle gateways throughout the site that connect to surrounding areas. Carefully designed routes are proposed through the site to provide safe and attractive circulation for pedestrians and cyclists. This is supported.
- 13.6 The proposal offers 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, with pocket parks adjoining the green corridor to the north and the central park to the west, and play-along-the-way spaces on the secondary street. Other positive variations from the Design Code include the introduction of a large Formal Square park on the south west corner of the parcel, an Allotment Arrival Park and a larger Windsor Road Park at the connection to Windsor Road. This is supported.
- 13.7 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 eastern part of the site adjoining existing neighbours within the lower density suburban quarter area (up to 40 dwellings per hectare). The Design Code states densities may be subject to review as reserved matters applications are prepared. The supplementary Design Code density statement submitted by the applicant advises that the proposed density in the medium density area is approximately 45 dwellings per hectare and in the low density area is approximately 36 dwellings per hectare in line with the Design Code. This is acceptable.
- 13.8 The proposed typologies include small apartment blocks, walk-up blocks, flats-over-garages, and a range of house types (linked semi-detached villas, linked townhouses and detached and semi-detached two-storey houses). The arrangement of typologies creates a legible structure that provides defined edges and good levels of active frontages onto streets, intersections and spaces. The three apartment blocks are located on the park frontage, one fronting the urban square park, one on the corner of the vehicle access off the primary street and one at the top of the parcel where it meets the green corridor. These mark key outer corners and main vehicle access of the parcel, helping wayfinding, and are supported in the Design Code as a placemaking approach. The three storey walk-up blocks are located on key frontages adjacent to the green corridor to the north, on the corners of the green link access and vehicle access from the primary street at the entrance to the allotments and fronting the orbital cycle route across from the urban square. Taller 3 storey houses are focussed mainly on the Primary Street, the western side of the secondary street and fronting the urban square. Two storey detached and semi-detached forms on the eastern part of the site create a clear distinction in character and hierarchy between the Secondary Street and the lower order Tertiary Streets. This is supported.



13.9 As well as the range of typologies, varied roofscapes reinforce the different character of streets and spaces they define. Larger townhouses and apartments along the park frontage combine to create a strong building line and well-articulated roofscape. Around the interface with Windsor Road the forms are sympathetic to the existing character of the street. Pitched roof forms and chimneys on the eastern part of the site create a more domestic and suburban appearance that responds well to the design code character requirements. The mews typology used only along one street in the south east corner of the parcel uses hipped roofs. This is supported.

### **Detail and Materials**

13.10 The range of typologies provides variety to the street scene. Facades of buildings are well-ordered and proportioned providing a degree of rhythm and vertical emphasis to the street, with gables positioned to define corners throughout. The combination of different roof shapes: flat, pitched, hipped, gabled forms, with the use of modern dormers and chimneys create a suitably varied and articulated roofscape. The majority of pitched roofs creates a more suburban character, responding well to the design code. This is supported.

13.11 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 to be used separately or in combination and mixed. Decorative brick patterning provides depth in apartment buildings and interest to house types providing a common language throughout the range of typologies. This is supported. The distribution of brick types, entrance types and other architectural features, supported by 'key details' vignettes 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 other residential parcels approved on Darwin Green and the surrounding residential context. The approach to elevational design, detailing and materials is supported by the GCSP urban design team with final details to be agreed through the sample panel. A condition is recommended to secure samples for all external surfaces and brickwork sample panels (**condition 13 – 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 and BDW4 parcels (**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 layout plan shows a substation building in front of the allotment gates. Plans and elevations have not been submitted. A condition is recommended to secure the detailed design (**condition 15 – Substation buildings**). This approach is acceptable.

### **Landscaping**

- 13.15 The proposal has introduced a number of green spaces over and above the Design Code layout and street greening to provide more greening throughout the parcel and promote positive connectivity with adjacent areas. One vehicle access is now a car-free green link Pocket Park connecting the central park with the secondary street within the BDW3 parcel. The addition of an Allotment Arrival Park containing a number of nut trees is a very positive feature that will foster community interaction with the allotments. A Formal Square park in the south west corner is provided at the intersection of many cycle and pedestrian routes, creating a meeting space, and providing a sense of arrival to the parcel. Play-along-the-way spaces (in front of plots 122-125 and 132-135) provide interesting interventions along key routes, and two pocket parks connect the parcel to the green corridor and terminate vista along the roads. This is supported.
- 13.16 The Design Code provides guiding principles for the BDW3 interface with Windsor Road. This area has evolved the Design Code and been substantially redesigned during the course of the application to improve safety and surveillance, remove conflict with vehicles, provide a larger Windsor Road Park, whilst importantly retaining a 4.8 metre width and designing built form to prevent future vehicle access as per the Design Code. The Orbital Cycle Route passes through this park and an 'event' - an area of contrasting paving and the Windsor Road Park - has been introduced to slow cyclists down in this area. The design has been agreed with County Highways, landscape and urban design consultees. This space meets the Design Code guidelines, balances the needs of different users, and is supported.
- 13.17 The street hierarchy is reinforced through the landscape strategy which establishes street character, moving from larger formally spaced trees and low hedges in the Primary Streets, medium tree planting and a more open design to the secondary streets and drifts of informal planting, small trees, low planting of boundaries and an absence of hard boundary enclosures to the tertiary streets. Boundary treatment with existing neighbours would be 1.8 metre high close board timber fencing. Greening has been achieved through tree planting, rain gardens, low shrub planting, planted thresholds and climbers into the Flats over garages within the Mews Street. The landscaping softens the streetscape and delivers other environmental benefits such as shading and cooling, and reduces acoustic reverberation. This is supported.
- 13.18 The hard and soft landscaping scheme integrates drainage, ecological and other social elements. Sustainable drainage rain gardens are integrated

with planting which promote species diversity and can cope with periodic flooding and prolonged drought. 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, nut trees and shrubs provide edibles for wildlife and residents, in particular concentration in the Allotment Arrival Park which will contain a 'nuttery'. This has evolved during the course of the application and is supported.

- 13.19 Overall, the landscape team supports the proposals, and recommends discharging condition 14 on the outline consent for BDW3. Further details are requested by the landscape officer about the play and lighting conditions, which are discussed in the relevant sections of this report.

### **Inclusive Access**

- 13.20 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. A copy of the report is provided in Appendix 3 of this report. The applicant responded to the panel's comments in their submission of amendments in January 2023. This response is provided in Appendix 4 of this report showing how the applicant has addressed the feedback from the panel.
- 13.21 Overall, the applicant has responded satisfactorily, including changes such as the installation of lifts into all 3 apartment blocks on the site. 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.
- 13.22 The amended proposal has addressed the potential conflicts between pedestrians and cyclists at 'events' where pedestrians and cyclists meet, at the entrance to the Windsor Road Park and where the secondary road meets the Orbital Cycle Route. These squares are to be laid with paving to provide a change in texture and in a different colour to the cycle path and pedestrian footway. The route of pathways within Windsor Road Park have also been redesigned to promote better way finding. This is discussed in more detail in the Access and Transport section of this report and is acceptable. The landscape plan confirms shared surfaces have a 25mm up stand at the edge to allow visually impaired people to navigate, which addresses the Access Officer's comments.
- 13.23 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**

- 13.24 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.
- 13.25 Comments were made with regards to the lighting of open spaces and the Orbital Cycle Route. Lighting plans have been submitted pursuant to the discharge of condition 66 on the outline consent. The Cambridgeshire Constabulary have questioned the lighting details for adopted roads and provided further guidance and comments regarding lighting outside of adopted roads. The Environmental Quality and Growth Team do not support discharge of condition 66, and a resubmission will be required. Cambridgeshire Constabulary will be consulted on the resubmission to ensure acceptability from a safety and security perspective.
- 13.26 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 the landscape management and maintenance plan specifies that all single stem trees would have approximately 2.5 metre clear stems. This addresses this comment.
- 13.27 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. Detailed comments were also made about access to communal bin and bike stores. These are matters of detailed design, however throughout Darwin Green 1 the approach has been entry via a fob for residents and compliant with Secure by Design. This is acceptable.

### **Cambridgeshire Quality Panel**

- 13.28 The scheme was reviewed by the Cambridgeshire Quality Panel at pre-application stage in August 2021. A copy of the report 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 January 2023, which is provided in Appendix 2.
- 13.29 The scheme evolved significantly and positively in response to the panel's feedback. The accesses have been refined to rationalise motor vehicle movements and provide more connected green streets for pedestrians

and cyclists. Open spaces have been refined to be more simple and effective with less ongoing maintenance. The energy strategy has been updated to provide more Future Homes dwellings addressing desire for future-proofing the scheme, particularly in terms of providing space within the scheme to air source heat pumps. 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.

### **Context of site, design, and external spaces – conclusion**

13.30 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 84 affordable dwellings which is 40% of the total housing provided. Taken together with the earlier approved phases, the overall development would 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.

<b>Parcel</b>	<b>Percentage of homes affordable %</b>
BDW1 (approved)	39.90
Local Centre (approved)	40.35
BDW5 and BDW6 (approved)	39.90
BDW2 (approved)	39.94
BDW4 (approved)	40.06
BDW3 (proposed)	40.00
<b>Overall</b>	<b>40.025</b>

### **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 63 homes for social rent and 21 homes for shared ownership. This equates to 75% for social rent and 25% for shared ownership. This meets the Indicative Housing Mix. Together with the earlier approved phases, (with rounding applied) this would mean the development would meet the Indicative Housing Mix. This is supported.

<b>Parcel</b>	<b>Percentage for social rent %</b>	<b>Percentage for shared ownership %</b>
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 (approved)	75.18	24.82
BDW3 (proposed)	75.00	25.00
<b>Overall</b>	<b>75.39</b>	<b>24.61</b>

### **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 BDW3 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 mix as well as the market homes. BDW3 is within low

and medium density character areas adjacent to existing neighbouring properties. It is therefore an appropriate parcel on which to provide relatively more houses - as opposed to flats - to meet demand for larger homes for affordable tenures. This is supported.

<b>Approved or proposed</b>	<b>Parcel</b>	<b>Tenure</b>	<b>1 bed flat</b>	<b>2 bed flat</b>	<b>2 bed house / maisonette</b>	<b>3 bed house / maisonette</b>	<b>4 bed house</b>
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
Approved	BDW4	Social rent	33	26	15	20	9
Approved	BDW4	Shared ownership	3	5	12	14	0
Proposed	BDW3	Social rent	16	14	14	12	7
Proposed	BDW3	Shared ownership	0	4	8	9	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 BDW3 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 BDW3	Social rent	18%	27%	15%	8%	7%
Approved plus proposed BDW3	Shared ownership	2%	10%	6%	8%	0%
<b>Overprovision (+) or under provision (-) compared to S106 Indicative Housing Mix</b>	<b>Social rent</b>	<b>+8%</b>	<b>+17%</b>	<b>0%</b>	<b>-22%</b>	<b>-3%</b>
<b>Overprovision (+) or under provision (-) compared to S106 Indicative Housing Mix</b>	<b>Shared ownership</b>	<b>+2%</b>	<b>+5%</b>	<b>-4%</b>	<b>-2%</b>	<b>0%</b>

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 12 bedspaces, however the Housing Strategy team 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 4 units to 22 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



submission confirms 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, 94 per cent of affordable homes meet M4(2) standard and the remaining 6 per cent meet M4(3)(2)(b) standard which would allow for immediate occupation by a wheelchair user which is strongly welcomed. All apartment blocks are served by lifts following feedback from the Disability Panel, making them M4(2) compliant. 17 per cent of market homes meet M4(2) standard. The proposal exceeds the requirements of the outline consent and for affordable homes greatly exceeds the outline. This 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 split. 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. As shown in the submitted accommodation schedule 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 of the proposed dwellings 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 central park and urban square park, would have additional roof terraces. Apartments, flats -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. The amenity space for the apartment blocks are also located facing on to the Park Frontage and also the Formal Square, pocket park or green corridor, providing an appealing outlook to their amenity spaces. 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 and some duplexes would have a small garden. The parcel is orientated diagonally, no gardens or amenity space faces due north, thereby providing morning sun and in the

warmer months providing morning and evening sun. The Applicant has submitted a shadow path study supporting this. 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 22 – 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 of overlooking, sense of enclosure, and daylight and sunlight. An audit of the separation distances between proposed units has been submitted by the Applicant showing how these considerations have been addressed. Back-to-back distances between 'traditional' dwellings with windows on the rear elevations facing each other are typically around 18 metres, and no less than 17 metres. This is acceptable.
- 15.8 Where distances are between 17 - 18 metres, this has been mitigated by offsetting windows, providing only secondary windows on those elevations and removing windows to habitable rooms on the first storey of one of the facing properties. Where 3 storey houses face 2.5 storey houses, windows have been removed from the second floor of the 2.5 storey houses and roof lights have been added to provide light. 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. This is acceptable.
- 15.9 There are some areas around the Orbital Cycle Route and Mews Street where the challenging layout has resulted in some constrained back to back distances. This has been resolved by removing windows or including windows on to non habitable rooms only to maintain privacy. 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. In these areas shorter gardens maintain generous overall amenity due to the width of the plots. This is acceptable.
- 15.10 Back to side distances are typically over 10 metres. Where they are below 10.5 metres where flats back on to apartments on the short ends of blocks, windows are off-set and the primary window of the habitable room is to the front with only a single narrow window to the rear. This is acceptable.
- 15.11 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 21 – Opaque and fixed windows for all bathroom and ensuites**). Secondly, conditions to remove permitted development rights for the insertion of first and second floor windows and roof alterations on certain plots (**condition 18 – Removal of permitted development rights (windows)** and **condition 19 – 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 20 – 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.

### **Impact on amenity from existing neighbouring properties**

- 15.12 The nearest Darwin Green approved dwellings adjacent to the parcel are the residential units on BDW2 to the south. The BDW2 dwellings closest to BDW3 are 2 storey houses with a side to side relationship with the gardens of BDW2 mews street properties, with a separation distance is approximately 14 metres and a 3 storey walk-up block diagonal to BDW3 plot 001 3 storey house, with a separation distance of at least 16 metres. These relationships are acceptable.
- 15.13 Residential units on BDW5/6 to the north of the site are separated by a green corridor and do not impact on BDW3.
- 15.14 Along the boundary with existing residents (primarily to the north east) back to back distances are at least 25 metres, with the average around 29 metres. Around the boundary with Windsor Road properties there are back to side distances of at least 10.5 metres, with the second storey windows facing the duplex properties typically from a bedroom window and would not result in a significant loss of privacy. This is acceptable.

### **Noise and Odour**

- 15.15 The Environmental Quality and Growth team has considered the impact of the proposed allotments on neighbouring residents, both within BDW3 and existing properties. The potential impacts include smoke from burning of waste or bonfires, noise from powered gardening equipment and the keeping of livestock, and odour from composting and waste storage. The allotment adjoins the back gardens of multiple properties in the scheme. The consultee seeks a condition prohibiting burning at the allotments, or alternatively a condition requiring an allotment management strategy to be submitted and approved by the LPA. Outline condition 22 requires an allotment strategy to be approved by the LPA. This strategy is to include management guidelines and is considered the most appropriate mechanism to address these activities. This condition is not recommended for discharge, as the details submitted are not supported by the adopting authority. An informative is recommended (**informative 3**) advising the Applicant to address burning of waste, bonfires, powered gardening

equipment, keeping of livestock and odour from composting and waste storage in the management guidelines section of the Allotment Strategy when re-submitting for approval of outline condition 22.

- 15.16 The Environmental Quality and Growth team has also considered the impact of noise from air source heat 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 a bespoke Air Source Heat Pump informative (**informative 5**) are recommended.

### **Residential amenity for future occupants – conclusion**

- 15.17 Overall, the proposals would provide an acceptable residential amenity for the future occupants including the internal and external space, the inter-relationships between units, the impact of neighbouring properties, and noise and odour impacts. For these reasons, and subject to the recommended conditions, 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 0.81 hectares of open space consisting of 0.67 hectares of allotment, 0.17 hectares of secondary squares, and 0.03 hectares of Local Areas of Play (LAPs).
- 16.2 The proposal achieves approximately 0.967 hectares of open space (excluding areas already approved under the infrastructure reserved matters consents and play spaces). This has been achieved through the introduction of the following parks:
- Formal Park
  - Windsor Road Park
  - Allotment Arrival Park
  - Allotments
  - Secondary Street Planting with play ('Play Along the Way')
  - Pocket Park
  - Northern Gateway Seating Area
  - Tertiary Street Shared Seating Area

- 16.3 Therefore, the scheme is compliant with the outline consent and is supported.

### **Children's Play Spaces**

- 16.4 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 BDW3 parcel to provide three local areas of play (LAPs) of 100 square metres each located at the Windsor Road boundary and on the northern access from the primary road, 1700 square metres of secondary squares on the park frontage side of the parcel entrances from primary road and allotments. The applicant has submitted a Public Open Space and Play Strategy within the landscape Design Statement which was updated and provided as a Landscape Design Approach in the amended submission.
- 16.5 The proposal provides five LAPs within the parcel which exceeds the requirements of the site-wide strategy. They are located in the urban square and Windsor Road Park in the south, as play along the way spaces on the secondary road and at the new Pocket Park in the green link from the primary road in the north of the parcel. 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.
- 16.6 The wider area includes a LAP within the green corridor to the north of the parcel, which was approved as part of the infrastructure reserved matters consent. The parcel is long and relatively narrow and adjacent to the central park that provides an extensive range of play for both children, teenagers and adults, including the Multi-Use Games Area (MUGA) and Neighbourhood Equipped Area of Plan (NEAP) and Trim Trail. As a result, there is good access to play space across the parcel and more widely.
- 16.7 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.
- 16.8 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.

- 16.9 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.

### **Allotments**

- 16.10 The Section 106 Agreement of the outline consent secured three allotment sites across Darwin Green 1, which should total 1.59 hectares of allotments provided across the development. The BDW3 proposal includes Allotments 2 (measuring 0.67 hectares) as part of this overall provision, with the remainder to come forward in parcels BDW5 and BDW6 (Allotment 3 at 0.5 hectares), and BDW2 (Allotment 1 at 0.42 hectares). The proposed BDW3 allotments would bring the total approved allotment provision to 1.59 hectares. Condition 22 on the outline consent approved an illustrative plan showing the location and extent of the allotment area and requires the submission of an Allotments Strategy with the reserved matters covering the allotment areas.
- 16.11 The applicant has submitted a Detailed Allotment Strategy and allotment building plan, with the allotment layout set out in the detailed landscape plan. The allotments are located on the middle of the south eastern boundary of BDW3, and back on to residents on Stratfield Close and Tavistock Road. The allotment plots would be arranged around a central communal area accessed from the main entrance off the secondary road, close to the vehicular access off the primary street. The allotment site features a communal shed with meeting room, kitchen facilities and toilets, a composting site, seating, communal orchard area and a range of raised and lower timber beds for inclusivity. There are 3 car parking spaces with one designed for disabled parking, and 34 cycle parking spaces including spaces for cycles with trailers. The layout provides room for vehicle turning and bulk deliveries. There is an allotment arrival park with seating and a nuttery that is open to the public, and also extends past the gates into the private allotment communal area. This is a welcomed addition that will facilitate community interaction with the allotments.
- 16.12 The overall concept and layout of the allotments as shown on the landscape plan is supported. Cambridge City Council would adopt the allotment site, and the Streets and Open Spaces Team have raised a number of detailed points about the layout of the communal building and management of the site. For this reason, approval of the allotment building plans and elevations and discharge of condition 22 is not recommended at this stage, and will be subject to a further submission. This is acceptable.

Officers note that, by force of Schedule 6 of the outline S106 Legal Agreement, the applicants are still required to approve the allotments specification with the local planning authority in the future.

### **Provision for Waste and Recycling**

- 16.13 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.
- 16.14 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.
- 16.15 The individual stores for homes would have capacity for up to three bins. The storage capacity for the apartment blocks and walk-up blocks has been calculated based on the most up to date guidance within the new informal guidance document. 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 and manoeuvre the required bins, without being excessively large. This is supported.
- 16.16 The maximum drag distance for collection crews as set out in the SPD and guidance for small bins is 25 metres and for larger bins within communal stores is 10 metres. The submitted Refuse Strategy plan shows most homes would be collected from the kerbside, apart from three locations where houses are located at the end of mews streets and some small bins serving the walk-up blocks. This is because these properties are not accessed from the adoptable highway. In those instances, the drag distance is below the 25 metres required by the SPD and is acceptable. This has been achieved through amendments submitted during the course of the application including the creation of collection points serving the southern mews street. This is supported.
- 16.17 The drag distance for larger bins within communal stores meets the required 10 metres, except for one block on the south west corner of the parcel (apartment block A) which has a drag distance of 10.4 metres. This



store fronts on to the Orbital Cycle Route and the slightly longer drag distance is a consequence of the place-making objective 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 has made to other parts of the scheme during the course of the application to achieve compliant drag distances. Those amendments included an additional gate on an apartment store in the north, allowing a much shorter drag distance to the secondary street, allowing direct access for crews from the highway. Overall, this approach is supported.

- 16.18 The maximum distance for residents to take waste to bins as set out in the SPD is 30 metres and to move bins from the storage point to the collection point is 25 metres. 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 for residents to take waste to bins. 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.
- 16.19 Most homes are served by a store in the rear garden with distances to the collection point which comply with the SPD, or are up to 35 metres from the store to the kerb for houses fronting the urban square and houses northern end of the Orbital Cycle Route. However, there are 7 properties to the southern end of the Orbital Cycle Route with distances up to 45 metres, two of which (plots 184 and 186) where the distance between storage and collection is up to 52 metres. This exceeds the maximum distances within the SPD and therefore the proposal is not compliant with the SPD. However, this is balanced against the wider place-making benefits achieved by the southern mews street and urban square at the southern end of the Orbital Cycle Route which remove motor vehicle access to this area, and is acceptable on balance in this instance.
- 16.20 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. The location of stores has been dictated to some extent by the need to achieve the 10 metre drag distance for crews. 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.
- 16.21 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 is one instance where the refuse vehicle would need to traverse and reverse into a non-adopted hammerhead. 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**).

16.22 In terms of the detail of bin stores, the applicant provided plans and elevations for the 1-2 bed houses 3-4 bedroom homes and triplex flats and apartment stores with the initial proposal, however due to the spilt approach to cycle storage which developed during the course of the application, the store plans and elevations will need to be updated. Therefore condition 62 is recommended to be part-discharged at this stage, and a further submission with this additional information will be required.

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

### **Public Art**

16.24 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. The allotment within BDW3 will deliver part of the allotment commission and there is also an expectation that elements of the site-wide gateways and mapping project will be delivered within the parcel.

16.25 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 and a Public Art Location Plan and Vision, with a more detailed Public Art Delivery Plan to be submitted to discharge condition 69. The Public Art Location Plan shows public art in the general area of the two side entrances to the allotments and in the communal area. It is understood the allotments installation involves gold bricks integrated into paving. The Public Art Delivery Plan also indicates the 'mapping and gateways' commissions are relevant to BDW3. This commission involves a series of single stem wheat sculptures known as 'crop trees' located across the Darwin Green 1 site for wayfinding.

16.26 The Public Art Statement shows an intention to link in with the approved site-wide strategy and delivery timeframes, however there is insufficient detail to address the requirements of the outline condition in this

application. The Council's Public Art Officer has not commented on the application. There is wider work being undertaken by the Public Art Officer on the delivery of public art throughout the Darwin Green 1 site. The public art commissions relevant to BDW3 are suitable to be integrated into the proposed layout. It is considered acceptable to not discharge the outline condition and allow for a more detailed plan to be submitted and assessed by the Public Art Officer. Outline condition 69 remains outstanding in relation to this parcel.

### **Community Infrastructure – conclusion**

16.27 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. 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 site has boundaries with existing residential properties as well as BDW2 which has yet to be built. These existing residential properties are: Hoadly Road to the south-west; Windsor Road, Stratfield Close, and Tavistock Road to the south-east. Cavesson Court to the north-east is in close proximity to the site, but is separated from the site boundary by the green corridor which forms part of the infrastructure reserved matters consent. The impact on these properties in terms of overlooking, overbearing, overshadowing and daylight/sunlight is considered in turn below. Construction impacts are mitigated through the outline conditions.

17.2 During the course of the application a site visit of the following properties was undertaken to assess the impact of the proposals on residential amenity:

- 100 Windsor Road
- 111 Windsor Road
- 12 Stratfield Close
- 6 Stratfield Close
- 4 Stratfield Close
- 81 Tavistock Road
- 77 Tavistock Road
- 73 Tavistock Road
- 53 Tavistock Road
- 45 Tavistock Road
- 35 Tavistock Road
- 31 Tavistock Road

- 9 Cavesson Court
- 15 Cavesson Court

### Hoadly Road

- 17.3 The property at number 1 (and a small part of the rear garden of number 3) Hoadly Road shares a rear boundary with proposed plot 210. These properties have long rear gardens with patio areas most frequently used for sitting out being closer to the rear of the dwelling. There are two mature trees within the rear garden of number 1. The approved BDW2 scheme will introduce 2 storey dwellings with rear gardens backing onto the side garden boundary of number along the length of the garden.
- 17.4 Amendments to plot 210 during the course of the application have reduced the impact of this dwelling on number 1. The proposed dwelling would be a 2 storey flat-over-garage orientated with the side elevation facing towards the rear garden of number 1. The dwelling has been pushed back from the rear garden of boundary of number 1 with a driveway adjacent to the boundary. The separation distance would be approximately 4.7 metres between the proposed side elevation and the rear garden boundary of number 1. A hedgerow would be planted along the boundary within the red line of the application site.
- 17.5 The proposal would have an acceptable impact on number 1 Hoadly Road in terms of overbearing and sense of enclosure due to the separation distance, scale and siting of the proposed dwelling. This includes the cumulative impact with the approved BDW2 built form. There would be no overlooking towards the rear gardens of numbers 1 and 2 Hoadly Road, and a condition is recommended to remove permitted development rights for windows to be inserted (**condition 18 - Removal of permitted development rights (windows)**). This is acceptable.

### Windsor Road

- 17.6 The proposal adjoins the long side boundary of two properties on Windsor Road, numbers 111 and 100. These are large 2 storey detached houses with long rear gardens, perpendicular to the red line boundary with one long side running along the boundary. The gardens include mature tree planting and hard landscaping. The scheme proposes the Orbital Cycle Route cycle and pedestrian access joining on to Windsor Road, with the Windsor Road Park to mark the transition of the existing and new neighbourhoods. There are a number of dwellings proposed to adjoin these existing properties. The impact on these properties is discussed in turn below.

### 111 Windsor Road

- 17.7 111 Windsor Road is a two storey detached property, with a rear extension. The windows facing the proposed scheme are to the dining and sitting room on the ground floor, and to three separate bedrooms on the

second storey. The front bedroom has a secondary window on the side elevation facing the proposed development, with a large primary window facing north. The middle bedroom has two windows on the side elevation both facing the proposed development. The back bedroom has one window on the side elevation facing the proposed development and another primary window facing south.

- 17.8 There are 4 proposed adjoining dwellings; plots 210, 181, 182 and 183/184, and further away plots 185/186 on the other side of Windsor Road Park.
- 17.9 The proposed plots 185/186 is a 2 storey duplex that has a balcony overlooking the park and further away towards the front garden and windows of 111 Windsor Road. The separation distance between this dwelling and the dwelling on plot 111 is approximately 20 metres and has only oblique views to the front garden and potentially side window of 111 Windsor Road. This is acceptable in terms of overlooking, particularly as the front of the existing property currently enjoys limited privacy.
- 17.10 Plot 183/184 is a 2 storey duplex, positioned to continue the building line of the existing properties on Windsor Road. There is a separation distance of approximately 11.6 metres between the elevation facing number 111 and the side elevation of number 111. This is acceptable in terms of overbearing and sense of enclosure on this property. The proposed duplex has no windows facing the side elevation of number 111 at first floor and a condition is recommended to remove permitted development rights for windows to be inserted (**condition 18 - windows**). However, there would be a balcony on the north east corner of the building that primarily faces the entrance park, but would afford some views towards the front and side of number 111. Nonetheless, this is acceptable in terms of privacy.
- 17.11 Plots 210, 181 and 182 are 2 storey dwellings orientated with rear elevations facing towards the side of the rear garden of with 111 Windsor Road. Amendments during the course of the application pushed these houses further away from the boundary to ensure a distance of approximately 14.4 metres for plot 182 which is closest to the rear of 111 and most sensitive to privacy impacts. Windows have been removed from the secondary storeys to avoid overlooking towards the rear garden of number 111. A condition is recommended to remove permitted development rights for windows to be inserted (**condition 18 - windows**) and a condition to remove permitted development rights for roof lights to be inserted (**condition 19 – alterations to roof**) which could create an overbearing impact. This is acceptable in terms of overlooking and loss of privacy. It is also noted there is a large tree on the boundary at 111 opposite 181 which provides additional privacy.
- 17.12 Different options for the placement of plots 210, 181 and 182 were explored to reduce the bulk and maximise gaps through the houses, which the applicant discussed with the occupants of number 111. Amendments

also lowered the roof profile with eaves of approximately 4.5 metres and a ridge height of approximately 6.5 metres and introduced terracotta tile to the first floor elevation to break up the blank elevation. Owing to these amendments, the proposal has an acceptable impact in terms of overbearing and sense of enclosure on number 111. Additional amendments also removed a bin store that had faced towards the patio of 111 Windsor Road to reduce noise, disturbance and odour impacts.

17.13 For these reasons, the impact of the proposals on the residential amenity of number 111 Windsor Road is acceptable.

### 100 Windsor Road

17.14 100 Windsor Road is a 2 storey link-detached house, with a single storey rear extension and single storey side garage extension adjoining the boundary with BDW3. There are two windows on the second floor of 100 Windsor Road facing the proposal, one to a stairs landing and another to the bathroom. The scheme proposes 4 plots adjoining number 100, and another plot beyond the Windsor Road Park.

17.15 Plots 185/186 on the other side of the Windsor Road Park are a 2 storey duplex that has a balcony overlooking the park and further away the front garden of 100 Windsor Road. The separation distance is approximately 20 metres to the main elevation of the house at 100 Windsor Road and has only oblique views to the front garden which is acceptable for the front of the existing property.

17.16 A two storey duplex (units 189 and 190) is proposed to align with the dwelling at number 100. The duplex is approximately 5.7 metres from the boundary, and 10.5 metres from the second storey side windows of number 100. These distances are greater than the typical distances between properties on Windsor Road and would not have an unacceptable overbearing impact on number 100. The duplex is approximately 10.5 metres from the second storey side windows of number 100. The duplex has no windows facing Windsor Road at first floor, they do have a balcony at the front of the unit, that primarily faces the Windsor Road Park, and only partially faces the front corner of number 100, which is a generally more exposed part of the house. This is acceptable in terms of privacy and a condition is recommended to remove permitted development rights for windows to be inserted (**condition 18 - windows**).

17.17 Bordering the rear garden of 100 Windsor Road closest to the house is a car parking area with an area of planting buffering the boundary, this is not considered to significantly impact on amenity in terms of noise and disturbance. Further along the rear garden, plots 191, 192 would back on to the boundary. Plots 191-192 have rear gardens of between 11.3 and 12.3 metres long to the boundary. 100 Windsor Road has mature planting along this boundary and it is noted that the house is angled slightly away from the boundary with BDW3. Due to the separation distances and these

houses being further down the garden there is considered to be no significant overbearing impact or loss of privacy.

- 17.18 For these reasons, the impact of the proposals on number 100 Windsor Road is acceptable.

#### Stratfield Close

- 17.19 There are two distinct types of properties on Stratfield Close that share a boundary with the proposal. To the south (numbers 6-12) is a row of attached 2 storey properties with small rear gardens of between 8-12 metres long (apart from number 12 at the end of the block that has a medium sized triangular garden), To the north (numbers 1-5) are link-attached 2 storey properties with small to medium sized rear gardens typically 15-17 metres long. The scheme proposes allotments to border these properties (with the exception of number 12 which is discussed separately below). There is plot 193 proposed diagonal to number 11, however only oblique views would be available and there are no overbearing or loss of privacy concerns. The allotments will not have any overlooking or overbearing impact. Potential impact on noise and air quality is discussed below.
- 17.20 Number 12 Stratfield Close would back on to proposed plots 192 and 193, a small section of the allotments and have an angled view of plot 191. Comments has been received that the proposal impacts privacy. Plots 191-193 are 2 storey detached houses. The relationship of the proposed houses would be back to back, with a minimum distance of 26 metres to the main rear elevation of number 12. As number 12 is on the end of the block it has an additional triangular section of garden in addition to the typical rectangular rear garden. There is an existing shed and vegetation on the northern side of the back garden at number 12. The main area used for sitting out is the southern section, which currently benefits from views into the fields on the Darwin Green site. Changes to the positions of the proposed BDW3 dwellings were made following comments received on the initial proposal to create a bigger gap between plots 192 and 193 to align with the outside sitting area of number 12. Along with the minimum 26 metre back to back distance there is not considered to be a significant overbearing impact or sense of enclosure. Plot 193 would be positioned behind the shed and vegetation of number 12, and plots 191-192 are angled away from number 12 creating an oblique view only. Together with the back to back distances it is not considered the proposal has significant impact on privacy. This is acceptable.

#### Tavistock Road

- 17.21 There are 3 types of properties bordering the site on Tavistock Road; to the south (numbers 55-81) are 2 storey semi-detached houses with medium sized rear gardens and a number of ground floor extensions. Further north (numbers 35-53) are 1 storey semi-detached bungalows with medium rear gardens with some sheds. On the northern most part of the

north east boundary (numbers 31 and 33) are two 2 storey link-attached houses with large rear gardens and mature trees along the boundary. The relationship of the proposed houses to the existing neighbours on Tavistock Road are back to back.

- 17.22 Numbers 73-81 Tavistock Road would border the proposed BDW3 allotments. Plot 194 would be diagonal to number 73, however only oblique views would be available and there are no overbearing or loss of privacy concerns. The allotments will not have any overlooking or overbearing impact. Potential impact on noise and air quality is discussed below.
- 17.23 To the rear of numbers 35 to 71 Tavistock Road the scheme proposes 2 storey detached or semi-detached houses with rear gardens of at least 11 metres deep. The back to back distances along this section are a minimum of 27 metres to the main elevations. This would have an acceptable impact in terms of overbearing and sense of enclosure.
- 17.24 There are a number of single storey outbuildings in the back gardens of the existing houses. Some of these buildings are close to the rear garden boundary and have windows on the rear elevation looking towards the Darwin Green site. A site visit to some of these properties was undertaken and most of the outbuildings were confirmed to be for storage and home offices rather than for habitable rooms. The proposed site layout has considered these outbuildings and sought to align these with gaps in the proposed building line to reduce the overbearing impact of the built form and sense of enclosure on any windows. Additionally the second floor windows that do align with these buildings have been removed from the proposed dwellings to avoid direct interlooking. Any oblique views would be partially screened by the proposed 1.8 metre high close board timber fencing boundary treatment. The boundary itself would reduce the outlook and light to these windows. Nonetheless, as a boundary fence could be erected under permitted development rights, this is considered to be an acceptable impact and reasonable situation. Additionally, some trees are proposed in the rear gardens in these areas to screen views. This relationship is acceptable.
- 17.25 Conditions are recommended to remove permitted development rights in the locations where windows have been removed from elevations and could have a different impact which would need to be assessed through a planning application (**condition 18 - windows**) and (**condition 19 - alterations to roof**).
- 17.26 Numbers 31 and 33 Tavistock Road have slightly larger gardens of approximately 18 metres long. The scheme proposes 2 detached houses in this area with back to back distances of at least 30 metres to the main elevations. There would be garages for these proposed dwellings close to the boundary with number 31, however there is mature planting on the boundary and this would not have an unacceptable overbearing impact. There is mature large trees and planting to the rear of these houses, and



together with the back to back distances there is considered to be no significant loss of privacy.

- 17.27 A condition is recommended to remove permitted development rights for the erection of rear extensions and roof extensions to plots 181-184 and plots 190-210 that would bring the development closer to the boundary and could have a different impact which would need to be assessed through a planning application (**condition 21 – Removal of Class A permitted development rights - extensions**).
- 17.28 For these reasons, the impact of the proposals on the residential amenity of properties on Tavistock Road is acceptable.

#### Cavesson Court

- 17.29 Existing properties on Cavesson Court are attached and semi-detached 2 storey dwellings with medium sized rear gardens that back on to the green link already approved through the infrastructure reserved matters. There is one proposed house on plot 209 which has a side elevation close to the BDW3 boundary. Third party objections have been received regarding this plot on the grounds that it is too close to the green link and existing trees, and that it may overlook Cavesson Court properties.
- 17.30 The dwelling on plot 209 is an Avondale 4 bedroom 2 storey detached house. The side to back distance to Cavesson Court properties is approximately 29 metres, and it is not considered to be overbearing. The second storey of the north east elevation that faces Cavesson Court residents contains one small bedroom window and one medium bedroom window. The green link running between the existing residents and the proposed plot 209 will be planted with shrubs, trees and grass as per the approved landscape plan from the infrastructure reserved matters. The Cavesson Court properties have mature planting to the rear of their gardens. Due to the separation distance and the green link it is considered there is no significant privacy impact on Cavesson Court properties.
- 17.31 Plot 209 is not visible from Tavistock Road, and there are no concerns with impact on the urban form of Tavistock Road. Objections raised regarding trees and drainage are assessed in the ecology and drainage sections of this report.
- 17.32 For these reasons, the impact of the proposals on the residential amenity of properties on Cavesson Court is acceptable.

#### Allotments

- 17.33 The scheme proposes allotments adjoining a number of existing residents on Strathfield Close and Tavistock Road. There is the potential for activities at the allotments to have a noise and air quality impact on

existing residents. This is assessed in the amenity of future residents section, and will be managed through the allotment management strategy.

### **Impact on residential amenity of neighbouring properties - conclusion**

17.34 The scheme has been designed to have a sensitive relationship with existing neighbouring properties through the layout, scale and design of the dwellings. There is generally a back-to-back relationship with gardens backing onto neighbouring properties in accordance with the Design Code. Where there are alternative relationships between the proposed dwellings and existing properties, careful consideration has been given to minimise the overbearing, enclosing and interlocking impacts of the proposals. The impact of the proposal and the concerns raised by third parties have been assessed thoroughly through site visits. For these reasons, and subject to the recommended conditions, the proposal would have an acceptable on residential amenity of neighbouring properties in accordance with CLP 2018 policies 55 and 56.

## **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 1,806 residential spaces have been approved through earlier reserved matters for BDW1, the Local Centre, BDW5/6, BDW2 and BDW4).

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 housing proposed would allow up to 381 parking spaces on this site. The proposal provides 318 residential car parking spaces. 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. Plans and elevations for the separate garages have not been provided in the submission and a condition (**condition 23 – Garage plans and elevations**) is recommended to ensure garage details are compatible with surrounding buildings. 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. Part L.7 of the CLP states visitor parking should be at a ratio of 1 space to 4 dwellings. The proposal includes 49 visitor parking spaces, which equates to approximately 1 space per 4 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 683 residential cycle parking spaces, 19 spaces for residential visitors and 34 spaces for the allotments. 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 number required. For houses with garages, and the FOGs the cycle parking within the garages has adequate space in accordance with the Council's adopted guidance. 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. 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. Cycle parking within the apartment blocks are shown on the proposed plans. Stores that are integrated into the front of houses and flats, are shown on many of the plans and elevations, however not on all house types. Where standalone stores are proposed in the rear gardens of houses the plans and elevations have not been updated since the spilt cycle parking solution was proposed and the rear garden stores proposed to be reduced. Elevations should be submitted to ensure a high quality design which is visually well integrated. 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. 19 visitor spaces have been provided as shown on the proposed cycle parking strategy 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. 34 Sheffield stands are also proposed for the allotments, 4 of which are suitable for cargo bikes.
- 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 BDW3.

## **Cycling and Pedestrian Infrastructure**

- 18.12 The Orbital Cycle Route runs through the southern part of the site, connecting the route to Windsor Road. The Applicant has confirmed the cycle route has been designed to accord with national guidance document LTN 1/20; being a total width of 4.8 metres (3 metres for cyclists and 1.8 metres for pedestrians). The Orbital Cycle Route provides 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, and a separate walking route alongside. 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.
- 18.13 The Design Code allows for vehicle access across the Orbital Cycle Route, however the proposal removes permanent vehicle access, allowing for maintenance and emergency use only. This improvement is supported.
- 18.14 The cycle route moves through Windsor Road Park before entering Windsor Road. The layout of the Windsor Road Park and the cycle and pedestrian route has evolved through discussions with the Highway Authority and landscape consultee to rationalise the connection between the cycling route and pedestrian footway within BDW3 with the existing layout of Windsor Road. This is supported.
- 18.15 The scheme provides good cycle links onto the Orbital Cycle Route via the secondary street running lengthwise through the site, and from two connections with BDW2 in the south. The design of the Central Park also provide a connection into the Orbital Cycle Route along a desire line for cyclists coming from the northern part of the Central Park.
- 18.16 There are a number of pedestrian routes into the parcel; two connections to the green corridor and BDW5/6 beyond to the north, two entrances from the Central Park frontage and primary road and two accesses into BDW2 in the south. This is supported.
- 18.17 Officers are satisfied that the principles of the Design Code have been evolved to ensure that appropriate provision for cyclists and pedestrians has been made, and that similar aspirations for the site are shared with LTN 1/20 namely that cycle networks and routes should be coherent, direct, safe, comfortable and attractive. This is supported.

### **Highway Safety**

- 18.18 The Primary Street South through Darwin Green 1 runs along the north western boundary of the site along the park frontage. 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. This is acceptable.

- 18.19 Within the parcel, the Primary Street feeds into a network of Secondary Streets, Tertiary Streets and a Mews Street. 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 Central Park frontage. Access to BDW2 in the south remains, providing vehicle access to the southern part of the parcel. Formalising priority to the Orbital Cycle Route in the south corner of the site has prevented motor vehicle access between the north and south of the site which prevents 'rat-running'. This is supported.
- 18.20 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. Access over the Orbital Cycle Route for emergency vehicles is proposed with dropped bollards included to prevent other vehicles from using the crossing. This has been objected to by third parties on the grounds that it reduces the cycle priority of this route, and the potential for bollards to fail to operate properly by residents and in particular concerns raised by the Committee of Windsor Road Residents' Association. The transport statement advises this crossing is provided to ensure a fire truck can enter and exit the site and access all houses without reversing. The need for this emergency crossing is justified and acceptable. A condition to secure bollard design and operation is recommended (**condition 26 – bollard design and management**).
- 18.21 An indicative 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 Primary, Secondary and Tertiary Streets. The Highway Authority will not adopt the ends of two tertiary streets on either side of the allotments, the portions of road either side of the orbital cycle route or the Mews Street in the south east 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.
- 18.22 The Refuse Strategy plan shows the refuse vehicle would mainly traverse on adopted roads, however would need to reverse onto one hammerhead of non-adopted highway. Therefore, a condition is recommended for the unadopted streets to be constructed to an adoptable standard to minimise damage caused by refuse vehicles (**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, reduction in vehicle accesses to the site, priority 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. 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 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 in each driveway and shared access areas, rain gardens, and an urban water rill and surface channel. The open surface water drainage features have been purposely incorporated throughout the site to enrich amenity of open spaces and increase biodiversity.
- 19.4 The drainage calculations demonstrate that the network has minimal flooding in a 1 in 100-year storm events, including a 40% allowance for

climate change, with any flooding that would occur being contained within the road and below finished floor levels. The updated drainage calculations are supported by the Lead Local Flood Authority, and this advice is supported.

- 19.5 Anglian water has submitted a comment seeking further information about where the site drains to. The Applicant's drainage consultant has advised the site drains into the site-wide strategic drainage network which drains into attenuation ponds in the north-western corner of the Darwin Green One site. The Lead Local Flood Authority has confirmed the scheme will discharge into the wider approved surface water drainage system within the agreed outline permission rates. 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 For these reasons, the surface water drainage scheme is supported and condition 35 is recommended to be discharged. A condition is recommended to secure drainage construction details (**condition 16 – Detailed drainage construction details**).
- 19.8 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 and walk-up 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.
- 19.9 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 8**).

### **Sustainable Construction and Design**

- 19.10 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 homes will be fitted with photovoltaic (PV) panels and built to Part L 2021 standards or Future Homes Standards.



Apartments will be dual aspect to enable cross ventilation. The layout provides a network of green spaces and additional greening to reduce heat within the urban areas and reduce the carbon impact of site materials. This is supported.

- 19.11 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.
- 19.12 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.
- 19.13 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. The application does not propose any houses to be under the 2013 Part L standards which cease to apply to any houses commenced after 15 June 2023, when the 2021 Regulations come into full effect.
- 19.14 The updated Design and Access Statement confirms 180 homes will be built to the Future Homes Standard with Air Source Heat Pumps (ASHP) and PV panels, the remaining 30 homes will be built to Part L 2021 with PV panels and futureproofing measures to enable the installation of ASHP at a future date. This approach 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 is highly welcomed by Officers and supported by the Sustainability Officer as an improvement on the requirements of the outline consent. 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 12 – Futureproofing for low temperature heating**). This is acceptable.

- 19.15 Information on renewable energy provision and overall carbon reduction has been included within the Energy and Sustainability Statement. The report sets out that all residential units are to be fitted with photovoltaic panels and built to either Part L 2021 or the forthcoming Future Homes Standard. 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.
- 19.16 In terms of condition 29, as the levels of carbon reduction exceed the requirements a condition is recommended to secure assessment of those units against the submitted BDW3 Energy and Sustainability Report (**condition 11 – Carbon Reduction Strategy**). This approach is consistent with the approach taken for the BDW5/6, BDW2 and BDW4 parcels. This is acceptable.
- 19.17 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. Electric vehicle charge points are also proposed as discussed in the Air Quality section below and secured by **condition 10 – Electric Vehicle Infrastructure**. This is supported.

### **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, in response to the Environmental Health consultee's comments the applicant has committed to provide EV charge charging points. The detail of EV charging has not been provided, however the same provision provided under BDW4 is reasonable to secure on this parcel. The provision would be EV charging 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 10 –**

**Electric Vehicle Infrastructure.** This exceeds the requirements of the outline consent.

- 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 for 30 homes and air source heat pumps in 180 homes on the parcel. This is in accordance with current policy in CLP 2018 and is supported by the Environmental Quality and Growth team. This 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 the 30 dwellings to be fitted with boilers 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 12 – Futureproofing for low temperature heating**. This exceeds the requirements of the outline consent and is strongly welcomed.
- 19.22 Burning of waste at the allotments is discussed under the residential amenity section, and an informative is recommended to require burning at allotments to be controlled in the Allotment Strategy to be submitted to discharge outline condition 20 to mitigate the impacts of burning on air quality (**informative 3 - Allotment management**).
- 19.23 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**

- 19.24 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**

- 19.25 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.
- 19.26 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**

- 19.27 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 has submitted an ECMPS. The ECMPS is based on a walkover survey undertaken in December 2021 to verify and update the ecological baseline and identify the need for addition measure, mitigation and/or further survey work required. The BDW3 site adjoins existing residential development along its south eastern boundary, with the remainder of the site adjoining former agricultural farmland.
- 20.3 The key protected animal species issues within BDW3 relate to the possible presence of badgers and hedge nesting birds. Surveys found no evidence of badger setts within the site itself, however mammal paths along the southern boundary were noted.
- 20.4 Mitigation measures and safeguards recommended in the applicant's submission include all site clearance to take place outside of the bird nesting period and the appointment of an Ecological Clerk of Works to

oversee construction and an initial briefing for site staff and over-seeing 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 this is acceptable.

- 20.5 In terms of biodiversity enhancements, the proposals include the installation of 20 swift bricks and 5 enclosed bat boxes built into external walls of new residential buildings on the parcel. This would contribute to the site-wide number of boxes required under the approved outline ECMP. 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. A logger and 5 woodcrete bird next boxes are proposed for the allotments site. The Ecology Officer supports the biodiversity enhancements in accordance with the outline requirements and this is acceptable.
- 20.6 The proposals are acceptable in accordance with the outline consent and accordingly condition 40 is recommended for approval.

## **21.0 Other Issues**

### **Trees and Hedges**

- 21.1 Outline 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 applicant has submitted an Arboricultural Method Statement (AMS), Arboricultural Layouts and Tree Protection and Retention Plans covering the BDW4 and BDW3 parcels. Within BDW3 there are a collection of trees in the north east, scattered trees and hedges along the eastern boundary, and in the south east a hedge and one tree close to the boundary. The plan shows removal of two trees as discussed below. For the remaining trees root protection and tree protection areas are proposed, these are compatible with the proposed scheme. 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.
- 21.2 Of the trees to be removed, one is located in BDW2 site (a horse chestnut) which has a canopy partially within BDW3. It is classed in the arboricultural method statement as category U which has been evaluated as in poor condition with tipping and extensive bark damage. The loss of this tree is acceptable. The second tree proposed for removal is on the north east corner of the site (a sycamore), and would be removed to enable a dwelling on plot 209. The Tree Officer has commented that this tree should be categorised as B with moderate quality, not C as the arboricultural report concludes, as the tree is considered to have amenity value. Despite this, the Darwin Green development would deliver

extensive planting of trees, and open space and amenity value that outweighs the loss of this single tree. In particular, the green corridor adjoining the north of BDW3 approved under the infrastructure reserved matters retains a landscape buffer in this area, to be enhanced with added trees and hedging. It is considered that the amenity benefits of Darwin Green development outweigh the loss of this tree. For these reasons, the proposed removal of two trees would be in accordance with Local Plan policy 71. This is acceptable.

- 21.3 The Arboricultural Layouts and Tree Protection and Retention Plans submission initially had indicated removal of the existing hedging to the south of the parcel, bordering BDW2. However, during discussions with the Applicant it was confirmed this was not correct and an updated set of plans was submitted showing this hedge as being retained and protected during construction with fencing This is acceptable.
- 21.4 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**

- 21.5 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**

- 21.6 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**

- 21.7 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 approved and the condition discharged in full. This is acceptable.

## Airport Safeguarding

- 21.8 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 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third Party Comment	Officer Response
<b>Comments on amended scheme</b>	
Plot 209 is proposed too close to the historic field drainage ditch and effectively narrows the green corridor to the north. It will require removal of existing vegetation. Plot 209 should be moved to the south.	The shape and boundary of the green corridor and parcel 3 in this location are consistent with the outline masterplan.
Welcome the changes to units adjacent Windsor Road to remove windows and ensure back to back distances to address overlooking concerns.	N/A
The proposal should provide longer back gardens to the plots adjoining the bungalows on Tavistock Road. The dwellings should move northwest to improve the relationship to existing neighbours.	The relationship with existing properties has been assessed in the amenity of existing residents section, and back to back distances are not considered to substantially impact these properties.
The boundary fence is currently the responsibility of Darwin Green and is barbed wire and chicken wire and should be removed/replaced. Request plans for fencing along the boundary.	The proposed boundary treatment is 1.8 metre high timber fencing.
Construction noise is an ongoing issue.	Construction impacts from other parcels are outside the scope of this

	application. Construction impacts from BDW3 will be assessed in the submission on outline condition 52 Construction Method Statement required to be provided for each parcel prior to commencement of development.
The development should take account of up-to-date data for example the reduced pedestrian capacity of Histon Road since recent highways works. Access to Histon Road at the north of the site and Windsor Road in the south must be provided.	Access and transport are consistent with the outline permission, and are not required to use updated information. Access to Histon Road is outside the site boundary of BDW3 and beyond the scope of this application.
WIRE comments	
There are two points where vehicles may cross the pedestrian and cycle route, request this route be traffic free. If proposed emergency access is justified request detailed design of barriers is considered by committee. Bollards can be removed or can fail.	This is assessed under the highways section of this report.
Request plans and dimensions of the pedestrian/cycle route through Windsor Road Park. How will the design slow cyclists down to ensure safe transition between Windsor Road and BDW3. The arrangements of the park with numerous routes is complex and potentially confusing.	Plans and dimensions have been provided. Squares marked by contrasting paving are placed at locations where pedestrian footways and the Orbital Cycle Path intersect, drawing users attention to the crossing. Cycle paths are in a red material, consistent with cycle paths throughout the city.
Welcome amendments to dwellings adjacent to 100 and 111 Windsor Road. Request conditions to prevent new proposals reintroducing overlooking.	Removal of permitted development rights is discussed in the amenity of existing residents section.
Request LAP is separated from pedestrian and cycle route, and fenced off to secure safety of children from cyclists and dogs.	A LAP is a small play area that is often designed along the edges of pedestrian routes. Details of the LAP are to be submitted through a discharge of outline condition 10.
Rain gardens along pedestrian and cycle route are removed, what are the alternative drainage arrangements?	Drainage is set out in the drainage plan.



Concerned that built form along orbital cycle route is too wide to prevent future motor vehicle access. Request distance between duplexes is no greater than 4.8m and a condition requiring retention of porches.	The distance between the private front boundaries of the properties is 4.8 metres. Further narrowing between elevations of buildings is not supported as it would not allow for active frontages to these properties. This is acceptable.
Object to naming of pedestrian and cycle route as 'Orbital Cycle Route' as it downgrades pedestrian access and is geometrically inaccurate. Suggest 'Radial Pedestrian/Cycleway'.	This is not a planning matter.
Object to pedestrian routes through to mews streets either side of Windsor Road park as there is no natural surveillance and could attract dumping and graffiti.	These pedestrian routes are overlooked by the dwellings and allow greater permeability through these areas.
Request details of how the design ensures safety at points along the Orbital Cycle Route where pedestrians and cyclists meet.	Squares marked by contrasting paving are placed at locations where pedestrian footways and the Orbital Cycle Path intersect, drawing users attention to the crossing. Cycle paths are in a red material, consistent with cycle paths throughout the city.
Request confirmation of delivery of temporary pedestrian/cycleway, and whether there will be separation between pedestrians and cyclists.	The temporary link was secured through the infrastructure reserved matters, and is outside the scope of this application.
Request a condition is added for removal of permitted development rights in line with those approved on the BDW2 site.	Removal of permitted development rights are discussed in the amenity of existing residents section.
<b>Comments on original scheme</b>	
Character, appearance and scale	
The Windsor Road Park is too large and has too many facilities for the quiet residential area at the end of Windsor Road. The sandpits should be removed, lighting installed and planting that will not block surveillance of the area or overhand the space.	The park has been redesigned since these comments were received.
The Windsor Road Park design principle to provide natural	N/A

surveillance by neighbouring properties is supported.	
The width between houses either side of the pedestrian/cycle way at the pocket park could allow future development as a vehicular access. Request an updated sectional plan showing the Anglian Water easement, dwelling, porches and garden at either wide and the pedestrian/cycle way.	The distance between the private front boundaries of the properties is 4.8 metres. Further narrowing between elevations of buildings is not supported as it would not allow for active frontages to these properties. This is acceptable.
The proposed house types and distance from the proposed dwellings to the boundary are not consistent with the bungalow properties of Tavistock Road.	An assessment of amenity is discussed in amenity of existing residents section.
Seek further detail of the proposed fence/border separating existing neighbours and the new development. The old barbed wire fence should be removed prior to new fence construction.	The proposed boundary treatment is 1.8 metre high timber fencing.
Chimneys should be removed if they do not serve a functional purpose as they will require maintenance and are not in line with air quality aspirations.	The house types with chimneys reflect the design of existing houses in the area.
Suggest offer to existing residents to buy land on the boundary could benefit them and create a more integrated parcel edge. Proposed urban park is supported as communal space.	This is not a planning consideration.
<b>Residential amenity impact</b>	
The proportion of social rented housing surrounding the Windsor Road park and adjacent to the existing neighbourhood boundary is 50% and should be reduced to provide balance.	Affordable housing clusters across the site meet policy requirements. The impact of the proposed houses in this area on existing residents has been assessed, and with these houses fully occupied the impact is not considered unacceptable.
The proposed house on plot 209 has been squeezed onto the site, and has overlooking windows. Previous schemes indicated all land behind	An assessment of amenity is set out in the amenity of existing resident's section.

Cavesson Court was to be green corridor.	
The proposed affordable social rent property north of 111 Windsor Road has a first floor window looking directly to 111 Windsor Road. This could be exchanged with the property of the north corner of the development which has a lower roof line.	The duplex adjacent to 111 Windsor Road has no first floor windows, it does have a balcony. An assessment of amenity is set out in the amenity of existing resident's section.
The proposed secure communal bin store faces the patio of 111 Windsor Road. Details regarding collections, management and vermin control are requested.	The amended scheme removed this communal bin store.
The proposed dwelling at plot 193 backs on to 12 Stratfield Close impacting privacy. It was understood from previous consultation that there would be no houses to the rear boundary of Stratfield Close. Seek reduced width plots for 192 and 193 with 3 bedroom dwellings.	Impact on residential amenity is assessed under impact on existing residents. The outline masterplan is indicative and the detailed reserved matters application is not required to retain it.
The plots 189 and 190 are close to 100 Windsor Road and there may still be windows and a balcony overlooking 100 Windsor Road. There is a discrepancy between the design and access statement and the house plans which must be addressed.	Plans and elevations confirm no windows on elevations facing this property.
Is the visitor parking sufficiently close for delivery vehicles to service all properties?	Visitor parking is assessed under Access and Transport and the provision and distribution of parking spaces is considered acceptable.
Suggest relocating windows on plot 194 from rear to side to reduce overlooking on Tavistock Road and increase security of the allotments.	Overlooking is assessed under impact on existing residents.
<b>Construction impacts</b>	
Construction management should be clear and a total length of time given for which disruption is permitted. Consideration to working or studying from home should be taken.	Construction impacts will be assessed in the submission on outline condition 52 Construction Method Statement required to be provided for each parcel prior to commencement of development.

<p>The noise assessment should consider the levels and mitigation of noise impacts during the construction period.</p>	<p>Construction impacts, including noise will be assessed in the submission on outline condition 52 Construction Method Statement required to be provided for each parcel prior to commencement of development.</p>
<p>Highways</p>	
<p>Support the pedestrian/cycleway from the formal square to Windsor Road design emphasising it is for pedestrians and cyclists only, however a physical barrier to motorised traffic such as a bollard or planter should be provided at either end of the route. Features to discourage motorcycles and motor-scooters must be made.</p>	<p>Access has been assessed under the highways section. The Orbital Cycle Way has been designed to LTN 1/20 standards.</p>
<p>There should be no emergency cross-point for motorised traffic from Windsor Road.</p>	<p>Access has been assessed under the highways section.</p>
<p>The cycle corridor behind Cavesson Court linking with Histon Road should be included in this scheme with the housing it will serve. The link should be constructed at the same time as the housing on parcels 3, 5 &amp; 6. The link is currently a haven for wildlife, and requires assessment.</p>	<p>This link is outside the site boundary of BDW3 and beyond the scope of this application.</p>
<p>Bus stops and statement about expected frequency of buses and their routes is sought.</p>	<p>This is outside the scope of this application and these details would be brought forward by the Highways Authority at the later stage.</p>
<p>Two access roads is low for a development of this size.</p>	<p>Vehicle accesses have been assessed under highways and layout sections and are supported by the Local Highway Authority.</p>
<p>Access for pedestrians and cyclists and potentially vehicles from the old squash courts requires changes to the junction with Histon Road to address safety risks.</p>	<p>This is outside the scope of this application.</p>
<p>Seek bus gate on Galton Road to be openable to manage high traffic.</p>	<p>This is outside the scope of this application.</p>

Interaction between existing residents and the parcel, and access to new facilities, is limited due to the small number of access points.	Accesses comply with the outline access parameter plan. The site layout has responded to the opportunities for access that the existing residential layout has allowed, with access into Windsor Road.
Seek lighting on the orbital cycleway.	Outline condition 66 requiring lighting is not recommended for discharge and will be subject to a resubmission.
The 'Orbital cycleway' should be renamed; it is not orbital and is a pedestrian and cycle way. Suggest 'The Sandpath' or 'Sandpath Way' (which refer to Darwin's favourite path for regular daily exercise) or Emma Darwin Way.	This is not a matter within the scope of this planning application.
Require clarification of when the temporary pedestrian cycle way between completed parts of Darwin Green and Windsor Road will be built and for the position of the permanent and temporary pedestrian cycle ways to be set out clearly in the proposed layout parameters overlay – access plan.	The temporary pedestrian and cycle way was secured through the infrastructure reserved matters, and is outside the scope of this application. The permanent cycle way is set out on the Proposed Layout Parameters Access Overlay DR_0142 Rev A
Object to Windsor Road designated as 'high quality cycle route'.	The designation of routes outside the red line is outside the scope of the application. The principle of a cycle connection to Windsor Road has been established through the outline consent.
Impact on trees and hedges	
The existing tree canopy screening of plot 209 will need to be felled or significantly reduced to provide for this property. This is in violation of the local plan tree policy 71.	The removal of the sycamore is assessed under tree section of this report.
Drainage and flooding	
The dwelling on plot 209 and brick wall are parallel to and inches from a historic field drainage ditch which could cause a subsidence risk.	The drainage scheme has been accepted by the Lead Local Flood Authority.

## **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 and consultees, 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 scheme would provide a high-quality environment for future occupants. The site layout has rationalised vehicle accesses to prevent through-roads and reduce traffic and create safer streets, including through the design of streets and surrounding landscaping. The Orbital Cycle Route layout has reduced conflict with motor vehicles and allows space for an adjoining pedestrian route, further prioritising pedestrian and cycling. Additional open spaces have been provided in locations that allow greater permeability through to surrounding areas and exceed the outline requirements. Sustainable transport has been further supported by provision of high quality cycle parking which is at least as convenient as car parking. Streets have been improved by adding play along the way spaces, additional planting and greater open space provision than the outline masterplan.
- 23.3 The proposal would deliver 210 homes including 86 affordable homes, along with open space including allotments and part of the Orbital Cycle Route. In addition, the scheme would achieve benefits over and above the requirements of the outline consent, which should be given weight in the planning balance. This includes a commitment to provide at least 180 homes to Future Homes Standards, with heat pumps and PV panels. The remaining 30 dwellings would also receive PV panels and be future-proofed for electric heating. EV charging points will be secured via condition. The dwellings meet or exceed the Nationally Described Space Standards, have private amenity space, and are dual aspect. A higher proportion of homes would be accessible homes than the outline requires. These benefits are strongly welcomed.
- 23.4 In the planning balance, these benefits of the scheme outweigh the issues discussed in this report of instances of non-compliance with the RECAP SPD on waste collection and the removal of two trees on the boundary of the site.

23.5 Third party comments have been addressed throughout this report. The Applicant has provided a response to the comments on the original submission. The amended proposal made improvements to the impact of existing residents and illustrated acceptable impacts. Concerns regarding the functionality and safety of the Orbital Cycle Route and Windsor Road Park have been addressed through amendments. This area satisfactorily balances the completing needs in this area to the satisfaction of the landscape and Local Highway Authority.

23.6 For these reasons, 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 21/05434/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 BDW3 parcel reserved matters **according to the recommendations for each condition set out in the table below:**

Conditions submitted	Recommend	Details approved	Details remaining
Condition 8 Design Code Compliance	Approve	Design and Access Statement Appendix 1	N/A
Condition 10 Youth Facility and Children's Play Provision	Not approve	Proposed Play Strategy - DG1 Site Wide Play Strategy BDW3	Locations of play provision approved on landscape plans. All condition details remain outstanding.

Condition 14 Soft and Hard Landscaping	Approve	Plans, sections, specifications, management and maintenance plan	N/A
Condition 17 Tree and Hedges Protection	Approve	Arborcultural Layout and Tree Plan submitted 17 March 2023	N/A
Condition 18 Tree Protection	Approve	Arborcultural Method Statement Dec 2021	N/A
Condition 22 Allotment Strategy	Not approve	N/A	All condition details remain outstanding
Condition 25 Affordable Housing	Approve	Proposed Tenure Plan DR_0130 Rev A Tenure Schedule Issue B	N/A
Condition 26 Accessible Dwellings	Approve	Plans	N/A
Condition 28 Renewable Energy	Approve	Energy & Sustainability Statement (Vs3) produced by Environmental Economics and dated 18 <sup>th</sup> October 2021	N/A
Condition 35 Detailed Surface Water Strategy	Approve	Drainage Technical Note 1010.5003/DTN/2 SuDS Management and Maintenance Plan 1010.5003MMS1	N/A
Condition 40 Ecological Conservation Management Plan Statement	Approve	Ecological Conservation Management Plan Statement prepared by Applied Ecology Ltd December 2021	N/A
Condition 49 Secure Parking of Bicycles	Part approve	Proposed Cycle Parking Plans DR_0126 Rev A and DR_0127 Rev A Car and Cycle Parking Numbers received 13 January 2023 Store for apartments shown on Plans and Elevations	Quantum and type approved. Front store plans and elevations required for all house types. Stores in rear gardens plans and elevations required.



Condition 58 Noise Assessment for Future Residents	Approve	Noise assessment prepared by Ardent Consulting Engineers (ACE) dated December 2021 (ref: 2108820-01)	N/A
Condition 62 Domestic and Trade Waste	Part approve	Refuse strategy north DR_0124 Rev B Refuse strategy South DR_0125 Rev B Refuse capacity spreadsheet dated 13 January 2023 Plans and elevations for apartment block storage facilities.	Plans and elevations for on-site storage facilities for waste for all dwellings other than apartment blocks.
Condition 66 Lighting	Not approve	N/A	All condition details remain outstanding
Condition 69 Public Art	Not approve	N/A	All condition details remain outstanding

## **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 Proposed Parking Restrictions 1010.0003.009 Rev A 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. 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.

## **11. Carbon Reduction Strategy**

The carbon reduction strategy shall be carried out in accordance with the approved Energy and Sustainability Report (Environmental Economics 18.10.2021 Version 3) 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 dwellings shall be constructed to the Part L Building Regulations 2013 standard; and
- ii. No more than 30 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 180 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).

## **12. 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**

### **13. 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).

### **14. 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 45 degree turned brick, rusticated alternative brick panels, soldier coursing), 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).

## **15. Substation buildings**

Prior to commencement of development of the substation buildings as shown on Substation Location Plan SK\_230316, 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**

### **16. 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).

### **17. 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**

### **18. 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 above ground floor level in the following elevations: the rear elevation of the dwelling houses(s) on plots 175, 179, 180, 181, 182, 184, 190, 195, 196, 200, 201, 204 and 210; and on the side elevations of plots 012, 013, 036, 037, 176, 179 and 210, 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).

### **19. 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) on plots 175, 179, 180, 181, 182, 184, 190, 195, 196, 200, 201, 204 and 210, 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 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).

## **21. 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).

## **22. 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).

## **23. Garages**

Prior to commencement of development, detailed plans and elevations of the detached garages 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).

## **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).

## **26. Bollard design and management**

Prior to first occupation on the development hereby permitted, details of the bollards to be positioned to restrict vehicle access on to the Orbital Cycle Way, and the management of those bollards, shall be submitted and approved by the local planning authority. The bollards shall be retained and managed in accordance with the approved details thereafter, or in accordance with alternative details that have been submitted to and approved in writing by the local planning authority.

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

## **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:

- 7 – Design Code Compliance
- 14 – Soft and Hard Landscaping
- 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. Allotment management**

Outline condition 22 requires an allotment strategy to be approved by the LPA. The submission of the Allotment Strategy should cover the following matters of allotment management to ensure the allotment does not cause a nuisance to neighbouring properties:

- ☐ burning of waste, bonfires
- ☐ powered gardening equipment
- ☐ keeping of livestock
- ☐ odour from composting and waste storage

### **4. 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.

## **5. Air Source Heat Pumps informative**

The granting of permission for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level.

In addition, equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactorily to ensure efficient / effective operation and any defects remedied to ensure that the noise levels are maintained as installed and do not increase over time.

In order to be able to consider any application with ASHP/s efficiently and avoid delays whilst further information is requested, the following details should be supplied with any such application;

- All noise predictions should be undertaken using proprietary sound modelling software supplemented by measurements as necessary – individual and cumulative impacts at 1 metre from any window, door opening or any other opening of any habitable room in the façade of any residential property including the nearfield 1m reflective effect of that façade;

- Manufacturers' specifications of any proposed ASHP unit and in particular noise data e.g. Sound power level determined in accordance with BS EN 12102 Part 1 or 2 as appropriate or any equivalent. The test standard / procedure used and under what test operating conditions / cycle / mode. If possible one third octave band frequency sound data should be provided;
- Distance to the closest noise sensitive habitable room of any residential property;

Details of any proposed noise mitigation / attenuation measures to mitigate and reduce to a minimum the noise impact of any air source heat pump e.g., acoustic enclosure design and sound reduction performance.

## **6. Letterboxes**

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

## **7. 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).

## **8. 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.

### **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