



## 22/05018/REM – Land North of Cherry Hinton, Coldhams Lane, Cambridge

Planning Committee Date: 05 April 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Cherry Hinton

Proposal: Reserved matters application for appearance, landscape, layout and scale for 351 residential units and associated car parking, cycle parking and landscaping, along with partial discharge of conditions 10, 11, 12, 13, 14, 17, 18, 19, 24, 26, 29, 30, 36, 37, 38, 40, 44, 45, 55, 59, 61, 64 pursuant to outline planning permission 18/0481/OUT as varied by reference: 22/01967/S73

Applicant: Bellway Latimer LLP

Presenting officer: Rebecca Ward, Principal Planner

Reason presented to committee: Application raises special planning policy or other considerations

Member site visit date: n/a

### Key Issues:

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

Recommendation: **Approve** this reserved matters application 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 consents in relation to the reserved matters only:

- 10 (Design Code Statement)
- 11 (Housing Mix)
- 12 (Internal Residential Space Standards)
- 13 (Accessible and Adaptable Dwellings)
- 14 (Wheelchair User Dwellings)
- 17 (Sustainability Statement)
- 18 (Sustainability - Water Efficiency)
- 19 (Sustainability - Energy Statement)
- 24 (Drainage: Surface Water Strategy)
- 26 (Drainage: Foul Water Drainage Details)
- 29 (Biodiversity: Biodiversity Survey and Assessment)
- 30 (Wildlife Hazard Management Plan)
- 36 (Open Space Details)
- 37 (Hard and Soft Landscape Details)
- 38 (Tree Survey and Arboriculture Implications Assessment)
- 40 (Installation of Services: Details of Excavation Trenches)
- 44 (Highways - Cycle Parking)
- 45 (Highways - Car Parking)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 64 (Waste - Waste Storage Details)

## **22/05037/REM – Land North Of Cherry Hinton, Coldhams Lane, Cambridge**

Planning Committee Date: 05 April 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Parish: Teversham Parish

Proposal: Reserved matters application for appearance, landscape, layout and scale for 351 residential units and associated car parking, cycle parking and landscaping, along with partial discharge of conditions 10, 11, 12, 13, 14, 17, 18, 19, 24, 26, 29, 30, 36, 37, 38, 40, 44, 45, 55, 59, 61, 64 pursuant to outline planning permission S/1231/18/OL as varied by reference 22/01966/S73

Applicant: Bellway Latimer LLP

Presenting officer: Rebecca Ward, Principal Planner

Reason presented to committee: Application raises special planning policy or other considerations

Member site visit date: n/a

Key Issues:

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

Recommendation: **Approve** this reserved matters application 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 consents in relation to the reserved matters only:

- 10 (Design Code Statement)
- 11 (Housing Mix)
- 12 (Internal Residential Space Standards)
- 13 (Accessible and Adaptable Dwellings)
- 14 (Wheelchair User Dwellings)
- 17 (Sustainability Statement)
- 18 (Sustainability - Water Efficiency)
- 19 (Sustainability - Energy Statement)
- 24 (Drainage: Surface Water Strategy)
- 26 (Drainage: Foul Water Drainage Details)
- 29 (Biodiversity: Biodiversity Survey and Assessment)
- 30 (Wildlife Hazard Management Plan)
- 36 (Open Space Details)
- 37 (Hard and Soft Landscape Details)
- 38 (Tree Survey and Arboriculture Implications Assessment)
- 40 (Installation of Services: Details of Excavation Trenches)
- 44 (Highways - Cycle Parking)
- 45 (Highways - Car Parking)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 64 (Waste - Waste Storage Details)

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## **1. Executive summary**

- 1.1 The proposal is for parcel 'RMA 3' which is the first phase of residential development to come forward on Springstead Village (Land North of Cherry Hinton) pursuant to the outline consents. Approval/agreement on the outline to date include RMA 1 for the key pieces of infrastructure and RMA 2 for nine show homes and a marketing suite. A range of planning conditions have also been discharged.
- 1.2 The applications seek reserved matters approval for the appearance, landscaping, layout, and scale of 351 residential units with associated car parking, cycle parking and landscaping. The applications also include details for approval required by conditions on the outline consent, seeking to part discharge those conditions in relation to this parcel only.
- 1.3 The proposals have been discussed with Council Officers as part of an agreed Planning Performance Agreement programme which has been formally ongoing since July 2022. There have been a series of workshops with urban design and landscape officers and the Highway Authority. The scheme has also been presented to the Cambridge Quality Panel and substantial changes and amendments made as a result through the process. The second full public consultation was held on amendments which expired in February 2023.

- 1.4 Final amendments to remove a couple of the speed features to allow the refuse vehicles to manoeuvre around the roads and other minor changes have recently been submitted in response to comments from the highway authority. We are expecting to have their final feedback in advance of committee on 5 April 2023 and will report back accordingly. Additional amendments were also made to the housing tenure plan to re-locate some of the affordable homes to roads that are intended to be adopted. Formal consultation with wider consultees is not considered necessary. However, they have informally been discussed with urban design, housing and landscape and have support.
- 1.5 The reserved matters proposals are generally compliant with the outline consent including the outline parameter plans. The proposals have evolved from the Design Code and conform to the established principles within the Code. The resulting scheme would provide a high-quality living environment for the future occupants and is considered to be an exemplar to the East of Cambridge.
- 1.6 The proposals are supported by officers and the recommendation is to approve the application subject to conditions.

## **2. Site Description and Context**

- 2.1 The Site forms part of a wider development parcel approximately 56 hectares in size, which is located on the eastern side of Cambridge, to the north of Coldhams Lane and Cherry Hinton. It is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council.
- 2.2 The area of development is known as Land North of Cherry Hinton and benefits from outline planning consents that are expected to deliver a maximum of 1,200 residential units, a local centre, schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.
- 2.3 The majority of the Site (approximately 32 hectares) falls within Cambridge City (Cherry Hinton Ward). The village of Teversham, which is within South Cambridgeshire District, is situated to the north/north-east of the Site.
- 2.4 To the west and north of the Site is Cambridge Airport and associated land. The southern side of the Site borders existing dwellings along Teversham Drift, March Lane, Reilly Way and Church End. The eastern boundary of the Site is formed by Cherry Hinton Road and Airport Way. To the immediate north of the Site is agricultural land which is within the Cambridge Green Belt. Coldhams Lane forms the southern Site boundary.
- 2.5 The Site includes arable fields and semi-improved grassland. Large open arable fields are located on the north-eastern side of the Site, some of which are bounded by fragmented hedgerows and scattered hedgerow trees. The west and south-western side of the Site comprises airport land and is

managed as open grassland. This part of the Site includes an existing building associated with the airport activities, which is connected by a track to Cambridge Airport.

- 2.6 A public right of way crosses the Site in a south to north direction, connecting Teversham and Cherry Hinton.
- 2.7 The Site generally falls in a north-westerly direction with highest elevations in the south-west and south-east corners. There is a shallow ridge to the east, where land slopes north-eastwards towards Airport Way and land west of the ridge slopes north-westwards towards a watercourse.
- 2.8 The application site, which includes residential parcels and is identified as 'RMA3', is located towards the eastern edge of the wider site adjacent to the Cherry Hinton Road and Teversham Drift and forms the eastern gateway into the wider development.

### 3. The Proposal

- 3.1 The applications are made pursuant to condition 1 of the relevant outline planning permissions, which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale for 351 residential units with associated car parking, cycle parking and landscaping.
- 3.2 The development would provide 141 affordable homes and 210 market homes including a mix of houses and apartments with a range of sizes, types and tenures as summarised in the following table:

Unit	Affordable: Social Rent	Affordable: Shared Ownership	Market
1-bed flat	18	17	25
2-bed flat	7	3	8
2-bed maisonette	15	10	25
2-bed house	28	6	31
3-bed house	22	7	54
4-bed house	8	0	67
<b>Total</b>	<b>98</b>	<b>43</b>	<b>210</b>
	<b>141</b>		

- 3.3 The affordable homes would account for 40% of the development and provide a mix of 98 social rent (70%) and 43 shared ownership (30%). The affordable dwellings will be owned and/or managed by the affordable housing provider Clarion Housing.

- 3.4 The houses provide a mix of detached, semi-detached and terraced properties over two to three storeys alongside coach houses on mew streets. The apartments are provided in a two and three storey or two and four storey arrangement, with any four storey element being located adjacent to the primary road area centrally within the site.
- 3.5 The main vehicular access to the site comes from the Cherry Hinton Road – Gazelle Way roundabout ('Junction 2') and forms the primary street within the development, with a secondary point of vehicular access further north at Airport Way/Cherry Hinton Road ('Junction 1') forming a secondary street, as approved at outline stage. These accesses serve a network of tertiary streets and mews streets within the layout of the site.
- 3.6 Cycle parking is provided in a manner that seeks to promote active travel, and bike use. Each house has a lockable cycle store or stand adjacent to the entrance to the property and where garages are provided, they have been enlarged to provide convenient cycle parking. For apartments, cycle parking is located within the footprint of the buildings adjacent to the entrance(s), with additional visitor stands also located by the door. Provision is also made for the use of cargo bikes in wider spaces.
- 3.7 Car parking is provided to all homes and positioned to minimise its visual impact on the street scene. Parking is typically on plot and equipped with electric vehicle charging provision with some additional parking occasionally located in nearby small parking squares. Parking for apartments is in small parking areas incorporated into the footprint of the building or for smaller blocks in small parking squares with natural surveillance.
- 3.8 Landscaped edges form the boundaries to the site, which, together with the primary street bisecting the site, provides two residential parcels framed by a variety of soft landscaping. This approach is in line with the details secured at outline stage through approved land use and landscape and green infrastructure parameter plans. The area of landscaping on the south-eastern boundary of the site adjacent to Cherry Hinton Road was the subject of separate reserved matters applications for infrastructure, 'RMA1', approved on endorsed for approval by the Joint Development Control Committee on 15 April 2023. The north-western boundary incorporates a green spine between Teversham Drift and the Secondary School. Each residential parcel contains a neighbourhood park forming a large area of open space encompassing areas of equipped play alongside several smaller pocket parks dispersed across the development, all connecting to the integrated networks of natural habitat, sustainable drainage and tree planting.

### **Discharge of planning conditions**

3.9 The applications include details for approval required by conditions on the outline consents, seeking to part discharge the following conditions in relation to this reserved matters parcel:

- 10 (Design Code Statement)
- 11 (Housing Mix)
- 12 (Internal Residential Space Standards)
- 13 (Accessible and Adaptable Dwellings)
- 14 (Wheelchair User Dwellings)
- 17 (Sustainability Statement)
- 18 (Sustainability - Water Efficiency)
- 19 (Sustainability - Energy Statement)
- 24 (Drainage: Surface Water Strategy)
- 26 (Drainage: Foul Water Drainage Details)
- 29 (Biodiversity: Biodiversity Survey and Assessment)
- 30 (Wildlife Hazard Management Plan)
- 36 (Open Space Details)
- 37 (Hard and Soft Landscape Details)
- 38 (Tree Survey and Arboriculture Implications Assessment)
- 40 (Installation of Services: Details of Excavation Trenches)
- 44 (Highways - Cycle Parking)
- 45 (Highways - Car Parking)
- 55 (Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 61 (Artificial Lighting Design Scheme)
- 64 (Waste - Waste Storage Details)

3.10 Assessment of the details submitted for approval in relation to these conditions is provided in the relevant sections of this report.

### **Application Documents**

3.11 In addition to the application forms, location plan and covering letter, the applications are accompanied by the following supporting information:

- Planning Statement
- Design and Access Statement
- Site Plans
- Plans and Elevations
- Technical Highway Plans (including tracking)
- Design Code Compliance Statement
- Energy and Sustainability Statement
- Foul and Surface Water Drainage Strategies
- Biodiversity Survey and Assessment
- Biodiversity Net Gain Tracker Report
- Wildlife Hazard Management Plan and Design Risk Assessment
- Landscape Masterplan
- Hard and Soft Landscape Details



- Tree Survey Details
- LEAP 1 details
- Youth and Children's Play Strategy
- Statement of Community Involvement
- Noise Assessment
- Artificial Lighting Details
- Lighting Strategy
- Public Art Strategy

#### 4 Relevant Site History

Reference	Description	Outcome
16/5256/PREEIA and S/2105/16/E2	Request for a Scoping Opinion, Proposed Urban Extension including approximately 1200 dwellings, primary school, secondary school and local centre.	Joint Scoping Opinion issued October 2016
18/0481/OUT and S/1231/18/OL	Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.	Approved December 2020
22/01966/S73 and 22/01967/S73	Section 73 application to vary conditions 5 (Compliance with Plans), 13 (Accessible and Adaptable Dwellings), 14 (Wheelchair User Dwellings) and 17 (Sustainability Statement)	Approved September 2022
18/0481/COND67 and S/1231/18/COND67	Discharge of Condition 67: Site-Wide Remediation Strategy	Discharged in Part December 2021
18/0481/COND67A and S/1231/18/COND67A	Discharge of Condition 67: Site-Wide Remediation Strategy	Discharged in Part June 2022
18/0481/COND54 and S/1231/18/COND54	Discharge of Condition 57: Site-Wide EV charging	Approved August 2022

18/0481/COND67B and S/1231/18/COND67B	Discharge of Condition 67: Site-Wide Remediation Strategy	Approved August 2022
18/0481/COND8 and S/1231/18/COND8	Discharge of Condition 8: Site Wide Phasing Plan	Approved October 2022
18/0481/COND9 and S/1231/18/COND9	Discharge of Condition 9: Site Wide Design Code	Approved October 2022
S/1231/18/COND28 and 18/0481/COND28	Discharge of Condition 28: Site Wide Ecological Design Strategy and Landscape	Approved October 2022
18/0481/COND68 and S/1231/18/COND68	Discharge of Condition 68: Site-Wide Monitoring	Approved October 2022
18/0481/COND57 and S/1231/18/COND57	Discharge of Condition 57: Site-Wide DCEMP	Approved February 2023
18/0481/COND35 and S/1231/18/COND35	Discharge of Condition 35: Site Wide Youth and Child Play Strategy	pending
22/04037/REM and 22/04102/REM	Reserved Matters 2 (Sales Village) - Temporary planning permission comprising 9 residential dwellings and marketing suit	Approved November 2022
22/03137/REM and 22/03140/REM	Reserved Matters 1 (Infrastructure) - Infrastructure works including internal roads, pumping station, cycleways and pedestrian routes, landscaping and drainage	pending

## 5 Policy

### 5.1 National Policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

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)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

## 5.2 Cambridge Local Plan (2018)

Policy 1 – The Presumption in Favour of Sustainable Development  
Policy 3 – Spatial Strategy for the Location of Residential Development  
Policy 4 – The Cambridge Green Belt  
Policy 5 – Strategic Transport Infrastructure  
Policy 8 – Setting of the City  
Policy 13 – Cambridge East  
Policy 14 – Areas of major change and opportunity areas – general principles  
Policy 27 – Site specific development opportunities  
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 control  
Policy 35 – Protection of human health from noise and vibration  
Policy 36 – Air quality, odour and dust  
Policy 37 – Cambridge Airport Public Safety Zone and Safeguarding Zones  
Policy 38 – Hazardous installations  
Policy 45 – Affordable housing and dwelling mix  
Policy 47 – Specialist housing  
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 59 – Designing landscape and the public realm  
Policy 67 – Protection of open space  
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 73 – Community, sports and leisure facilities  
Policy 80 – Supporting sustainable access to development  
Policy 81 – Mitigating the transport impact of development  
Policy 82 – Parking management  
Policy 83 – Aviation development  
Policy 85 – Infrastructure delivery, planning obligations and the Community Infrastructure Levy

## 5.3 South Cambridgeshire Local Plan (2018)

S/1 – Vision  
S/2 – Objectives of the Local Plan  
S/3 – Presumption in Favour of Sustainable Development  
S/4 – Cambridge Green Belt  
S/5 – Provision of New Jobs and Homes

S/6 – The Development Strategy to 2031  
SS/3 – Cambridge East  
CC/1 – Mitigation and Adaption to Climate Change  
CC/3 – Renewable and Low Carbon Energy in New Developments  
CC/4 – Water Efficiency  
CC/6 – Construction Methods  
CC/7 – Water Quality  
CC/8 – Sustainable Drainage Systems  
CC/9 – Managing Flood Risk  
HQ/1 – Design Principles  
HQ/2 – Public Art and New Development  
NH/2 – Protecting and Enhancing Landscape Character  
NH/4 – Biodiversity  
NH/6 – Green Infrastructure  
NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt  
H/8 – Housing Density  
H/9 – Housing Mix  
H/10 – Affordable Housing  
H/12 – Residential Space Standards  
SC/2 – Health Impact Assessment  
SC/4 – Meeting Community Needs  
SC/6 – Indoor Community Facilities  
SC/7 – Outdoor Play Space, Informal Open Space and New Developments  
SC/9 – Lighting Proposals  
SC/10 – Noise Pollution  
SC/11 – Contaminated Land  
SC/12 – Air Quality  
SC/14 – Odour and Other Fugitive Emissions to Air  
TI/2 – Planning for Sustainable Travel  
TI/3 – Parking Provision  
TI/6 – Cambridge Airport Public Safety Zone  
TI/8 – Infrastructure and New Developments  
TI/10 – Broadband

#### 5.4 **Supplementary Planning Documents (SPD)**

Greater Cambridge Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Land North of Cherry Hinton – Adopted December 2018  
Cambridgeshire Flood and Water SPD – Adopted November 2016

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Cambridge City Planning Obligations Strategy SPD – Adopted March 2010  
Cambridge City Public Art SPD – Adopted January 2010  
Cambridge City Affordable Housing SPD – Adopted January 2008

South Cambridgeshire Health Impact Assessment SPD – Adopted March 2011  
South Cambridgeshire Affordable Housing SPD – Adopted March 2010  
South Cambridgeshire District Design Guide SPD – Adopted March 2010  
South Cambridgeshire Landscape in New Developments SPD – Adopted March 2010  
South Cambridgeshire Biodiversity SPD – Adopted July 2009  
South Cambridgeshire Open Space in New Developments SPD – Adopted January 2009  
South Cambridgeshire Public Art SPD – Adopted January 2009  
South Cambridgeshire Trees & Development Sites SPD – Adopted January 2009

## 5.5 **Cambridge East Area Action Plan (CEAAP) 2008**

CE/1 – Vision for East Cambridge  
CE/2 – Development principles  
CE/3 – The Site for Cambridge East  
CE/4 – The Setting of Cambridge East  
CE/6 – Local Centres  
CE/7 – Cambridge East housing  
CE/9 – Community Services  
CE/10 – Road infrastructure  
CE/11 – Alternative Modes and Parking  
CE/12 – Transport for North of Newmarket Road  
CE/13 – Landscape Principles  
CE/14 – Landscaping within Cambridge East  
CE/15 – Linking Cambridge East to its Surroundings  
CE/16 – Biodiversity  
CE/17 – Existing Biodiversity Features  
CE/18 – Archaeology  
CE/19 – Built Heritage  
CE/20 – Public Open Space and Sports Provision  
CE/21 – Countryside Recreation  
CE/22 – Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal  
CE/23 – Telecommunications Infrastructure  
CE/24 – Energy  
CE/25 – Sustainable Building Methods and Materials  
CE/26 – Noise  
CE/27 – Air Quality  
CE/28 – An Exemplar in Sustainability  
CE/29 – Construction Strategy  
CE/30 – Early Delivery of Strategic Landscaping  
CE/31 – Management of Services, Facilities, Landscape and Infrastructure  
CE/32 – Cambridge Airport Safety Zones  
CE/33 – Infrastructure Provision  
CE/34 – Timing/Order of Service Provision

## 5.6 Neighbourhood Plans

None relevant

## 5.7 Other Guidance

Waste Storage & Collection Guidance for Developers (November 2021)  
Greater Cambridge Sustainable Design and Construction SPD (2020)  
Greater Cambridge Housing Strategy 2019 – 2023  
Cambridge City Air Quality Action Plan (2018)

## 6 Consultations

6.1 **Teversham Parish Council** - No comments made on update submission.

6.2 Objection (based on original planning submission)

6.3 Objections from the original application stand and to add the objection to the loss of hedgerows and trees and the provision of insufficient parking

6.4 Email dated 24 January 2023 from Teversham Parish Council to clarify which grounds the Parish Council were objecting to the reserved matters proposals on following a request from officers confirms the following additional comments (in summary, full redacted versions of these comments can be found on the Council's website):

6.5 P3

Landscape: Species selection for resilience to climate change and threats from pests and diseases. These should be native varieties and non-toxic for child and pet protection. [In PC comment: previous comments requested hedges would remain and were previously assured the hedge along Airport Way would remain and at original - these were removed last year causing resident complaints]

6.6 P5

Car parking: Visitor spaces should be marked as such. Providing only 4 marked spaces will be problematic as even though 57 are provided though unmarked spaces, there will be confusion about where to park and who can park where. The number of parking spaces seems inadequate for a development of this size.

6.7 P9

Play areas: There appears to be one LEAP play area. It is not clear what equipment or age ranges will be catered for.

Play streets: Concerns about the inclusion of play streets which may also have cyclists and cars using them. Play streets require some form of organised play e.g., with features on walls or floor to encourage play.

Bins: A litter bin is marked on the map on this page, but cannot see dog bins, several of which will be required.

- 6.8 P11  
Pocket park rain gardens:  
Concerns about water features in parks for children as that area is liable to flooding and even a small amount of water poses a risk of drowning. Raised in our previous comments that the SUDs also pose a drowning risk. What risk assessments have been done concerning this?  
Active discovery routes and environmental elements to play are all a good idea, but often very difficult to execute effectively - have found that things like log stepping stones deteriorate very quickly and are easily dislodged in our play areas. They are also sometimes an invitation for vandalism and graffiti. Quite a lot of the explanation of play features for Cherry Hinton North is marketing speak, aspirational and lacks clarity about what exactly is planned.
- 6.9 P21  
The Leap Park should be completed before any dwellings are inhabited.
- 6.10 P22  
Tree strategy  
In line with our own policy regarding the village orchard, native species should be sourced as far as possible and failing that trees that can withstand possible future climate change e.g., Mediterranean varieties such as olive and fig.
- 6.11 **Anglian Water** – No objection
- 6.12 The foul strategy as outlined in drawing 18822-CHER-5-RMA-500 is acceptable to Anglian Water and therefore recommend discharge of condition 26.
- 6.13 No comments to make on condition 24 (surface water).
- 6.14 **Cambridge City Airport** – No objection
- 6.15 The details pursuant to the conditions relating to Cambridge Airport safeguarding criteria meet our requirements and therefore these conditions can be partially discharged. Would like to remind the developer that given the sensitivity of the sites location it is paramount that the contracted crane operator submits all relevant crane detail to Cambridge Airport to allow assessment of any potential safeguarding impacts.
- 6.16 **Cambridgeshire Fire and Rescue** – No comments received
- 6.17 **Designing Out Crime Officer** – Comments
- 6.18 Some security and prevention measures have already been considered, in particular providing reasonable surveillance overlooking streets and open spaces from active rooms, external lighting design, cycle stores within flat

block entrance lobbies made secure and stairs accessing the first floor podiums are gated.

6.19 Offer the following comments: -

- Under-coft parking areas in Blocks 4, 5 and 6 will be gated - they should be access controlled for residents only and lit with walls and ceilings finished to reflect light.
- Entrance doors into the block from the parking areas should be access controlled for residents only.
- All communal entrances should be security enhanced door-sets tested to LPS1175 SR1, with an audio/visual visitor entry system to allow residents to have a conversation with and see callers prior to allowing access.
- Post boxes will be in an internal lobby - these should be security tested to TS009. This lobby should be secured to stop access by visitors into the under-croft parking area.
- Cycle and bin store doors should be enhanced security doors tested to at least PAS24/2016 (2022) or LPS1175 SR1 and there should be no windows. Where there is a second door allowing access directly into a communal area, they should be fob controlled both in and out of the store for residents only.
- Footpaths adjacent to the front entrance on flat Blocks 1 – 3 should be gated and access controlled for residents
- What lighting is being proposed for the podiums.
- Landscaping - low planting should be kept to 1m–1.2m in height and tree crowns raised to 2m to allow good surveillance.

6.20 **Ecology Officer** – No objection

6.21 The application is acceptable in ecology terms submitted to confirmation that artificial light levels reaching Teversham Hedgerow City Wildlife Site will be less than 0.5 lux.

6.22 **Environmental Health Officer** – No objection

6.23 Recommend conditions for compliance with submitted noise assessment and mitigation scheme and the submission of details requiring a detailed traffic noise insulation/mitigation scheme a bespoke condition, an air source heat pump scheme and a noise assessment and mitigation scheme relating to any electricity substations. Informatives relating to traffic noise insulation/mitigation and air source heat pumps are also suggested.

6.24 **Landscape Officer** – Comments

6.25 Recommend a bespoke condition (given some overlap with condition 28 of outline permission) requiring a landscape maintenance and management plan.



- 6.26 Proposed ridgeway planting method is unsupported. Shrubs should be confined to beds and wildflowers allowed to be mowed as required. Additional spring bulb planting could be implemented within wildflower areas for additional interest and the maintenance methods are more compatible.
- 6.27 Further detail on the western boundary of the parcel, adjoining Teversham Drift, is required. Clarity on stewardship and adoption plan is also required.
- 6.28 Most of the wildflower areas in the pocket parks must be changed or confirmed as Emorsgate EL1 – flowering lawn. Roadside swales are narrow and adjacent to carriage and footways; some planting choices may be too large and vigorous. Details are needed for the establishment and support methods for climbing plants. Concern that the rain garden area is oversized for the small park (south), play equipment is constrained on one side and the fall zone areas overlap the basis and hard landscape edging.
- 6.29 Concern as to whether the tree selection of Magnolia ‘Galissoniere’ will be successful.
- 6.30 Outline conditions relevant to landscape:  
Condition 36 (open space details) – acceptable, support partial discharge.  
Condition 37 (hard and soft landscape) – not supported, comments should be addressed prior to partial discharge for this phase.  
Condition 61 (artificial lighting) – acceptable in landscape terms.
- 6.31 **Lead Local Flood Authority** – No objection
- 6.32 The details submitted demonstrate that surface water from the proposed development can be mitigated through the use of collection and conveyance of surface water into the open attenuation structures as agreed under the wider approved surface water systems. Surface water will discharge into the adjacent watercourse on Airport Way at no greater than 14.4 l/s in all storm events up to and including the 100-year including a 40% allowance for climate change.
- 6.33 Recommend an informative relating to Ordinary Watercourse consent.
- 6.34 **Local Highways Authority** – Minor objection to some layout details.
- 6.35 Amended comments pending. Update will be provided either by way of amendment sheet or verbally at the JDCC meeting.
- 6.36 **Public Art Officer, Cambridge City Council** – Amendments requested on the Public Art Strategy to align it with the Youth and Childrens Play Strategy. To be signed-off separately from this application.
- 6.37 **Strategic Housing Team** – No objection

- 6.38 The application is providing 351 residential units of those 141 will be for affordable housing; the provision is policy compliant. The mix agreed in May 2021 is for the whole site; the application parcel offers a balanced blend of dwellings sizes close to the agreed mix and is policy compliant. 8 units meet M4(3), exceeding the target of 5% by 1 unit. The housing tenure mix of 70% rent and 30% social is acceptable. The affordable housing clusters are dispersed well across the whole parcel and clusters range from 6 to 26 dwellings.
- 6.39 **Streets and Open Spaces – Comments**
- 6.40 Some great options for new style play through site, need to see management and maintenance details to ensure can be adequately maintained.
- 6.41 Request a clear adoptions plan, to avoid using loose fill/bark as surface treatment for maintenance purposes, construction details of mounding, further information on waymarking/signage, litter bins and benches, alternative to shadow play and impulse sphere and post and wire temp fence along the hedge planting between linear parks and parking bays to help establishment and buffer.
- 6.42 **Sustainable Communities Team – No comments received**
- 6.43 **Sustainable Drainage Engineer, Cambridge City Council – No comments received**
- 6.44 **Sustainability Officer – No objection**
- 6.45 The proposed scheme is supported in sustainable construction terms and the following conditions can be discharged for these applications: Condition 17 (Sustainability Statement), Condition 18 (Water Efficiency), and Condition 19 (Energy Statement).
- 6.46 **Urban Design Officer – Support, subject to conditions**
- 6.47 Overall, the key action points raised in previous comments (dated 26 January 2023) have been satisfactorily address and therefore, subject to conditions relating to cycle parking, play, external materials and sample panels (including streetscape materials) the proposed scheme is supported in urban design terms.
- 6.48 **Waste Team, Greater Cambridge Shared Waste – No comments received**
- 6.49 **Design Review Panel Meeting (24 August 2022)**
- 6.50 The scheme was reviewed by the Cambridge Quality Panel at pre-application stage in August 2022. A copy of the report from the review is provided in **Appendix 1** of this report. The applicant submitted a response to

the main points of feedback and amendments that had been made as a result.

## **7 Publicity**

7.1 The following publicity has been undertaken:

Neighbour notification	Yes
Site Notice	Yes
Advertisement	Yes

## **8 Third Party Representations**

8.1 4 representations have been received across the two reserved matters applications from 3 properties (12 Topcliffe Way, Cambridge to application 22/05037/REM; 180 Teversham Drift, Cherry Hinton to application 22/05018/REM; and no.55 Tamarin Gardens, Teversham with duplicate comments made to both applications) raising objection to the proposed development.

8.2 Full redacted versions of these comments can be found on the Council's website. In summary the following concerns have been raised:

- Approval should be withheld until the footpath (public right of way) is fully open and remains open to the public.
- Increased transport problems and impact on the road network.

## **9 Member Representations**

9.1 None received.

## **10 Local Groups**

10.1 None received.

## **11 Planning Background**

11.1 Two outline planning permissions were granted on the site in December 2020 for a maximum of 1,200 residential dwellings (including retirement living facility (within Use Class C2/C3), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure. Three principal access junctions to the Site were also approved as part of the outline consents. Two subsequent Section 73 applications were submitted to make minor material amendments to some of the approved parameter plans and conditions, which were approved in September 2022.

- 11.2 As detailed and approved under Condition 8 (Phasing Plans), there are to be eight residential and non-residential reserved matters parcels for the complete development of the Site and two further applications for primary and secondary schools. The current reserved matters applications represent the third reserved matters submission ('RMA3') following the reserved matters for Infrastructure ('RMA1') and Sales Village ('RMA2').
- 11.3 The layout of the development incorporates the approved RMA2 site, where reserved matters permissions have already been granted for temporary planning permission comprising 9 residential dwellings and marketing suit.
- 11.4 Several site wide strategic conditions were attached to the outline consents, which require the submission of details either prior to or concurrently with the first reserved matters application (RMA1). Those submitted as formal discharge of conditions applications are detailed in Section 4 of this report.
- 11.5 A site wide Design Code was approved for the site in October 2022.

## **12 Assessment**

- 12.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of Development
  - Compliance with Outline Planning Permission
  - Context of site, Design and External Spaces
  - Housing Delivery
  - Residential Amenity for Future Occupants
  - Community Infrastructure
  - Car and Cycle Parking
  - Sustainability
  - Biodiversity
  - Water and Flood Risk Management
  - Other Matters

## **13 Principle of Development**

- 13.1 The principle of development comprising a maximum of 1,200 residential dwellings, a local centre and associated infrastructure was established on the Site under outline planning consents 18/0481/OUT and S/1231/18/OL, which also established means of access to the site in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way.
- 13.2 These outline permissions were later varied by applications 22/01966/S73 and 22/01967/S73 which made minor material amendments to conditions 5 (Compliance with Plans), 13 (Accessible and Adaptable Dwellings), 14 (Wheelchair User Dwellings) and 17 (Sustainability Statement).

- 13.3 The reserved matters applications are to agree details reserved by condition 1 of the outline consents for appearance, landscaping, layout, and scale. In this instance the applications seek reserved matters permission for the residential development of 351 units and associated car parking, cycle parking and landscaping, along with partial discharge of several conditions pursuant to their respective outline consents.
- 13.4 The principle of development falls within those established at outline stage and is therefore acceptable.

## **14 Compliance with Outline Planning Permission**

- 14.1 Several conditions were imposed on the outline consents, later varied by two Section 73 permissions, that require compliance at the reserved matters stage.
- 14.2 Condition 2 requires the first approval of reserved matters to be made no later than three years from the date of the permission. The first reserved matters application(s), which sought to deal with infrastructure works, were submitted in July 2022 and therefore condition 2 of the outline consent has already been satisfied.
- 14.3 Condition 4 requires approval of all the reserved matters to be made no later than the expiration of eight years from the date of the permission; the reserved matters applications fall within the timescale set out by condition 4.
- 14.4 Condition 5 secured nine approved plans at outline stage including an application boundary, parameter plans (comprising land use, movement and access, building height, landscape and green infrastructure, and urban form) and three junction plans. The reserved matters applications are consistent with the plans approved at outline stage insofar as it relates to the specific wording of the condition.
- 14.5 Condition 7 sets out the quantum of uses on the site, including a maximum of 1,200 residential dwellings; the reserved matters applications comply with condition 7.
- 14.6 Conditions 8 and 9 require details of site wide phasing and a site wide design code to be submitted for approval prior to, or concurrently with the submission of the first reserved matters applications. Conditions 8 and 9 have been discharged through formal discharge of conditions applications and therefore satisfied.
- 14.7 Condition 10 requires all reserved matters applications to include a Design Code Compliance Statement that demonstrates how the reserved matters application accords with the approved site wide Design Code. The applications are supported by a Design and Access Statement which includes a Design Code Compliance Checklist as an appendix. The reserved matters submissions therefore comply with condition 10.

- 14.8 Condition 11 requires details of housing mix to be provided, including a plan showing the location and distribution of market and affordable units, a schedule of dwelling sizes and a statement which demonstrates how the proposals relate to the agreed indicative housing mix. The applications are supported by a site plan showing the distribution of market and affordable units, a schedule of accommodation and further details in the Design and Access Statement. Officers are satisfied that the reserved matters applications comply with the requirements of condition 11.
- 14.9 Condition 12 requires compliance with residential space standards, condition 13, as amended, requires 95% of dwellings to be designed to accessible and adaptable dwellings M4(2) with the remaining 5% a bespoke coach house type, and condition 14 requires that not less than 5% of affordable dwellings are designed to meet the wheelchair user dwellings M4(3). Officers are satisfied that the reserved matters applications comply with these requirements.
- 14.10 Condition 23 requires, prior to or concurrently with the submission of the first reserved matters application for development, a strategic surface water drainage strategy. The details required by condition 23 have been submitted as part of the two reserved matters applications for infrastructure, endorsed for approval by the Joint Development Control Committee on 15 April 2023, and therefore officers are satisfied that condition 23 has been satisfied.
- 14.11 Condition 35 requires, prior to or concurrently with the submission of the first reserved matters application for development, a strategy for youth facilities and children's play space provision. The Council is in receipt of a discharge of conditions application seeking to agree the details of condition 35, reference S/1231/18/COND35 / 18/0481/COND35.
- 14.12 Several other conditions require reserved matters applications for residential development to be supported by technical reports/documents, summarised as follows and sought for partial discharge as part of the applications:
- Condition 17: A Sustainability Strategy
  - Condition 18: A Water Conservation Strategy
  - Condition 19: An Energy Statement
  - Condition 20: An Overheating Analysis
  - Condition 24: A Surface Water Strategy and Updated Hydraulic Modelling
  - Condition 26: Drainage: Foul Water Drainage Details
  - Condition 29: A Biodiversity Survey and Assessment
  - Condition 30: Wildlife Hazard Management Plan
  - Condition 36: Open Space Details
  - Condition 37: Hard and Soft Landscaping
  - Condition 38: Tree Survey and Arboricultural Assessment
  - Condition 40: Installation of Services: Details of Excavation Trenches
  - Condition 44: Cycle Parking

- Condition 45: Car Parking
- Condition 55: Electric Vehicle Charge Point Provision
- Condition 59: Noise Impact Assessment
- Condition 61: Artificial Lighting Design
- Condition 64: Waste Storage Details

14.13 Officers are satisfied that the reserved matters applications are supported by the relevant technical reports/information to satisfy the requirements of the outline consents in terms of the submission of details, as noted above. The acceptability of those details in terms of discharging the relevant conditions is addressed in the relevant sections of this report.

14.14 The reserved matters applications therefore comply with the requirements of the outline consents.

### **Environmental Impact Assessment**

14.15 The outline planning applications were EIA development under the 2017 EIA Regulations, and as such were accompanied by an Environmental Statement.

14.16 The proposals are in accordance with those assessed as part of the outline planning approvals, and as such would have no significant environmental effects beyond those already assessed with the outline applications. An Environmental Impact Assessment is therefore not required alongside these reserved matters applications.

## **15 Context of the Site, Design and External Spaces**

### **Compliance with Design Code**

15.1 The Design Code was approved in September 2022 and sets out ten characteristics of a well-designed place, which were identified in the National Design Guide. This includes topics such as Character, Climate and Community. Each part of the code illustrates how individual characteristics should be integrated.

15.2 This application falls within two-character areas 'The Village' and 'The Gateway'. The submitted Design and Access Statement explains the design thinking behind the scheme, demonstrating how the proposal has drawn upon and responded to the guiding principles set out in the design code. This is also summarised in the sections below.

15.3 An amendment was made in February 2023 to address a series of technical concerns. Overall, the amended scheme is now considered to be compliant with the Design Code.

### **Movement, Access and Street Hierarchy**

- 15.4 The proposed spatial layout, movement network and design of the streets reflect the key site wide structing elements set out in the Design Code, creating a legible layout that encourages active travel and supports the wider walkable neighbourhood.
- 15.5 The proposal will deliver the entirety of the Ridgeway, providing a distinctive car free north-south green link through the phase that links into Teversham Drift and in the long term will provide a safe and attractive route from the existing neighbourhood of Cherry Hinton to the future Secondary School on the northern fridges of the wider new community.
- 15.6 All the proposed streets within the two neighbourhoods have been designed as Tertiary Streets, following the hierarchy and street sections set out in the Design Code. These streets will have limited vehicle movements, due to the use of filter points and have been designed to be low speed, using raised tables, build outs and position of street trees.
- 15.7 The proposed layout successfully translates the fundamental principle fixed within the Design Code, which at its core seeks to purposely restrict motor vehicle movement to create low speeds. This principle has been crucial to get right to create baseline conditions for more liveable streets for social interaction and doorstep play and to ensure routes through the phase for pedestrians and cyclists remain the most convenient, most direct and well overlooked.
- 15.8 Given the extent of the joint working with the Local Highways Authority as part of the Design Code process and their involvement in pre-application discussions for this reserved matters phase, officers consider the scheme is providing an exemplar movement and access network and is in accordance with South Cambridge Local Plan (2018) policies HQ/1 and NH/6 and Cambridge City Local Plan (2018) policies 55, 56, 57 and 59.

### **Layout, Scale and Density**

- 15.9 The proposals span across two-character areas as established by the Design Code 'The Village' and 'The Gateway'. The framework plans within the Design Code have been used to target densities to ensure the two areas are distinctive from one another, whilst the material palette creates some consistency.
- 15.10 The Gateway proposals reflect the Design Code description as an ordered network or urban inspired mid-rise terrace houses, mews homes and apartments. Building heights reflect the parameter plans with most buildings up to 2-3 storeys, rising to up to four stories for the apartments on the street corners on the main frontages. The proposed density is 50 dwellings per hectare, which is the same target shown in the Design Code.
- 15.11 The homes in The Gateway are surrounded by green spaces, both created as part of the infrastructure application and those added as part of this



reserved matters area. A new neighbourhood park is located centrally to this area and will provide a direct link between east park and the Ridgeway.

- 15.12 The Village proposals reflect the Design Code description of being a lower density area of village edge and agricultural inspired buildings. Building heights reflect the parameter plans, with most being 2-3 storeys, rising to four stories on the street frontage where it mirrors The Gateway. The proposed density is 30 dwellings per hectare, the same as the target density shown in the Design Code.
- 15.13 Again, The Village is surrounded by green spaces, both created as part of the infrastructure application and those added as part of this reserved matters area. Another new neighbourhood park will lie central to this space and will also have links to the Ridgeway and East Park.
- 15.14 Overall, the layout, scale and density of the development are considered to accord with the outline parameter plans, Design Code and are acceptable in accord with South Cambridge Local Plan (2018) policies H/8, HQ/1 and NH/6 and Cambridge City Local Plan (2018) policies 55, 56, 57 and 59.

#### **Form, Appearance, Detail and Materials**

- 15.15 In terms of The Gateway area, a series of terraces align with the primary street frontages along the west, north and east boundaries. They incorporate ground floor bay windows, reflecting a longstanding tradition in Cambridges Victorian suburbs and a varied roofline of gables, parapets and pitched roofs.
- 15.16 The northern terraces front onto the Ridgeway giving these units a traffic free frontage. The east and west terrace line the primary street network and all homes are set within private front gardens with lined boundaries. The mews streets to the rear provide services to the terrace housing keeping clutter to a minimum. The mews streets provide the setting for the 2 storey terraces of coach houses, which double up as parking areas for themselves and the terrace housing. Walls and buildings will incorporate planting zones to allow climbing plants to be established (**Condition 6 – Landscape details**).
- 15.17 The apartment buildings are integrated into the street scene, generally at street corners. The massing of the apartment buildings has been broken down to create the appearance of small clusters of terraced buildings using varied rooflines and material treatments. The internal core of The Gateway is formed within two small groups of semi-detached and detached homes that are linked by walls and hedges to form perimeter blocks and face onto the neighbourhood park. Two small squares are also formed to provided landscape pocket spaces and small areas of parking.
- 15.18 The buildings within The Gateway area are contemporary thought-out and the material palette is brick. A range of bricks have been taken from the Design Code and used to create patterns and colour mixes that pick up on

some of the historic uses on local buildings. Conditions are recommended for details of materials and sample panels onsite.

- 15.19 In terms of The Village area, a series of terraces align the primary street frontage along the east boundary of the area, mirroring The Gateway terraces in style and appearance. Like The Gateway, mews streets are provided to the rear incorporating coach houses and parking. Behind these terraces the streets are mainly lined with detached and semi-detached homes linked to perimeter blocks.
- 15.20 The material palette of the buildings in The Village is brick and dark stained weatherboarding. Again, the range of bricks has been taken from the Design Code to create textures and patterns. Weatherboarding is used generously to provide interest and reflect agricultural traditions. Conditions are recommended for details of materials and sample panels onsite.
- 15.21 All homes will have air source heat pumps which are largely proposed within the rear gardens.
- 15.22 The form, appearance, detail and materials is considered to be acceptable in accordance with South Cambridge Local Plan (2018) policies HQ/1 and NH/6 and Cambridge City Local Plan (2018) policies 55, 56, 57 and 59, subject to detailed conditions on materials (**Condition 2 - Materials**) and sample panel (**Condition 3 – Sample Panel**) to ensure the quality is secured in the detail.

### **Parking Provision**

- 15.23 Integrated bikes, bins and car parking was a key area of discussion during the pre-application process and has influenced the design of the development. A plot-by plot review of the emerging proposals was undertaken at the pre-application stage and suggestions have been taken onboard. These aspects have been considered further on in the report.

### **Landscape**

- 15.24 The landscape masterplan design for this phase has been developed holistically ensuring that all aspects of the Living Infrastructure approach of the Design Code are translated into the detailed design of the area. The masterplan follows the principles set out in the approve parameter plans.
- 15.25 The distribution of the proposed open spaces follows the high-level green infrastructure network set out in the Living Infrastructure part of the Design Code. The proposed parks provide a central green focus at the centre of the neighbourhoods along with the western edges by the proposed Ridgeway, all of which have the potential to contribute to delivering a variety of high-quality open spaces and green corridors.
- 15.26 The general landscape layout, size and distribution of the spaces are supported by officers and are considered to accord with Policies HQ/1 and

NH/6 of the South Cambridgeshire Local Plan (2018) and Policies 58 and 59 of the Cambridge Local Plan (2018).

- 15.27 However, the Councils' Landscape Officer and Streets and Open Spaces Officer has raised several outstanding detailed concerns, summarised as follows:
- Ridgeway planting method
  - Detailed soft and hard landscaping needed to western boundary along Teversham Drift
  - Stewardship and adoption - confirmation on responsibility of street trees
  - Detailed planting choices in pocket parks and on street swales
  - Details for climbing plants
  - Layout of eastern pocket park
  - Tree selection
  - Specification for cultivation of wildflower
- 15.28 The wording of outline Condition 37 requires full landscape details to be submitted with any reserved matters. Overall, the general landscape layout is found to be acceptable. However, there are details which are not acceptable currently.
- 15.29 In agreement with the Councils' Landscape Officer, these outstanding concerns can be worked through in a suitably worded planning condition to make sure the details are acceptable, along with a maintenance and management strategy (**Condition 6 - Landscaping**) and (**Condition 5 - Landscape Management Plan**).

### **Open Space**

- 15.30 The phase includes two neighbourhood parks, several smaller pocket parks, a trim trail and 'The Ridgeway', which is a green spine providing a traffic free street between Teversham Drift and the secondary school. The total area of the public open spaces within this phase is 1.41 hectares.
- 15.31 The southern neighbourhood park, central to The Village, incorporates a LEAP play area. The park will be enclosed by formal hedgerows and gates at the main entrances for safeguarding. The boundary hedgerows will be maintained at a height of 1m to allow for overlooking from the houses. There will also be a framework of trees within the space. A concept play strategy for the park has been drawn up with the reserved matters applications and is considered to accord with the Youth and Play Strategy that covers the site. Officers recommend that the specific details of the equipment be conditioned as part of any consent.
- 15.32 The northern neighbourhood park lies central to The Gateway. This is a more informal linear parkland space which would feature a community orchard. Due to airport safeguarding there will only be hard growing fruit such as apples and pears. This will be set within ornamental planting to

create a pollination corridor with parkland scale trees. The space will also feature elements of play/public art.

- 15.33 The Ridgeway will be a dramatic green spine providing a safe and traffic free landscaped street. As well as footpaths on either side there is a continuous cycleway through this space. Locations for door-step play/public art have been identified along this key movement route. Informal tree planting will help define this space.
- 15.34 There are also three rain gardens within the phase. Two of them are to form focal landscape elements within the pocket park spaces. These features will contribute to the overall SUDs strategy for the site, whilst also offering places to sit and incidental play.

### **Play Strategy**

- 15.35 As required by the site wide strategy, this phase includes 'Play on the Way', 'Neighbourhood Park' and the 'Active Discovery Route' spaces. The Neighbourhood Park contained within this phase shall be delivered prior to the occupation of the 200<sup>th</sup> unit inline within the open space obligation set out in the S106 agreement.
- 15.36 Concept designs for each of these categories showing how play will be incorporated has been submitted with the applications. The associated landscape design statement provides an explanation of how the key principles of the Design Code relative to the living infrastructure have been included. In addition, radar diagrams which list the criteria have been submitted to demonstrate how the designs perform well against most sub-categories which demonstrates that the play has a good age distribution (including ages 15+), facilitates a range of uses (restful, mindful engaging), engages a range of senses, and incorporates a range of materials.
- 15.37 In terms of 'Play on the Way' (pocket play), locations have been identified along the tertiary streets and the Ridgeway within the landscape master plan. The radar diagrams demonstrate a good spread across the subcategories with more of the play performing well for a range of ages.
- 15.38 In terms of the 'Neighbourhood Park', the play space includes elements of all five of the types of equipment requested within the Youth Play Strategy, incorporating actives that help bring people together, creation of green buffers with opportunity to engage with wildlife and to stop and rest.
- 15.39 In terms of the 'Active Discovery Route' this phase will include an element of it along the Teversham Drift edge. No trim trail equipment is planned along this edge due to the proximity of the houses but there is doorstep play equipment accessible between the houses. There will be wider opportunities to deliver trim trail equipment on larger areas of open space and where housing is not directly adjacent. Further details of the space will come forward via the recommended landscape condition.

- 15.40 The proposed play spaces are therefore considered to be acceptable in accordance with Policy SC/7 of the South Cambridgeshire Local Plan (2018) and Policy 68 of the Cambridge Local Plan (2018). Along with the approved design code and play strategy.
- 15.41 The concept plans provide a clear vision on what is expected to be delivered in these areas. Whilst detailed proposals have been submitted for the play equipment types, a condition will be imposed for them to be re-agreed to ensure that they are to the City Council's adoption standards and to go through a series of Community Participation to find the right types of equipment for the future residents (**Condition 7 – Play Equipment and Open Space**).

### **Inclusive Access**

- 15.42 The application was presented to the Councils' Access Officer in August 2023 and consulted on as part of this application. Whilst no formal comments have been received, the proposed masterplan has been arranged to allow for clear, direct, and inclusive access throughout the site with low kerbs and level thresholds within a low-speed environment. The designed access footways and cycleways will offer priority to pedestrians and cyclists and paths will be paved or bound along with the use of contrasting surfaces. The layout has been designed to meet current building regulations Approved Document Part M.
- 15.43 The development is therefore considered to accord with Policy 57 of the Cambridge Local Plan (2018) and Policy HQ/1 of the South Cambridgeshire Local Plan (2018).

### **Designing Out Crime**

- 15.44 Cambridge Constabulary has reviewed the scheme and notes the site is in an area of low to medium risk to the vulnerability to crime.
- 15.45 Security and prevention measures have been considered, in particular providing reasonable surveillance overlooking streets and open spaces from active rooms, external lighting design, cycle stores within flat block entrance lobbies made secure and stairs accessing first-floor podiums are gated.
- 15.46 Other comments made by Cambridge Constabulary, such as type of security gates use, fob system and alarm system, are linked to the effective management and operation of the apartments and sit outside the function of the planning applications. The developer has a copy of these comments to consider when this level of detail is drawn up.

### **Cambridge Quality Panel**

- 15.47 The scheme was reviewed by the Cambridge Quality Panel at pre-application stage in August 2022. A copy of the report from the review is provided in **Appendix 1** of this report. The applicant submitted a response to

the main points of feedback and amendments that had been made as a result.

- 15.48 The panel welcomed the opportunity to visit the site and comment on this scheme from its inception through to the current reserved matters scheme and welcomed the ambitions of the scheme and it is setting a high standard in the East of Cambridge.
- 15.49 The scheme has evolved significantly and positively in response to the panels feedback. In summary the following actions have/haven't been taken:
- The QP welcomed approach to EV charging but suggest a pilot scheme for on-adopted street parking. Unfortunately, highways at this stage are not prepared to have any charging facilities within their adoption but this is something they will explore.
  - In terms of highway related comments, the colour of the cycle routes has been defined in red finish to meet adoption standards. The Ridgeway route has been taken out of highway adoption and into City adoption area so there can be more creativity over finish.
  - In terms of landscape related comments, vertical planting schemes have been added to the plans with climbing plants locations identified. Enhanced water features have also been included in the form of raingardens, however, standing water features are restricted due to the airport.
  - In terms of climate related comments, the QP requested the developers think about the use of heat pumps and their impacts in terms of noise and cold spots. They questioned whether they were really needed for apartments. The developers explored a range of gas-free options with the Councils Sustainability Officer with heat pumps turning out to be the preferred option in terms of upfront and ongoing costs and risk of fuel poverty. Heat pumps for the apartments are noticeably smaller and concealed within the roof area.

## **Conclusion**

- 15.50 In conclusion, the scheme has developed positively through a collaborative process with the urban design and landscape teams and through the review of the Cambridgeshire Quality Panel. The scheme would provide high quality public realm. The proposal accords with the outline consent and the established principles set in the design code, and with the Cambridge Local Plan (2018) Policies 55, 56, 57 and 59 and South Cambridgeshire Local Plan (2018) Policies HQ/1, SC/7 and NH/8 and guidance on good design within the NPPF.

## **16 Housing Delivery**

- 16.1 The Section 106 Agreement secured at outline stage requires the delivery of 40% affordable housing across the development site. The Section 106 Agreement makes provision for the number of affordable units within a

residential reserved matters area to be more than 40% (up to 45%) and where there is a surplus above 40% from previously approved schemes be less than 40% (but not less than 35%).

- 16.2 The Section 106 Agreement sets out that the tenure of the affordable units is to be in general conformity with the preferred tenure split of 73% affordable rented and 27% shared ownership, unless agreed in writing by the relevant Council(s). These figures arose due to the cross-boundary nature of the site across Cambridge City and South Cambridgeshire Councils where Cambridge City policy would seek a 75:25 ratio while South Cambridgeshire policy would seek a 70:30 ratio.
- 16.3 The Section 106 Agreement also provides details for affordable housing in terms of distribution within an approved residential area. Paragraph 1.1.3(v) requires that, unless otherwise agreed with the relevant Council(s), the clustering of affordable units in terms of numbers abutting each other and the number of apartment blocks located together, shall not be located in groups which exceed 25 affordable housing units and that no more than 12 affordable housing units shall have access from a common stairwell or lift.
- 16.4 Condition 11 of the outline permissions 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) and a statement which demonstrates how the proposals for the relevant Development Parcel relate to the agreed indicative housing mix.
- 16.5 Other relevant conditions from the outline permissions include the requirement for residential units to comply with residential space standards (condition 12), that 95% of the dwellings are designed to accessible and adaptable dwellings M4(2) with the remaining 5% a bespoke coach house type (condition 13) and that not less than 5% of affordable dwellings are designed to meet the wheelchair user dwellings M4(3) (condition 14).
- 16.6 In terms of the provision of self-build / custom build units, the Section 106 Agreement requires that not less than 5% of the total number of market units to be comprised in the development are self-build / custom build.

### **Affordable Housing Provision**

- 16.7 The development would provide 351 homes, of which 141 would be affordable units (40%), in line with the details secured at outline stage. The units would be provided as follows:

<b>Unit</b>	<b>Affordable: Social Rent</b>	<b>Affordable: Shared Ownership</b>
1-bed flat	18	17
2-bed flat	7	3
2-bed maisonette	15	10

2-bed house	28	6
3-bed house	22	7
4-bed house	8	0
<b>Total</b>	<b>98</b> (70%)	<b>43</b> (30%)

- 16.8 In consultation with the Council's Housing Strategy Team the unit mix proposed is considered acceptable and would address local needs in terms of its provision of social rented, affordable rented and intermediate housing alongside the provision of flats and family houses categorised by the number of bedrooms. This would generally align with the mix agreed in May 2021 for the whole site, with the reserved matters area offering a balanced blend of dwellings sizes close to the agreed mix, as illustrated in the table below:

<b>Unit</b>	<b>Affordable Allocation</b>	<b>% of Allocation</b>	<b>Agreed Mix (May 2021)</b>
1-bed flat	35	25%	30%
2-bed flat	35	25%	20%
2-bed house	34	24%	24%
3-bed house	29	21%	20%
4-bed house	8	6%	6%
<b>Total</b>	<b>141</b>	<b>100%</b>	<b>100%</b>

- 16.9 In terms of tenure mix, as noted above, the overall provision of 1,200 units will be delivered as 40% affordable housing with a tenure to be in general conformity with the preferred tenure split of 73% affordable rented and 27% shared ownership. Officers acknowledge that the reserved matters area provides a tenure split of 70% affordable rent and 30% shared ownership.
- 16.10 As set out in paragraph 16.2, the preferred tenure split arises from the cross-boundary nature of the scheme. As the preferred tenure split applies to the whole development site, the split proposed as part of the reserved matters area is considered acceptable, with the under provision of five affordable rent and the over provision of five shared ownership units to be reconciled in future reserved matters parcels. The Council's Housing Strategy Team raise no objection to the tenure mix proposed.
- 16.11 All affordable units would meet or exceed residential space standards and also meet the accessible and adaptable dwellings M4(2) standard, as required by conditions 12 and 13 of the outline consents. Eight of the affordable units would meet the wheelchair user dwellings M4(3), exceeding the target of 5% as set out in condition 14 of the outline consent by one unit for the reserved matters area.
- 16.12 In terms of the distribution of the affordable units within the layout of the site, the units are well dispersed across the development parcel. The clusters range from 6 dwellings to 26 dwellings. Officers acknowledge that two of the



clusters would have one unit above the policy limit, although the Section 106 Agreement provides some discretion by the relevant Council(s) in this regard. Where these clusters exceed 25 units by one, there are six houses facing away from the cluster and of the remaining units 14 have their own gallery or garden access; there are only six dwellings off the main core. The Council's Housing Strategy Team comment that this is considered a policy compliant scheme and officers are therefore satisfied that the proposed distribution of affordable units is acceptable.

- 16.13 The scheme has been designed to be tenure blind in the housing design, an approach which is supported by officers.
- 16.14 In considering the road adoption strategy, the scheme has been amended to push as many of the Affordable Rent houses onto the adoptable roads, to avoid future service charges to registered providers or occupiers. Not including apartments, out of a total of 58 affordable rent houses - 22 will remain on un-adopted/private roads. Out of a total of 13 shared ownership houses - 8 will remain on un-adopted/private road.
- 16.15 In the absence of any specific evidence, policy requirements or legal obligations requiring homes to be on adopted streets, on balance officers consider the layout and distribution of homes to be acceptable.

### **Market Housing Mix**

- 16.16 At outline stage, the indicative housing mix at outline stage was as follows;

<b>Unit</b>	<b>Private Mix at Outline</b>	<b>%</b>
1 bed apartment	72	10
2 bed apartments	112	15
2 bed houses	68	9
3 bed houses	324	45
4 bed houses	144	20
<b>Total</b>	<b>720</b>	<b>100</b>

- 16.17 Officers note that the outline indicated that precise housing mix might differ as a subsequent reserved matters phases are brought forward with each one having regard to the cumulative housing mix across the site. The Section 106 Agreement secured details of the housing mix to allow for such flexibility and Condition 11 was also attached to the planning permission.
- 16.18 The development would provide 210 market homes across a mix of the following types of home:

<b>Unit</b>	<b>Private</b>	<b>%</b>
1-bed flat	25	12

2-bed flat (inc. maisonette)	33	16
2-bed house	31	15
3-bed house	54	26
4-bed house	67	32
<b>Total</b>	<b>210</b>	<b>100</b>

- 16.19 On this phase there is more emphasis on providing flat units. This is because there are several apartment buildings fronting onto East Park. There is also more emphasis on four-bedroom houses. Officers would expect this due to it being the Village character area which has lower densities.
- 16.20 As the parcels progress the above housing mix will need to ensure its still meeting the identified need and providing a variety of homes across the site. The market housing mix is supported, and Condition 11 can be partial discharged in relation to this.

#### **Self and Custom Build**

- 16.21 The proposed development, as amended, does not provide any self-build or custom-build market properties.
- 16.22 During the application process officers continued to offer support to the principle of custom build (instead of self-build) on the site. This has also been supported by the Quality Panel. Whilst the approach/proposal in the original submission offered some scope for the initial owner to influence the internal layout of the identified homes, the level of input into the final design was limited and, in the view of officers, did not meet the requirements of the Self and Custom Build Act 2015.
- 16.23 Follow up conversations concluded that such an approach requires much further work and time to formulate from both sides. As such it was considered reasonable to remove the five custom build units from this phase and re-provide these units within future phases.
- 16.24 As noted above, the Section 106 Agreement requires that not less than 5% of the total number of market units to be comprised in the development are self-build / custom build. There is no requirement that each reserved matters area make such provision.
- 16.25 The absence of any self-build / custom build market units as part of these reserved matters applications is considered acceptable at this stage and would not conflict with the requirements of the Section 106 Agreement. Officers accept that future phases of development will contribute to the overall requirement of not less than 5% of market units to comprise self-build / custom-build.

## Conclusion

- 16.26 In summary, the proposed market and affordable housing within the reserved matters area is considered acceptable in terms of the overall mix and typologies of units provided and the percentage provision of affordable housing and their tenure to address local need in Greater Cambridge. The housing aligns with the requirements of the outline consent in terms of residential space standards, accessible and adaptable dwellings M4(2) standard, and the wheelchair user dwellings M4(3) and complies with relevant adopted Local Plan policy.

## 17 Residential Amenity for Future Occupants

### Internal Floor Space

- 17.1 The outline planning permissions secured a requirement that all homes would need to meet (or exceed) Nationally Described Space Standards (2015). All homes within this phase would meet or exceed the NDSS and therefore would provide an acceptable level of amenity for future occupants in accordance with Policy 50 of the Cambridge Local Plan (2018) and Policy H/12 of the South Cambridgeshire Local Plan (2018).

### External Amenity Space

- 17.2 The approved Design Code requires that amenity space should be of a size, shape, aspect, and level that allows it to be positively used. All the proposed houses within this phase would have private rear gardens which would be an acceptable size for the number of bedrooms within the property and meet the needs of future occupants. A condition will be included to ensure these spaces are provided prior to occupation (**Condition 20 – Curtilage**).
- 17.3 Apartments and mews houses (over garages) will have access to either balconies, roof terraces or small garden areas directly off liveable rooms. This would provide useable space and is comparable to other balconies that are accepted across other new developments.

### Inter-relationship between units

- 17.4 The Design Code requires that on two storey dwellings there should be a minimum of 18m back-to-back distances between the windows of rear habitable rooms. This distance should be greater on three storeys or more and arranged to avoid direct overlooking.
- 17.5 Given this phase has a relatively low density being The Village and Gateway, direct back-to-back distances of all homes with first floor windows in the rear elevation exceed the minimum distances set in the Design Code. There are some instances of side-to-rear facing properties which could have an element of overlooking; however, the gardens are relatively deep, and the careful placement of the cycle stores helps mitigate any significant adverse overlooking concerns. In addition, there are some plots that are rear facing

but do not have first-floor windows. Officers are therefore satisfied that the inter-relationship between the proposed units is acceptable.

- 17.6 Conditions will be applied to remove permitted development rights to avoid any openings being put in the future and to ensure bathroom windows are opaque. **(Condition 17 – Windows) (Condition 18 – Extensions) (Conditions – Opaque).**

#### **Impact on amenity from existing neighbours**

- 17.7 The nearest existing dwellings to this phase are those located along Teversham Drift, Dolphin Close and Caribou Way. The houses are separated from the site by adopted roads, hedgerows and open space approved in the infrastructure reserved matters scheme. As such the relationship is acceptable and would not give rise to any significant amenity issues.

#### **Noise, Odour, Lighting and EV charging**

- 17.8 The Councils' Environmental Health Officers have reviewed the proposals from a noise and odour perspective and have raised no objections subject to a series of planning conditions. They have reviewed details linked to outline Condition 10 (Design Code), Condition 59 (Noise Impact Assessment), Condition 60 (Noise Impact Assessment – Non-residential), Condition 55 (EV) and Condition 61 (Lighting Scheme).
- 17.9 The application includes a Noise Impact Assessment and Mitigation Scheme for the proposed houses. The modelling indicates that noise levels on the dwellings in this phase will be principally influenced by existing road noise and roads running through the site. Noise impacts have been mitigated through careful design such as facing gardens away from the main roads and the majority of living space being dual aspect to enable passive ventilation providing bedrooms at the rear. The houses that face onto the primary road and Airport-Way/Cherry Hinton Road will need to contain passive ventilation systems to allow occupants to maintain windows closed in the event that noise from the roads becomes disruptive. Outline Condition 59 has therefore been recommended for discharge. Compliance conditions have been included. **(Condition 8 – Noise) (Condition 9 – Traffic Noise).**
- 17.10 A Noise Impact Assessment has also been carried out for the electricity substations, Air Source Heat Pumps (ASHP) and Neighbourhood Parks. There are no in principle objections, but conditions were recommended for a review of the play equipment **(Condition 7 – Play Equipment)** and details of the ASHP **(Condition 11 – ASHP)** to ensure they do not have an impact on residential amenity.
- 17.11 In terms of lighting, a typical lighting specification has been submitted with the application. The outline strategy is considered to be acceptable, however only one example of vertical illuminance is provided and further detail is

required to make the scheme acceptable. As such a condition has been recommended (**Condition 10 - Lighting**).

- 17.12 In terms of EV charging, the application documents confirm that electric vehicle charging points will be installed in all residential and marked visitor car parking in accordance with the approved strategy. Based on the information provided there is no objection, however further information is required on specifications relation to the EV being installed prior to occupation.

## **18 Community Infrastructure**

### **Public Open Space**

- 18.1 Condition 36 of the outline consents require any reserved matters application for a development parcel containing residential development to include details of open space and areas of formal play alongside details of the dwellings served by each type of space and a timetable for their delivery.
- 18.2 Paragraphs 15.29 to 15.33 of this report have already noted the open space proposals of the reserved matters area, with the development providing 1.41 hectares of public open space.
- 18.3 Details for the delivery of the open space have not been provided to date and therefore details will be requested via planning condition. (**Condition 7 – Play Equipment and Open Space**)

### **Children’s Play Spaces**

- 18.4 A Site Wide strategy for Youth and Play Facilities and Children’s Play provision has been agreed via Condition 35 on the outline consent. The strategy requires a compliance checklist to be submitted with each reserved matters application demonstrating compliance with the approved strategy.
- 18.5 Paragraphs 15.34 to 15.40 of this report have already noted the Play Spaces proposals for these reserved matters area. The details are considered to be acceptable and meet the expectations of the outline application.
- 18.6 Specific details of the play equipment and their installation have not been provided to date and therefore details will be request via planning condition. (**Condition 7 – Play Equipment and Open Space**)

### **Waste and Recycling**

- 18.7 Condition 64 of the outline consents require prior to, or concurrently with any reserved matters application for development other than enabling works to be accompanied by full details of the on-site storage facilities for waste, including waste recycling, for that development parcel.

- 18.8 The application is supported by the Design and Access Statement which includes full details of the refuse strategy showing the arrangement for bin storage and collection. This has been updated during the pre-application process following meetings with the shared waste team. Each house would have a bin store providing space for three bins. Apartment blocks would have communal bin stores within the ground floor of the building. Storage capacity has also been calculated based on the most up to date guidance from the waste team. The maximum drag distance is 25 metres.
- 18.9 Whilst we have not had any formally comments from the Councils Waste team, officers consider the proposals to be acceptable and therefore Condition 62 can be partially discharged.

### **Public Art**

- 18.10 The Section 106 Agreement requires a Site Wide Public Art Strategy to be submitted prior to or concurrently with the first residential reserved matters application and a Public Art Delivery Plan to be submitted for each reserved matters area which is identified to include public art. The reserved matters applications are supported by a Site Wide Public Art strategy and a Public Art Delivery Plan.
- 18.11 The Design Code establishes the overarching themes for a public art which is sustainable, carbon-conscious in delivery and 'embedded' into all stages of the planning, design and build process.
- 18.12 Since the submission of the Site Wide Public Art strategy and a Public Art Delivery Plan further refinements have been made to ensure the document is fit for purpose and ties in with the Youth and Children's Play Strategy. Whilst indicative locations of the Public Art have been located on the landscape plans the document and the delivery plan will be signed off and monitored through the S106 process.

### **Fire Hydrants**

- 18.13 A planning condition will be included on the decision notice for details of fire hydrants to be submitted to and approved in consultation with the Fire and Rescue Service prior to installation (**Condition 24 – Fire Hydrants**)

### **Conclusion**

- 18.14 Overall, the provision of community infrastructure is generally compliant with the outline permission and the social and community objectives of relevant adopted planning policy.

## **19 Transport**

### **Transport Impact**

- 19.1 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 quantum of development proposed is in accordance with the outline consent and the design code which supports the modal shift towards non-car modes of transport to get around.

### **Car Parking**

- 19.2 There are over 400 car parking spaces across the reserved matters area. For units of two bedrooms and under, one space has been provided. For units of three bedrooms or more, up to two spaces have been provided in accordance with Policy 82 of the Cambridge Local Plan (2018).
- 19.3 Parking is predominantly provided on plot except for some of the properties around the local squares. In these locations spaces have been kept to a minimum and landscaping integrated into the spaces so that the parking does not dominate. Parking for the apartments is located within small parking areas incorporated into the footprint of the buildings or for smaller blocks in small parking squares.
- 19.4 All residential and marked visitor car bays are equipped with 100% electric car charging provision. Residential visitor spaces are provided on the site but remain unmarked and are distributed across the development. There is up to one visitor bay for every four units across the site.
- 19.5 Overall, the range of car parking solutions are supported, reinforcing the wider placemaking objectives of keeping parking to a minimum to support active travel options. A planning condition will be included to restrict the conversion of garages to ensure they remain as parking spaces. **(Condition 21 - Removal of Permitted Development Rights for Garages).**

### **Cycle Parking**

- 19.6 There are over 1,100 cycle parking spaces provided across the reserved matters area. In accordance with Policy 82 of the Cambridge Local Plan (2018) one space has been provided per bedroom for units with up to three bed spaces and three spaces for four-bedroom units.
- 19.7 For larger houses, a split provision is provided which successfully integrates a store for two cycles towards the front of the plot with any additional required provision within the rear garden. This approach successfully balances the potential negative impact upon the overall densities and the ability to provide good levels of surveillance of the street. For smaller houses, the cycle stores are provided towards the front of the plots.
- 19.8 Apartment blocks integrate both bike and bin stores separately within the footprint of the building and deliver 100% Sheffield stands, including space for bike maintenance and parking for off-gauge cycles.

19.9 Overall, the range of cycle parking solutions are supported. They are in convenient and well-integrated in accordance with Cambridge Local Plan (2018) Policy 82 and South Cambridgeshire Local Plan (2018) Policy TI/3. A condition is recommended for specific details (**Condition 4 – Cycle Parking**).

#### 19.10 **Highway Safety**

19.11 The main primary street running along the northern edge of the parcel was agreed under the infrastructure reserved matters consent. Within the parcel, the primary street feeds into a network of Tertiary streets and Mews streets. This follows the general principles within the design code. Speed features have been placed around the streets to reduce speeds this includes raised tables and build outs.

19.12 The applicant has submitted vehicle tracking diagrams and visibility splays. The Highways Authority have been involved in reviewing the proposals at all stages. Most of the comments on highway safety grounds have been addressed as part of the amendments. At the time of writing, a few small issues remain outstanding, which is mainly the location of two of the build outs. The Highways Authority has raised concern that the tracking would demonstrate that some vehicles might overlap the kerb. Amended plans have subsequently been submitted prior to committee and final comments will be reported back as an update.

19.13 A highway adoption plan has been submitted for information. This will be subject to a separate adoption process with the Highway Authority. The loop roads and some of the shared surface areas will be offered for adoption. There will however be some private roads that are not anticipated for adoption. 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 in these small streets.

19.14 The proposal is consistent with the outline consent and the established principles within the design code and on this basis are acceptable regarding transport, parking and highway safety. Whilst we have not got a final list of conditions from the Highways Authority, officers have identified those that were used on a similar site elsewhere where a reserved matters was being considered for house for the purposes of highway safety (**Condition 13 – 16**).

## 20 **Sustainability**

20.1 The application is supported by an Energy and Sustainability Statement which sets out the approach to meeting the requirements set out in the Site-Wide Sustainability Statement (March 2019) and Outline Energy Statement (March 2018) as updated by the Sustainability Statement Addendum (March 2022) and Design Statement (2022). The Statement details how the



development seeks to reduce the overall energy demand as far as practically possible through implementation of energy efficiency measures and the incorporation of low carbon or renewable energy technology.

- 20.2 The development incorporates a range of measures including the integration of green and blue infrastructure across the phase. This will assist with urban cooling and help enhance health and wellbeing. The modelling of all house types has been assessed against Part L 2021, with an average 65% reduction in emissions compared to the Part L compliant baseline and the design of the housing typologies has been tested and refined using dynamic thermal modelling to achieve compliance with Part O of the Building Regulations. In addition, roof orientations have been optimised for the future provision of photovoltaic panels, with the show homes offering the option to purchase additional renewable energy (photovoltaic panels) and battery storage alongside the provision of EV charging points as detailed earlier in the report.
- 20.3 There will be no gas-boilers on this site/phase. It is proposed that all homes will have individual Air Source Heat Pumps as a means of getting hot water and heating into there homes.
- 20.4 In terms of overheating, 94% of all homes on the site will be dual aspect, allowing air flow through the properties on hot days. This is high given around 36% of homes on this phase are apartments. The remaining 6% are associated with some of the smaller apartments and none of them will be north facing.
- 20.5 The application has been subject to formal consultation with the Council's Sustainability Officer, who raised no objection to the proposed development. Alongside the reserved matters development, the applicant is seeking partial discharge of several relevant conditions from the outline stage.
- 20.6 Condition 17 requires the submission of a Sustainability Statement alongside any reserved matters application. In consultation with the Councils' Sustainability Officer, officers are satisfied that condition 17 can be discharged for the reserved matters area, noting the measures proposed as set out above.
- 20.7 Condition 18 requires any reserved matters application which include dwellings to be accompanied by a Water Conservation Strategy, which includes a water efficiency specification for each dwelling type. The Councils' Sustainability Officer notes in their comments that Appendix A of the Energy and Sustainability Statement sets out a water efficiency specification to achieve a designed water use of 107.6 litres/person/day. This approach, which represents a slight improvement on the requirement of condition 18, is supported by officers. Therefore condition 18 can be discharged for the reserved matters area.

- 20.8 Condition 19 requires any reserved matters application for a development parcel to be accompanied by an Energy Statement that includes details of a reduction in the amount of CO<sub>2</sub> m<sup>3</sup>/year emitted by 10% compared to the minimum Building Regulations requirement, where viable and to provide at least 10% of that phase's predicted energy requirements following occupation through the use of on-site renewable energy technology, measured in Kg/CO<sub>2</sub>/annum.
- 20.9 The details of the Energy Statement are noted in paragraph 20.2 above and the approach is supported by officers and therefore condition 20 can be discharged for the reserved matters area.
- 20.10 The proposals are acceptable in respect of the requirements of the conditions of the outline consent for sustainability and to be in accordance with the requirements of Policies 28 and 30 of the Cambridge Local Plan (2018) and Policies CC/3 and CC/4 the South Cambridgeshire Local Plan (2018).

## **21 Biodiversity**

- 21.1 Several ecological constraints are present on or adjacent to the site which have an influence on the delivery and management of the development. In relation to this phase, it includes Protected Roadside Verge along Airport Way and City Wildlife Site on Teversham Drift.
- 21.2 Condition 30 of the outline planning permissions secured the need for a Wildlife Hazard Management Plan due to the proximity of the site to an operational airport. Cambridge Airport have reviewed the details and consider the proposals to be acceptable and to not have a detrimental impact on the function of the airport.
- 21.3 A site-wide Ecological Design Strategy (EDS) and LEMP setting out how the development will improve net biodiversity and in accordance with the outline Environmental Statement was approved via the discharge of Condition 28 of the outline consents.
- 21.4 Condition 29 of the outline planning permissions requires a Biodiversity Survey and Assessment to be submitted with any reserved matters application demonstrating how the detailed proposals accord with the site-wide plan. The Councils Ecology Officer has not raised any concerns regarding the details submitted and therefore this condition can be discharged for the reserved matters area.
- 21.5 In terms of Biodiversity Net Gain (BNG), the applicant has submitted an updated calculator and open space plan. This phase seeks to deliver areas of flower lawn mix, wildflower grassland, amenity grass, ground cover shrub planting and gravelled areas. The outline applications identified that the target for BNG is 116.04 units. The combined application for RMA1 Infrastructure, RMA2&3 would deliver a total of 41.34 units towards that total.

Future phases cover the larger proportion of the site and include gardens, areas of green infrastructure such as allotments, sports fields, formal and informal play and the attenuation bund along the eastern boundary.

- 21.6 The Councils' Ecology Officer has supported the approach and is comfortable that the proposed development will contribute to the overall BNG figure. The proposals are acceptable in respect of biodiversity and in accordance with the requirements of Policy 70 of the Cambridge Local Plan 2018 and Policy NH/4 of the South Cambridgeshire Local Plan 2018 objectives of the NPPF.

## **22 Water and Flood Risk Management**

### **Surface Water**

- 22.1 Condition 23 of the outline planning permissions requires the submission of a strategic surface water drainage strategy prior to or concurrently with the submission of the first reserved matters application which should be based on the parameters set out in the Flood Risk Assessment approved at outline stage. The applicant has applied to discharge this condition in full under RMA1 Infrastructure.
- 22.2 The outline planning permissions and subsequent approved Design Code required that SuDS will be utilised to treat and attenuate surface water flows prior to being discharged into the adjacent watercourse. The main attenuation features were agreed under the RMA1 Infrastructure application and include urban rills, linear detention areas, basins, and some below ground storage.
- 22.3 Condition 24 goes on to request a detailed surface water drainage strategy and updated hydraulic modelling report to demonstrate how water is managed within the development parcel. The applicant has applied to discharge this condition in so far as it relates to this phase.
- 22.4 The applicant has submitted a drainage note along with layouts and calculations based on the site wide strategy. The documents demonstrate the surface water from this phase can be managed using collection conveyance into the open attenuation structures as agreed under the wider scheme. Sustainable urban drainage features on this phase include permeable paving on the driveways and rain gardens.
- 22.5 The applications have been submitted to formal consultation with the Lead Local Flood Authority, who raise no objection to the details submitted.
- 22.6 The proposals are acceptable in respect of water management and flood risk and in accordance with the requirements of Policy 31 of the Cambridge Local Plan (2018) and CC/8 of the South Cambridgeshire Local Plan (2018) and objectives of the NPPF.

22.7 An informative is recommended reminding the developer that alterations within an ordinary watercourse require consent from the Lead Local Flood Authority and to ensure there are the correct measures in place for pollution control to surface and groundwater.

22.8 A compliance condition is considered necessary to ensure the effective operation of the SUDS network (**Condition 25 – Compliance Statement**).

### **Foul Water**

22.9 Condition 26 of the outline planning permissions requires a detailed foul water drainage strategy to be submitted with any reserved matters application including details of the phasing of the works. This has been submitted with this with the reserved matters applications.

22.10 The site is served by two main foul water drainage systems. Network 1 will serve the units to the east of the site including the secondary school and will drain by gravity to the proposed pumping station to the south of the secondary school (agreed under the RMA1 Infrastructure application). This pump flows to the south before entering a gravity system which discharges into an existing public foul water sewer in Teversham Drift.

22.11 Network 2 serves the northern-western part of the site and drains by gravity to proposed pumping stations 2 and 3. The pumps flows westwards and off site towards the final outfall in the public swage system at the junction of Coldhams Lane and Brook Road.

22.12 Anglian Water have raised no objections to the proposals. Condition 26 can therefore be discharged in relation to this phase.

22.13 The proposals are therefore acceptable in respect of water management in accordance with the requirements of Policy 31 of the Cambridge Local Plan (2018) and CC/8 of the South Cambridgeshire Local Plan (2018) and objectives of the NPPF.

## **23 Third Party Representations**

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

<b>Third party comment</b>	<b>Officer response</b>
Approval should be withheld until the footpath (public right of way) is fully open and remains open to the public.	Footpath re-opened in January 2023 following works to the main gas pipe.

Increased transport problems and impact on the road network	The outline planning application considered the impact of the development on the surrounding road network. As a result of this various measures were put in place to limit the impact. This included but not limited to; Three new junctions into the site, new cycleways, and footways to promote active travel choices, contributions towards various local projects to upgrade the network and keeping the primary street open to relieve pressure through Cherry Hinton.
Car parking – Visitor spaces should be marked	Recognised that car parking and visitor parking is sensitive matter. The proposal accords with the adopted parking standards with more emphasis on prioritises cycling and walking. The informal visitor spaces have been marked on the plan to provide maximum level of flexibility regarding the use of the spaces.
Play areas – one LEAP has been provided not clear on what equipment will be provided and no provision for dog bins. Trigger for delivery. Active discovery route.	<p>The amendments were accompanied by detailed planting plans and concept plans for the open spaces. Taking on board comments the planting species have been selected to be non-toxic.</p> <p>The details include a range of play equipment details and age ranges for them. Whilst play on the way features are included, they are located in non-traffic zones or in small pocket parks. Dog bins can be provided through at detailed design stage given the nature of the open spaces.</p>
Water features and raingardens - concern with safety	There is no risk to drowning within rain gardens as they are designed for the water to incept into the plants/rocks. Other features will largely remain dry (due to the airport).
Tree strategy - concern about recent loss of hedgerows. Native species should be secured.	Tree species have been selected to focus on resilience. A mix of native and non-native trees have been chosen for urban planting.

## 24 Planning Balance

- 24.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 24.2 The materials 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. The scheme is a result of extensive pre-application with officers, review by the Cambridge Quality Panel, feedback from briefing with the Joint Development Control Committee and amendments submitted during this application. This has been a collaborative process with the applicant and is supported.

- 24.3 The resulting scheme would provide a high-quality living environment for future occupants. The site layout and provision of infrastructure promotes sustainable lifestyles through the creation of a car free link along the Ridgeway and low traffic-speed streets. The applicant has worked hard to provide high quality cycle parking which is at least convenient as the car parking. This work has been complimented by the greening across the parcel and landscape proposals which are rich in biodiverse species, along with the development of the site wide play strategy with locations set for 'play on the way' features and two neighbourhood parks. This is supported.
- 24.4 In addition to providing a housing mix that responds to current housing demand, the scheme delivers other benefits secured in the outline consent such as public open space, contributing to biodiversity net gain, securing provision for Air source Heat Pumps on all properties, homes which meet or exceed National Described Space Standards, homes which are dual aspect and provision of active electric vehicle charging points on all homes. This is supported.
- 24.5 For the reasons set out in this report and subject to resolution of the outstanding highways issues prior to the JDCC meeting, the proposals are supported by officers and the recommendation is to approve the application subject to conditions. The proposal is considered to accord with the policies in both the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018 along with the aspirations of the LNCH Design Code 2022 and the parameters secured within the outline planning permissions.
- 24.6 Having considered the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## **25 Recommendation**

### **25.1 Approve planning permission of reserved matters applications reference 22/05018/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.

- 25.2 **Approve / refuse partial discharge of the following outline planning conditions** associated to references S/1231/18/OL and 18/0481/OUT as varied by references 22/01966/S73 and 22/01967/S73 in relation to the RMA3 reserved matters applications according to the recommendations for each condition set out in the table below:

<b>Condition Submitted</b>	<b>Recommendation</b>
Condition 10 – Design Code Statement	Approve
Condition 11 – Housing Mix	Approve
Condition 12 – Internal Residential Space Standards	Approve
Condition 13 – Accessible and Adaptable Dwellings	Approve
Condition 14 – Wheelchair User Dwellings	Approve
Condition 17 – Sustainability Statement	Approve
Condition 18 – Sustainability - Water Efficiency	Approve
Condition 19 – Sustainability - Energy Statement	Approve
Condition 24 – Drainage: Surface Water Strategy	Approve
Condition 26 – Drainage: Foul Water Drainage Details	Approve
Condition 29 – Biodiversity: Biodiversity Survey and Assessment	Approve
Condition 30 – Wildlife Hazard Management Plan	Approve
Condition 36 – Open Space Details	Approve
Condition 37 – Hard and Soft Landscape Details	Approve
Condition 38 – Tree Survey and Arboriculture Implications Assessment)	Approve
Condition 40 – Installation of Services: Details of Excavation Trenches	Approve
Condition 44 – Highways - Cycle Parking	Approve
Condition 45 – Highways - Car Parking	Approve
Condition 55 – Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery	Not Approve
Condition 59 – Noise Impact Assessment - Residential and Noise Sensitive Issues	Approve
Condition 61 – Artificial Lighting Design Scheme	Not Approve
Condition 64 – Waste - Waste Storage Details	Approve

- 25.3 **Approve planning permission of reserved matters applications reference 22/05037/REM**, subject to:

- (iii) The conditions and informatives set out below in this report; and
- (iv) 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.

25.4 **Approve / refuse partial discharge of the following outline planning conditions** associated to references S/1231/18/OL and 18/0481/OUT as varied by references 22/01966/S73 and 22/01967/S73 in relation to the RMA3 reserved matters applications according to the recommendations for each condition set out in the table below:

<b>Condition Submitted</b>	<b>Recommendation</b>
Condition 10 – Design Code Statement	Approve
Condition 11 – Housing Mix	Approve
Condition 12 – Internal Residential Space Standards	Approve
Condition 13 – Accessible and Adaptable Dwellings	Approve
Condition 14 – Wheelchair User Dwellings	Approve
Condition 17 – Sustainability Statement	Approve
Condition 18 – Sustainability - Water Efficiency	Approve
Condition 19 – Sustainability - Energy Statement	Approve
Condition 24 – Drainage: Surface Water Strategy	Approve
Condition 26 – Drainage: Foul Water Drainage Details	Approve
Condition 29 – Biodiversity: Biodiversity Survey and Assessment	Approve
Condition 30 – Wildlife Hazard Management Plan	Approve
Condition 36 – Open Space Details	Approve
Condition 37 – Hard and Soft Landscape Details	Approve
Condition 38 – Tree Survey and Arboriculture Implications Assessment)	Approve
Condition 40 – Installation of Services: Details of Excavation Trenches	Approve
Condition 44 – Highways - Cycle Parking	Approve
Condition 45 – Highways - Car Parking	Approve
Condition 55 – Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery	Not Approve
Condition 59 – Noise Impact Assessment - Residential and Noise Sensitive Issues	Approve
Condition 61 – Artificial Lighting Design Scheme	Not Approve
Condition 64 – Waste - Waste Storage Details	Approve



## **26 Planning conditions**

### **Draft Conditions**

#### **1. Approved Plans**

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

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

#### **2. Materials**

No development 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 external features such as private cycle stores, weatherboarding, roof tiles, windows, pre-cast stone cill, brise soleil, doors and entrance canopies, external metal work, rainwater goods, balustrades, balcony panels, soffits, edge junction and coping details. Development shall be carried out in accordance with the approved details.

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 / South Cambridgeshire Local Plan 2018 policy HQ/1).

#### **3. Sample Panel(s)**

No brickwork above ground level shall be laid until a sample panel(s) minimum 1.5mx1.5m has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning [projecting headers, hit and miss, decorative brick quoining] mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

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 / South Cambridgeshire Local Plan 2018 Policy HQ/1).

#### **4. Cycle Parking**

The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure,

materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 Policy 82 / South Cambridgeshire Local Plan 2018 Policy TI/3).

## **5. Landscape Maintenance and Management Plan**

Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

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

## **6. Landscape Soft and Hard Details**

No development above ground level, shall commence until details of a hard and soft landscaping scheme (in general accordance with the approved landscape drawings dated March 2023) have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, fitness equipment, bridges, platforms, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. pumping stations, drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
- b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

c) boundary treatments (including the areas that abut the allotments and pumping stations and acoustic barriers) indicating the type, positions, design, and materials of boundary treatments (hard or soft) to be erected.

d) landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all and landscape areas.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan 2018 policies 55 and 57) and to ensure the development is finished in accordance with the vision set out in the approved LNCH Design Code (October 2022).

## **7. Play equipment**

No development above ground level shall commence until details of the proposed children's play areas and features (incl. play on the way, NEAP, LEAP, LAPs and Trim trails) including the number and type of pieces of play equipment have been submitted to and approved in writing by the Local Planning Authority. The details should be submitted in accordance with the approved Land North of Cherry Hinton Youth and Child Play Strategy dated February 2022 and accompanied a compliance statement, noise assessment due to nearby residential properties, checklist and the timetable for laying out and delivering the open space. The play area shall be laid out and equipped as approved before the first occupation of any part of the development, or in accordance with a programme to be submitted to and approved in writing by the Local Planning Authority and retained as such thereafter.

Reason: To provide outdoor play space (South Cambridgeshire Local Plan 2018 policies HQ/1 and SC/7 and Cambridge Local Plan 2018 policies 56 and 59 Approved LNCH Design Code 2022 and Approved Play Strategy).

## **8. Noise Insulation/Mitigation Scheme**

The development hereby approved shall be constructed in accordance with the acoustic design statement principles and noise insulation / mitigation scheme measures as outlined / recommended in the submitted Noise Assessment and Mitigation Scheme: Cherry Hinton North – RMA3 – 351 residential units comprised of Village East and Gateway East, Bellway Latimer Cherry Hinton LLP, November 2022 (revision 1.0 - 14/11/22, LF Acoustics Ltd: Cherry Hinton RMA3 Noise r1.0 141122). The development shall be retained as such thereafter.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions in accordance with paragraphs 130 f), 174 e) and 185 a)

of the National Planning Policy Framework (NPPF), Policies CE/10 and CE/26 of the Cambridge East Area Action Plan (February 2008) and Policies 13 and 35 of the Cambridge Local Plan 2018 / Policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

## **9. Traffic Noise Insulation / Mitigation Scheme Details**

Prior to any construction of any residential property above foundation / damp proof course level, as part of a detailed traffic noise insulation / mitigation scheme, which shall be in accordance with the acoustic design statement principles / recommendations detailed within the submitted Noise Assessment and Mitigation Scheme: Cherry Hinton North – RMA3 – 351 residential units comprised of Village East and Gateway East, Bellway Latimer Cherry Hinton LLP, November 2022 (revision 1.0 - 14/11/22, LF Acoustics Ltd: Cherry Hinton RMA3 Noise r1.0 141122), (hereafter referred to as 'LF Acoustics Report, November 2022'), in order to protect further occupiers internally and externally from current / future local traffic noise, the following specific details / information shall be submitted to and approved in writing by the local planning authority:

- i. details of an alternative means of assisted ventilation for the habitable rooms within flats and houses on traffic noise affected façades as identified within the 'LF Acoustics Report, November 2022', to negate / replace the need to open windows
- ii. evidence by calculation that the alternative ventilation scheme / system will be capable of achieving a minimum of up to 2 air changes per hour for each habitable where required, and provide system schematic layouts
- iii. room side internal and atmosphere side external operational noise levels of any alternative ventilation scheme / system
- iv. design details and specifications including the airborne acoustic / sound reduction performance, surface density, location, height and length of the property garden boundary treatment finishes / means of enclosure and the imperforate solid balustrading to private amenity balconies above ground level with sound absorptive materials to balcony soffits and solid balustrading to terraces at ground floor level to properties as identified within the 'LF Acoustics Report, November 2022', that are required to mitigate external traffic noise levels.

The required noise insulation/mitigation scheme shall be carried out as approved and retained as such.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions in accordance with paragraphs 130 f), 174 e) and 185 a) of the National Planning Policy Framework (NPPF), Policies CE/10 and CE/26 of the Cambridge East Area Action Plan (February 2008) and Policies 13 and 35 of the Cambridge Local Plan 2018 / Policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

## **10. Lighting**

Notwithstanding details provided within the application submission, full details of any external lighting along the roads, cycleways and footpath routes within public open space, including specifications for lighting equipment, shall be submitted to and approved in writing by the Local Planning Authority. The details shall be submitted prior to the installation of any external lighting along the roads, cycleways and footpath routes and the development shall be carried out in accordance with the approved details.

Reason: To ensure that there is no conflict with the final lighting positions agreed as part of the S278 Agreement with the County Council, and to ensure the quality of the external lighting meets the requirements of South Cambridgeshire District Council Local Plan policies HQ/1 and SC/9 and Policy 34 of the Cambridge Local Plan 2018.

## **11. Air Source Heat Pump/s (ASHP/s)**

Prior to the installation of any Air Source Heat Pumps (ASHPs) a noise impact assessment, noise insulation/mitigation scheme and servicing and maintenance schedule / programme for the ASHPs shall be submitted to and approved in writing by the local planning authority.

The noise assessment, insulation/mitigation scheme and servicing and maintenance schedule / programme shall mitigate and reduce noise impacts to future occupiers of properties internally and externally in private amenity areas (gardens, balconies, terraces, patios) from ASHPs, both individually at each property where they are installed and cumulatively. The ASHPs shall be installed and maintained in accordance with the approved details and schemes.

The Air Source Heat Pump/s or other equivalent mechanical plant / equipment scheme as approved shall be serviced regularly in accordance with the manufacturer's instructions to ensure that the requirements of this condition are maintained.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions in accordance with paragraphs 130 f), 174 e) and 185 a) of the National Planning Policy Framework (NPPF), Policies CE/10 and CE/26 of the Cambridge East Area Action Plan (February 2008) and Policies 13 and 35 of the Cambridge Local Plan 2018 / Policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

## **12. Electricity Substation Noise Assessment and Insulation Scheme**

Prior to commencing the construction of any electricity substation, a noise impact assessment and a noise insulation/mitigation scheme as required to mitigate and reduce to a minimum any electricity substation operational noise, shall be submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions in accordance with paragraphs 130 f), 174 e) and 185 a) of the National Planning Policy Framework (NPPF), Policies CE/10 and CE/26 of the Cambridge East Area Action Plan (February 2008) and Policies 13 and 35 of the Cambridge Local Plan 2018 / Policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

### **13. 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).

### **14. 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).

### **15. 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).

### **16. Streets Management and Maintenance**

No development above ground level shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority. Details submitted for the Local Planning Authority's written approval shall include details and measures designed to discourage and prevent the parking of vehicles along the highway verges, footpaths and cycleways together with the appropriate enforcement measures which shall operate (and for the avoidance of doubt including the approved enforcement measures) until such time as the highways, highway verges and cycleways are adopted by the local highway authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

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

### **17. Removal of permitted development rights (windows)**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no windows, doors or openings of any kind (other than those expressly authorised by this permission) shall be constructed in the elevations of the dwelling houses(s) shown on the approved site plan as a XXX above ground floor level and on the rear/side elevation of plots XXX above ground level without the granting of specific planning permission.

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

### **18. 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).

### **19. 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).

## **20. 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).

## **21. 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).

## **22. 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).

## **23. Sub-station buildings**

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



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

## **24. Fire Hydrants**

No development above ground level shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: To ensure an adequate water supply is available for emergency use

## **25. SUDs Adoption**

Upon completion of the surface water drainage system, including any attenuation ponds, rills and swales, tanks and prior to their adoption by the relevant body; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under planning permission. Where necessary, details of corrective work to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure there is space for the effective operation of the attenuation features (South Cambridgeshire Local Plan 2018 policies HQ/1 and Cambridge Local Plan (2018) policies 55, 57 and 59).

## **Informatives**

### **1. Discharge of Conditions**

This decision includes the part-discharge of the following conditions on the outline consent [18/0481/OUT as varied by reference: 22/01967/S73 **OR** S/1231/18/OL as varied by reference 22/01966/S73] in relation to this reserved matters application only:

- 10 (Design Code Statement)
- 11 (Housing Mix)
- 12 (Internal Residential Space Standards)
- 13 (Accessible and Adaptable Dwellings)
- 14 (Wheelchair User Dwellings)
- 17 (Sustainability Statement)

- 18 (Sustainability - Water Efficiency)
- 19 (Sustainability - Energy Statement)
- 24 (Drainage: Surface Water Strategy)
- 26 (Drainage: Foul Water Drainage Details)
- 29 (Biodiversity: Biodiversity Survey and Assessment)
- 30 (Wildlife Hazard Management Plan)
- 36 (Open Space Details)
- 37 (Hard and Soft Landscape Details)
- 38 (Tree Survey and Arboriculture Implications Assessment)
- 40 (Installation of Services: Details of Excavation Trenches)
- 44 (Highways - Cycle Parking)
- 45 (Highways - Car Parking)
- 55 (Site Wide Electric Vehicle (EV) Charging Point Provision and Infrastructure Scheme Strategy Delivery)
- 59 (Noise Impact Assessment - Residential and Noise Sensitive Issues)
- 61 (Artificial Lighting Design Scheme)
- 64 (Waste - Waste Storage Details)

Additional information is required to be submitted for approval for

## **2. Materials**

The details required to discharge the submission of materials condition above should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.

## **3. Environmental Health**

### Traffic Noise Insulation / Mitigation Scheme Details

With regard to Traffic Noise Insulation / Mitigation Scheme requirements the provision of imperforate solid balustrading to private amenity balconies above ground level with sound absorptive materials to balcony soffits and solid balustrading to terraces at ground floor, to avoid any potential conflict, it is paramount that these details / specifications are discharged at the same time as and having regard to any other overlapping / related planning conditions e.g. requiring the approval of details for external features such as for balustrades, balcony panels, soffits etc , relating to character and appearance of the area in accordance with Policies 55 and 57 of the Cambridge Local Plan 2018 or similar.

### Air Source Heat Pumps

The Air Source Heat Pump noise impact assessment, insulation/mitigation scheme and servicing and maintenance schedule / programme shall include the following details:

1. 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 industry standard. 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 to assist in identifying tonal sound character.

2. Demonstrate by measurement or prediction (or by a combination of measurement and prediction) that the operational noise from the said ASHP/s or other equivalent mechanical plant / equipment and vents either individually at the properties where they are installed or cumulatively does not exceed a noise rating level limit of 35dB LAeq,5-mins (determined in accordance with the principles of BS 4142:2014+A1:2019 with appropriate acoustic character / features corrections added to the specific sound level to obtain the rating level) at 1 metre from any window, door opening or any other opening of any habitable room in the façade of any residential property including a nearfield 1m reflective acoustic effect correction for that façade (both at the property at which the ASHP is installed and neighbouring) and free field at the legal property boundary of any individual residential property at a height of 1.5m above ground level or at 1.5m above the ground level of any adjacent residential property external amenity area such as a garden, terrace, balcony or patio free field.

3. Confirm and include details of the installation of ASHP proprietary anti-vibration / vibration isolation / dampening (such as inertia bases set on anti-vibration pads/mats/mounts/isolators), vibration isolated pipe connections (flexible pipe / hose connection elements and expansion joints) to reduce the effects of airborne vibrations, ground / structural borne transmission of vibration and regenerated noise within adjacent or adjoining premises / building structures.

4. Confirm the specification of any noise insulation / mitigation as required including the sound reduction performance of any acoustic enclosures, walls, fences or equivalent.

5. The Air Source Heat Pump/s or other equivalent mechanical plant / equipment scheme as approved shall be serviced regularly in accordance with manufacturer's instructions, which shall be detailed with a commitment to adhere to a servicing / maintenance schedule / programme.

6. 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.

#### **4. Letterboxes**

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

#### **Background Papers**

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

- Cambridge City Local Plan 2018
- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs