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Your refs: PPA/23/00004 & 23/04191/REM

20 May 2024

23/04191/REM RESERVED MATTERS - RESIDENTIAL DEVELOPMENT: LAND NORTH OF WORTS' CAUSEWAY, CAMBRIDGE (SITE GB1) – AMENDED PLANS AND ADDITIONAL SUPPORTING INFORMATION

The information enclosed is submitted in relation to the current application made by Carter Jonas LLP on behalf of Cala Homes (North Home Counties) Limited seeking consent for Reserved Matters as described below:

Approval of matters reserved for layout, scale, appearance and landscaping following outline planning permission 20/01972/OUT for the erection of 200 new residential dwellings with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space, and landscape and details required by conditions 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 24, 28, 32 and 37 of the outline permission 20/01972/OUT.

Following on from the deferral of the planning application at committee on 24th April 2024, in discussion with the planning officer we have clarified and responded to the deferral reasons and updated the scheme accordingly. This is summarised in the table below.

Deferral Reasons	**Applicant Response and Amendments**
Increase the number of visitors parking spaces.	We attach an updated parking plan (JTP_S06 P6) provided by JTP showing an increase in visitor parking spaces which shows the provision of 13 new visitor spaces (21 in total). This equates to a 162.5% increase and provides one visitor space per 9.5 dwellings compared to 1 space per 25 dwellings. Parking for residents will be provided with a total of 241 spaces across the development of 200 dwellings. This is equivalent to an average of 1.20 spaces per dwelling, above the average ownership for the area of 1.0 cars per dwelling. This is a reduction on the parking provision originally submitted in the application from 282 parking spaces for residents to 242. Notwithstanding the increase in visitor parking, there is also some flexibility for on plot visitor parking based on the average car ownership.

	As part of the submitted Transport Statement, a Car Parking Management Plan (CPMP) was submitted at the request of the Local Highway Authority, which assesses how the on-site parking provision will be managed. Swept Path Analysis for all the new visitor parking spaces have been undertaken and are enclosed with this submission.
Improve disabled parking for the site.	The M4(3) car parking spaces are clearly shown on the Proposed Vehicle Parking Plan – (plan JTP_S06 P6). We also include a further drawing (plan JTP_S16) which shows the proximity of the M4(3) car parking spaces to their respective units. This demonstrates that the M4(3) car parking spaces are conveniently located, and within a reasonable distance, from the units that they will serve.
Reduce the number of single aspect homes (consider aspect/shading etc).	The scheme has been amended with the single aspect units reduced from 15 to 14. Only 7% of the dwellings being proposed across the scheme are single aspect. The accompanying plan (JTP_S10) shows the locations of the single aspect units within the site for information. We attach a TM59 Overheating Risk Analysis assessment in relation to the 14 single aspect units based on CIBSSE TM59 guidance. The purpose of the analysis is to demonstrate that suitable summertime indoor temperatures within the single aspect dwellings will be met, to satisfy the requirements of thermal comfort metrics identified in the CIBSE TM59 guidance. The 14 single aspect units that have been assessed are plots 17, 20, 23, 39, 43, 47, 70, 73, 76, 83, 87, 115, 119 and 123. Open plan living room, kitchen, diners and bedrooms have been assessed for each plot. The results confirm that all occupied rooms pass Criteria 1 and 2 of CIBSE TM59. A number of the units accommodate recessed balconies which has been factored into the assessment and assist with solar shading. As an aside the single aspect units contain, without exception, a number of windows serving all the habitable areas, and in plan form the plots are shallow and wide meaning that they will receive plenty of natural daylight. This is evident from the layout plans incorporated into the aforementioned assessment.
Supply water butts for houses.	The applicant is happy to provide slow-release water butts for houses and for this to be dealt with by condition.
Details of parking for deliveries (inc. how managed).	A Delivery Parking Location Plan – (as shown below) indicates the typical spread of deliveries across the development. The key points are: • Number of deliveries - Mid-COVID surveys (worst case) indicate there will be approx. 22 deliveries per day. • Delivery times - the majority occur between 10am and 2pm on a weekday, when vehicle flow on the development is likely to be very low. • Types of vehicles - 85% of deliveries are undertaken by cars and light goods vehicles (under 3.5T, e.g. small transit vans) and 15% by larger vehicles (including long wheel-based transits, supermarket deliveries, etc). • Duration of stay - Deliveries typically take a few minutes, with most taking under 10 minutes. • Further visitor bays have not been added on street as long-term parking would affect the swept path analysis of a refuse vehicle and a visitor space may be

occupied for some time but most deliveries are very short and are unlikely to occur at the same time as a refuse vehicle is on site.

- Therefore, deliveries can occur on-street and there is space for a car to safely pass a delivery vehicle loading/unloading.
- There are plenty of areas within the scheme that can be used safely to drop off deliveries.

It should also be noted that Manual for Streets (1) at para 8.3.28 states…

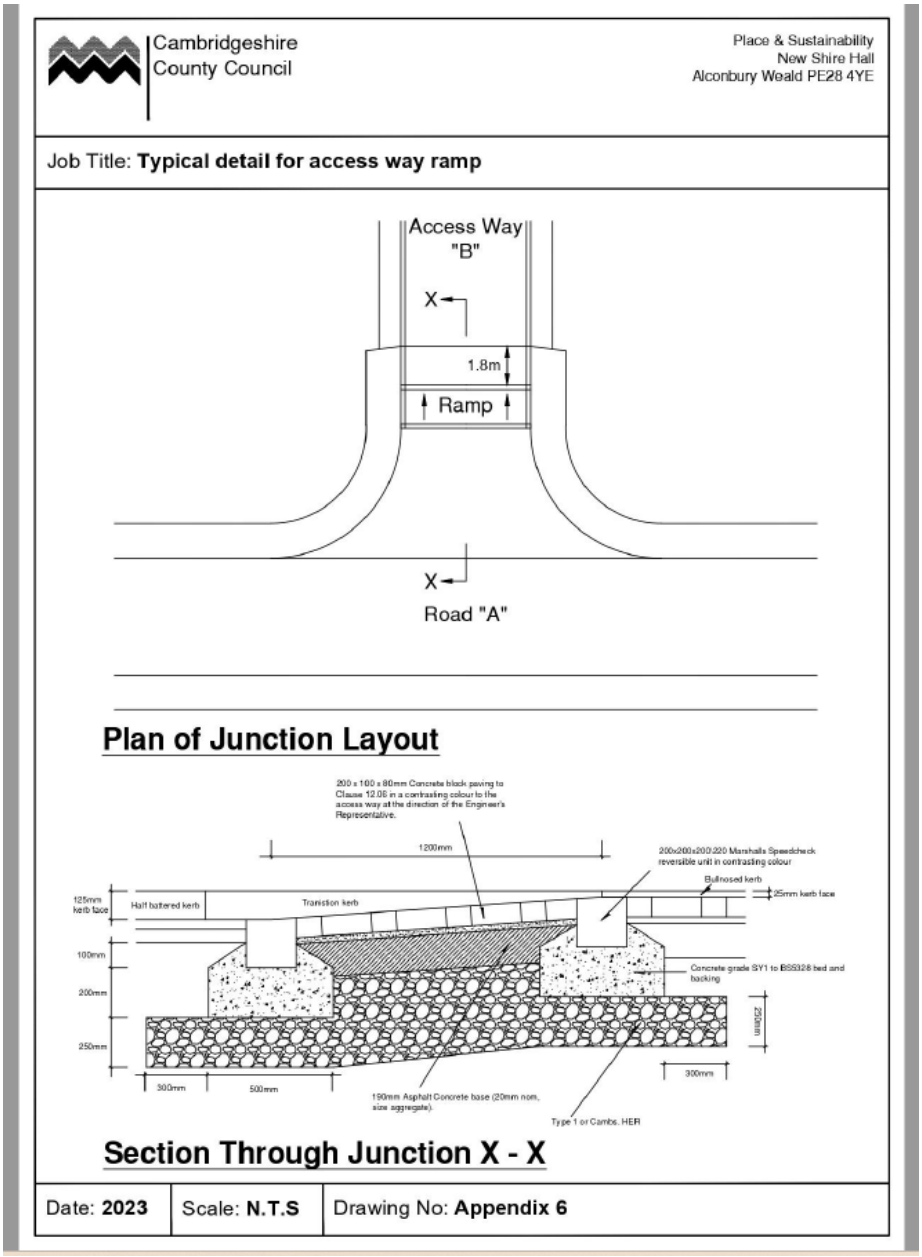
Parking for service vehicles 8.3.28

In most situations, it will not be necessary to provide parking spaces specifically for service vehicles, such as delivery vans, which are normally stationary for a relatively short time. If such parking bays are considered necessary, other vehicles may need to be prevented from using the spaces by regulation and enforcement.

The below diagram taken from the previously submitted Transport Statement (at 5.3.5) shows the distribution of likely daily delivery trips across the development based on a survey undertaken at a 300-dwelling residential development (in July 2020), during a period when COVID-19 Restrictions are in place.

Figure 5.1 Distribution of daily delivery trips

Figure 1 Extract from Transport Statement (Section 5.3.5)

Review ramps/road tables for cyclists to stay on flat surface	The proposed layout benefits from an extensive network of cycle paths that are level and do not require cyclists to negotiate ramps. Most of the development is accessible via the cycle/footways or shared surfaces, so the provision of ramps on the road should not be of a concern. That said LTN1/20 states that traffic calming techniques can be used to help reduce vehicle speed and volumes to make cycling in mixed traffic less hazardous and more comfortable. Ramps are to be constructed in accordance with the Cambridge Housing Estate Road Construction Specification, extract below. These incorporate a slight gradient (typically 1 in 12). A typical detail is provided below.  Figure 2 Extract from Cambridge Housing Estate Road Construction Specification

Information required on spaces for older children (to play) due to the relative isolation of the site.	The site benefits from a generous amount of public open space woven together with a series of easily acceptable cycle and pedestrian connections. The areas provided for informal open space and play provision exceed the requirements of the Local Plan (see table I.1 of the Local Plan 2018). The largest dedicated play space (LEAP) is located centrally within the eastern edge combined with the adjacent SuDs feature to increase engagement with the natural form, so the SuDs do not appear as just a hard engineered form. To mitigate the minimal risk (not intended to hold standing water), slopes are gradual, varied and to be seeded with tussocky grasses to aid egress. This flood-able landscape exposes all to the changing state of the seasons and the associated water story, providing educational and play on the way opportunities alike. It is also worth noting that the scheme includes circuitous routes that facilitate potential for incidental and natural play alike, whether through den building in the emerging native shrubs and trees or roleplaying at junctions marked with boulders and tree trunks, which provides more natural opportunities for teenage play. The scheme is located within 600m Nightingale Recreation Ground and within a 15 minute walk from the application site, within the accepted walking distance for a NEAP.  Figure 3 Location of Nightingale Recreation ground Nightingale Recreation ground includes multi-use games area for year-round football and basketball, and two junior football pitches, a children's' play area, fitness trail, tennis courts, table tennis table and a community garden.

	To balance the play offer throughout the site, additional smaller play spaces (LAPs) are provided to the western edge of the central green and to the south closer to the Farmstead area. The S106 requires that full details of play provision be provided based on the location, phasing, typologies, and specifications and for this to be agreed. There is also a mechanism to accommodate any shortfall in play provision in accordance the City Council's Open Spaces draft unadopted Planning Obligations 2014 SPD (or such other similar document addressing like provisions) proportionate to the extent of any shortfall in on-Site Children and Teenagers Play Provision. As outlined in the S106 and this will be based on… (i) 80% for the provision of and /or improvements to equipment and facilities at Nightingale Avenue Cambridge play area; and (ii) 20% for the provision of and/or improvements to equipment and facilities at Holbrook Road Cambridge play area. It is not anticipated that the requirement for commuted sums will be triggered as Cala's intention is to provide full provision on site, but this will form part of the detailed play area discussions when meeting the requirements of the S106 obligation. As requested by the planning committee, Cala is very happy to develop the play area design to increase the element of Teenager's play, and have provided some examples of what can be explored (see appendix A at the end of this letter) when taking this forward. The mechanism for agreeing this is through the S106 agreement.
Change colour of Cedral weather-boarding so not dark, to avoid potential of overheating.	The colour of the Cedral weatherboarding does not impact on the overheating properties of the material. The Cedral Lap fibre cement cladding proposed provides a very high-quality finish, excellent fire performance and benefits from low maintenance; featuring a factory applied colour and being resistant to rot and immune to attack by pests and insects as well as UV resistant. We have spoken with the suppliers and the dissipation and potential build-up of solar gain, is negligible for Cedral boarding given the ventilated cavity between the cladding and the external structure which allows ventilation. The ventilation gap makes it easier for the building to be cooler during summer and warmer during winter, favouring both thermal comfort and energy saving. The only figures for specific heat capacity they could find are for concrete which is around 1000 J/kg°C. The higher the specific heat capacity of a substance, the more energy is required to raise its temperature. Concrete is fairly high compared to other materials. For comparison steel is 420 J/kg°C and Timber 1200 J/kg°C, however concrete has a high density of around 2000 - 2400kg/m3 whereas Cedral has a density of 1300kg/m3. In general, the specific heat capacity of a material is proportional to its density. Cedral has a higher capacity than steel and timber so would take longer to heat up and cool down. Any heat build-up in the cavity due to the heat build-up in the façade will be dissipated by the rear ventilation. This in turn pulls more air into the cavity cooling the cavity and facing material. Wind will also have an effect on the temperature in the cavity and façade as well. Cala has used this on other sites and had no issues with overheating, and Cedral is a material successfully used in much hotter countries without any issues. There is

	absolutely no basis for changing the colour palette based on the overheating properties. The overheating assessment reinforces this and confirms scheme compliance. The only basis of seeking a change would be one of aesthetics. A materials condition has been proposed under the RM application as set out under conditions 4 & 5 in the 24th April 2024 committee report whereby final details can be agreed through the discharge of the conditions. The dark weather boarding is used to create a distinct character change along the rural edge whilst acting as a wayfinding device within the site to mark key buildings and corners. The applicant is happy to consider variations, but it is felt that a dark colour is most suitable given the context with the Farmstead nearby and will complement the barn-like aesthetic and the other materials being proposed. There are other areas such as on the rural edge that incorporate this approach, which form part of a carefully selected palette of materials please see the indicative images below (Figure 4). The palette of materials has been carefully chosen to retain a barn-like aesthetic but is also complemented by lighter buff brickwork.  Figure 4 Extract from Design and Access Statement – balanced palette of materials
• Other updates	As discussed, we have introduced new visitor cycle parking close to the entrance to the apartment block in the northern part of the site (Block H) as well at convenient locations around the Farmstead area and at various locations within the public open space.
• Other updates	We have also added additional cycle stores to plots 007, 008, 137, 138, 139, 140, 141, 142, 161, 162, 163, 164, 171, 172, 173, 174 180, 181, 182, 183, 190, 191, 192, & 193 so that these houses have additional bike storage capacity to accommodate more cycles and / or cargo bikes at the rear. N.B. this is in addition to the cycle storage to be provided at the front/side of these dwellings.

	This means that all the 3 bed dwellings (other than those solely within garage based dwellings) have space for 4 cycles per dwelling. This is above the requirements of the adopted cycle parking standards contained in appendix L of the Local Plan (2018).

Amended Plans

The table below sets out those documents updated, but a clean drawing list will be issued under separate cover. The changes are very minor connected with the cycle and car parking provision as explained above, but for coordination purposes impact on a reasonable number of plans.

In addition to the plan drawings issued below we have provided in pdf document "23002.OS.124a" details of the swept path analysis associated with the visitor spaces manoeuvring.

As mentioned above we have also issued a "TM59 Overheating Risk Analysis".

Although not application drawings we have also provided the below drawing referenced within the above table.:

- 01635E_JTP_MP - Proposed Aspect Location Plan; and
- 01635E_JTP_MP - Proposed M4(3) Vehicle Parking Plan

Revised application drawings

DRAWING NUMBER	DESCRIPTION	REVISION	REV ISSUE 16.02.24	REV ISSUE 01.03.24	REV ISSUE 28.03.24	REV ISSUE 20.05.24
Landscape Drawings						
L1158 - 2.1 - 1000 -	LANDSCAPE MASTERPLAN	P1	P2	P3	P4	P5
L1158 - 2.1 - 1001	LANDSCAPE MASTERPLAN	P1	P2	P3	P4	P5
L1158 - 2.1 - 1002	LANDSCAPE BOUNDARY PLAN	P1	P2	P3		P4
L1158 - 2.1 - 1010	GENERAL ARRANGEMENT 01	P1	P2			P3
L1158 - 2.1 - 1011	GENERAL ARRANGEMENT 02	P1	P2	P3		P4
L1158 - 2.1 - 1012	GENERAL ARRANGEMENT 03	P1	P2	P3		P4

L1158 - 2.1 - 1013	GENERAL ARRANGEMENT 04	P1	P2	P3	P4	P4
L1158 - 2.1 - 1014	GENERAL ARRANGEMENT 05	P1	P2	P3		P4
L1158 - 2.1 - 1015	GENERAL ARRANGEMENT 06	P1	P2			P3
L1158 - 2.1 - 1016	GENERAL ARRANGEMENT 07	P1	P2		P4	P4
L1158 - 2.1 - 1017	GENERAL ARRANGEMENT 08	P1	P2			P3
L1158 - 2.1 - 1018	GENERAL ARRANGEMENT 09	P1	P2	P3		P4
L1158 - 2.1 - 1019	GENERAL ARRANGEMENT 10	P1	P2	P3		P4
L1158 - 2.1 - 1020	GENERAL ARRANGEMENT 11	P1	P2	P3		P4
L1158 - 2.1 - 1030	PLANTING PLAN 01	P1	P2			P3
L1158 - 2.1 - 1031	PLANTING PLAN 02	P1	P2	P3		P4
L1158 - 2.1 - 1032	PLANTING PLAN 03	P1	P2	P3		
L1158 - 2.1 - 1033	PLANTING PLAN 04	P1	P2		P4	P5
L1158 - 2.1 - 1034	PLANTING PLAN 05	P1	P2			
L1158 - 2.1 - 1035	PLANTING PLAN 06	P1	P2			P4
L1158 - 2.1 - 1036	PLANTING PLAN 07	P1	P2		P3	P5
L1158 - 2.1 - 1037	PLANTING PLAN 08	P1	P2			P4

L1158 - 2.1 - 1038	PLANTING PLAN 09	P1	P2			
L1158 - 2.1 - 1039	PLANTING PLAN 10	P1	P2			P3
L1158 - 2.1 - 1040	PLANTING PLAN 11	P1	P2			P3
L1158 - 2.1 - 1041	PLANTING SCHEDULES 01	P1	P2	P3		P5
L1158 - 2.1 - 1042	PLANTING SCHEDULES 02	P1	P2			P3
Architect Drawings						
01635E_JTP_S01	Site Location Plan	P1				
01635E_JTP_S02	Proposed Ground Floor Plan	P1	P2	P3	P4	P5
01635E_JTP_S03	Proposed Roof Plan	P1	P2	P3	P4	P5
01635E_JTP_S04	Proposed Tenure and Block Plan	P1	P2	P3	P4	P5
01635E_JTP_S05	Proposed Housing Mix Plan	P1	P2	P3	P4	P5
01635E_JTP_S06	Proposed Parking Provision Plan	P1	P2	P3	P5	P6
01635E_JTP_S07	Proposed Refuse Strategy Plan	P1	P2	P3	P4	P5
01635E_JTP_S08	Existing Site Plan	P1	P2			
01635E_JTP_S09	Proposed Storey Heights Plan	P1	P2	P3	P4	P5
01635E_JTP_S10	Proposed Coloured Masterplan	P1	P2	P3	P5	P6
01635E_JTP_S11	Proposed Cycle Strategy		P1	P3	P4	P5
01635E_JTP_SS_01	Street Elevations 01	P1	P2		P3	

01635E_JTP_SS_02	Street Elevations 02	P1	P2			
01635E_JTP_SS_03	Street Elevations 03	P1	P2			
01635E_JTP_SS_04	Street Elevations 04	P1	P2			
01635E_JTP_AB_01	Block A Plans	P1	P2			
01635E_JTP_AB_02	Block A Elevations	P1	P2			
01635E_JTP_AB_03	Block B Plans	P1	P2			
01635E_JTP_AB_04	Block B Elevations	P1	P2			
01635E_JTP_AB_05	Block C Plans	P1	P2			
01635E_JTP_AB_06	Block C Elevations	P1	P2			
01635E_JTP_AB_07	Block D Plans	P1	P2			P3
01635E_JTP_AB_08	Block D Elevations	P1	P2			P3
01635E_JTP_AB_09	Block E Plans	P1	P2			
01635E_JTP_AB_10	Block E Elevations	P1	P2			
01635E_JTP_AB_11	Block F Plans	P1	P2			
01635E_JTP_AB_12	Block F Elevations	P1	P2			
01635E_JTP_AB_13	Block G Plans	P1	P2			
01635E_JTP_AB_14	Block G Elevations	P1	P2			
01635E_JTP_AB_15	Block H Plans	P1	P2			
01635E_JTP_AB_16	Block H Elevations	P1	P2			
01635E_JTP_AB_G 01	Garage and Annex Plans and Elevations	P1	P2			
01635E_JTP_AB_G 02	Garage Plans and Elevations	P1	P2			
01635E_JTP_AB_G 03	Block H Cycle Store		P1			

01635E_JTP_HT_2.1	HT 2.1Plans and Elevations	P1	P2			
01635E_JTP_HT_2.2	AHT 2.2 Plans and Elevations	P1	P2			
01635E_JTP_HT_3.1	AHT 3.1 Plans and Elevations	P1	P2			
01635E_JTP_HT_3.2a	HT 3.2a Plans and Elevations	P1	P2			
01635E_JTP_HT_3.2b	HT 3.2b Plans and Elevations	P1	P2			
01635E_JTP_HT_3.2c	HT 3.2c Plans and Elevations	P1	P2			
01635E_JTP_HT_3.3	HT 3.3 Plans and Elevations	P1	P2	P3		
01635E_JTP_HT_3.4	HT 3.4 Plans and Elevations	P1	P2			
01635E_JTP_HT_4.1a	HT 4.1a Plans and Elevations	P1	P2			
01635E_JTP_HT_4.1c	HT 4.1c Plans and Elevations	P1	P2			
01635E_JTP_HT_4.2	HT 4.2 Plans and Elevations	P1	P2			
01635E_JTP_HT_4.3a	HT4.3a Plans and Elevations	P1	P2			
01635E_JTP_HT_4.3b	HT 4.3b Plans and Elevations	P1	P2			
01635E_JTP_HT_4.4a	HT 4.4a Plans and Elevations	P1	P2			
01635E_JTP_HT_4.4b	HT4.4b Plans and Elevations	P1	P2		P3	
01635E_JTP_HT_4.4c	HT4.4C Plans and Elevations				P1	
01635E_JTP_HT_4.5	HT 4.5 Plans and Elevations	P1	P2	P3		

01635E_JTP_HT_4.6a	AHT 4.6a Plans and Elevations	P1	P2			
01635E_JTP_HT_4.6b	AHT 4.6b Plans and Elevations	P1	P2			
01635E_JTP_HT_5.1	HT 5.1 Plans and Elevations	P1	P2			
23002.OS.123.24b	Visibility splay (2.4m by 25m)				Rev B	

Table 1 Application Drawings

We trust you find the amended and additional information acceptable. However, should you require any further information then please do not hesitate to get in touch.

Yours sincerely,

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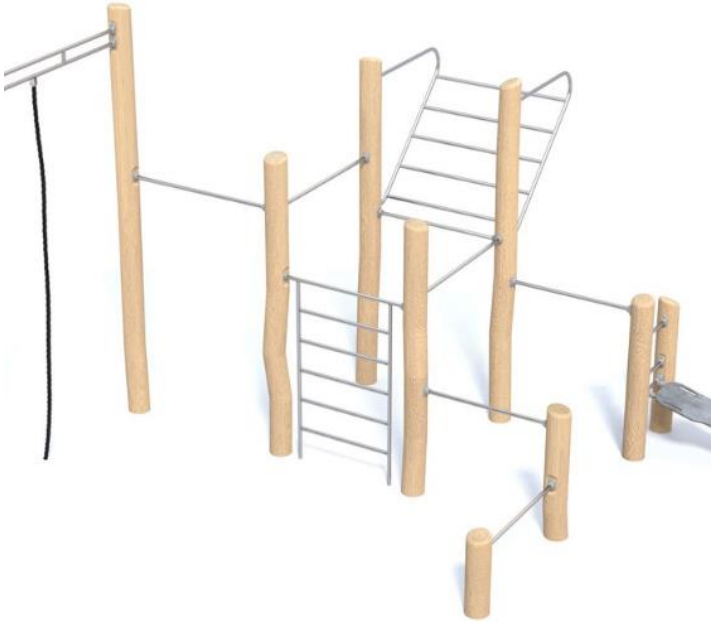
Appendix A – Examples of play provision

Potential example options for equipment aimed at catering for teenagers that could be incorporated on site.

a) Multi-fitness apparatus



Source: https://www.miracledesignandplay.co.uk

Source: https://www.miracledesignandplay.co.uk

b) Climbing Stack

Source: https://www.miracledesignandplay.co.uk

c) Shelters for 'gathering'

Source: https://www.miracledesignandplay.co.uk

Source: https://www.handmadeplaces.co.uk/