



25/01098/REM South Cambs District Council 25/01059/REM Cambridge City

Application details

Report to: Joint Development Management Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Teversham Parish Council and Cherry Hinton Ward

Proposal: Reserved matters application for appearance, landscape, layout and scale for 292 residential units, local centre to include community centre (use class F2) and convenience store, retail and cafe (use class E) along with the partial discharge of conditions

10,11,12,13,14,17,18,19,20,21,23,24,26,29,30,34,36,37,38,40,44,45,55,59,60,61 and 64 pursuant to outline planning permission 18/0481/OUT and 18/1231/OUT as varied by 22/01966/S73 and 22/01967/S73.

Applicant: Bellway Latimer LLP

Presenting officer: Rebecca Ward

Reason presented to committee: The provision of residential units is more than 100 and the provision of non-residential buildings where the GIA floor space to be created is more than 1000sqm.

Member site visit date: #

Key issues: 1. Principle of development

2. Housing provision

3. Local Centre uses inc. community centre and convenience store

4. Allotment provision
5. Design, layout, scale and landscaping
6. Carbon reduction and sustainable design

Recommendation:

Applications within South Cambs administrative area:

1. **Approve reserved matters application 25/01098/REM** subject to conditions and informative as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informative (and include others considered appropriate and necessary) prior to the issuing of the planning permission.
2. Part discharges the following planning conditions on outline planning permission 18/1231/OUT (as varied 22/01966/S73) in relation to these reserved matters application only. Conditions :
10,11,12,13,14,17,18,19,20,21,23,24,26,29,30,34,36,37,38,40,44,45,55,59,60,61 and 64

Applications within Cambridge City administrative area:

1. **Approved reserved matters application 25/01059/REM** subject to conditions and informative as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informative (and include others considered appropriate and necessary) prior to the issuing of the planning permission.
2. Part discharges the following planning conditions on outline planning permission 18/0481/OUT (as varied 22/01967/S73) in relation to these reserved matters application only. Conditions:
10,11,12,13,14,17,18,19,20,21,23,24,26,29,30,34,36,37,38,40,44,45,55,59,60,61 and 64

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1. Executive summary

- 1.1 The proposal is for parcel 'RMA 5' which is the third phase of residential development to come forward on Springstead Village (Land North of Cherry Hinton) pursuant to the outline consents. This phase is a significant milestone in the delivery of the new neighbourhood, laying the foundations to establish the civic and community heart, focussed on the approved village green and market square.
- 1.2 This application follows earlier approved phases including the infrastructure (RMA1), temporary marketing suite and show homes (RMA2), and residential parcels for 136 (RMA4) and 351 homes (RMA3). RMA3 is currently under construction and there are now 100 occupations.
- 1.3 This application seeks reserved matters approval for the appearance, landscaping, layout and scale of 292 residential units with associated car parking, cycle parking and landscaping. It also seeks the same approval for the local centre uses including the community centre/hub, retail units and cafe. The application also includes details for approval required by conditions on the outline consent seeking to part discharge those conditions in relation to this parcel.

- 1.4 The proposals have been discussed with Council Officers prior to being submitted, as part of an agreed Planning Performance Agreement programme which has been formally ongoing since April 2024. There have been a series of workshops with urban design and landscape officers and the Highway Authority, and the development proposal was presented to the Cambridge Quality Panel. The applicants have also engaged in discussions with the Teversham Parish Council and presented the proposals at the Cambridge East Community Forum. The scheme was reported to Joint Development Control Committee as part of a pre-application developer briefing in November 2024. These discussions inform the current proposal.
- 1.5 A key change for this phase, is that the developers project team has been widened to include public participation specialists and public artist to bring together local people and stakeholders. We believe that the engagement process for RMA5 has been meaningful and impactful; a view which has been shared by the Cambridge Quality Panel and other officers. The outcomes of this process has directly informed the design and layout of some of the key spaces, public art interventions and community hub.
- 1.6 Following submission of the application in February 2025, a full public consultation was carried out and the scheme was amended to address technical issues mainly raised by statutory consultees. A new round of consultation with these and internal consultees was held on amendments which expired in July 2025. Final adjustments were made to the application in July 2025 to address outstanding matters.
- 1.7 Officers recommend that the Planning Committee approve applications.

Consultee	Object / No objection / No comment
Teversham Parish Council	No objection
Active Travel England	No objection
Access Officer	No comment
Anglian Water	No objection

Archaeology	No objection
City Airport	No objection
Conservation Officer	No objection
Communities and Well-being Officer	No objection
County Highways Development Management	No objection - minor amendments recommended.
County Transport Team	Insufficient information.
County Active Travel Officer	No objection - recommendations made
Ecology Officer	No objection
Environment Agency	No objection
Environmental Health	No objection
Fire Authority	No objection
Landscape Officer	No objection
Lead Local Flood Authority	No objection
Sustainability Officer	No objection
Strategic Housing Officer	No objection
Streets and Open Space Officer	No comments
Tree Officer	No objection
Urban Design Officer	No objection

Waste Officer	Objection
Third Party Representations (4)	
Member Representations (0)	
Local Interest Groups and Organisations / Petition (0)	

Table 2 Consultee summary

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 Coldham's Lane and Cherry Hinton. The wider development site is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council. The site subject of these reserved matters application falls within both authorities.
- 2.2 The area of development is known as Springstead Village Land 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 north-west of the wider 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 wider site is agricultural land which is within the Cambridge Green Belt.
- 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. A public right of way crosses the

wider site in a south to north direction, connecting Teversham and Cherry Hinton.

- 2.6 The wider 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.
- 2.7 The application site identified as RMA5, is a mixed-use parcel for 292 residential units and a local centre, including a community centre, retail and café, allotments, two neighbourhood parks and greenway. The application site is located north of Teversham Drift and within the central area of the wider Springstead Village Land North of Cherry Hinton development site. The application site adjoins the approved RMA3 parcel to the east and southeast and is divided into northern and southern halves by the Primary Street, as already approved under the RMA 1 infrastructure application.

3. The proposal

- 3.1 The application is made pursuant to condition 1 of the relevant outline planning permission, which mandates submission of reserved matters for each development parcel. Reserved matters approval is sought for the appearance, landscaping, layout and scale for 292 residential units including local centre to include community centre and convenience store, retail and cafe and allotments along with the partial discharge of conditions of the relevant Outline consents; 18/0481/OUT and 18/1231/OUT.
- 3.2 The application has been amended to address representations, and further consultations have been carried out as appropriate. The amended information encompasses updated information relating to:
- Highways general arrangements
 - Urban heat mitigation
 - Planting plans
 - Cycle storage
 - Materials
 - Illustrative local centre landscaping
 - Sustainability measures
- 3.3 The development would provide 117 affordable homes and 175 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	15	15	24
2 bed flat	25	9	19
2 bed house	24	4	17
3 bed house	14	4	71
3 bed house (custom build)	0	0	9
4 bed house	7	0	35
TOTAL	85	32	175
	117		

Table 3 Housing Mix

- 3.4 The affordable homes would represent 39.7% of the total 292 units proposed within RMA5. Of these units 72% (85 units) would be affordable social rent and 28% (32 units) would be intermediate/shared ownership. Clarion are the registered providers for the site.
- 3.5 The main vehicular access to the site is via Coldhams Lane and Airport Way (and forms the primary street for the wider development, linking the application site to development parcels to the east and west. A dedicated cycle and pedestrian access run through the southwestern portion of the site. Both elements were approved as part of the RMA1 application. A secondary street runs around the northern portion of the site, providing a secondary link to the approved RMA3 parcel and beyond.
- 3.6 The proposals provide a mix of houses and flats including 9 custom build homes. Apartment blocks are located along the primary street and at key corners, within the four storey building heights approved within the parameter plans. Two and three storey homes are arranged in parameter blocks with three storey town houses along the primary road and the boundary with RMA3, and two storey homes to the centre and rear of the blocks. The density of the development decreases south of the local centre area, toward the allotments.

- 3.7 The proposed local centre itself is positioned centrally between the northern portion of the site (The Gateway) and the southern area (The Village), and adjacent to the market square approved within RMA1. It would include 573m² of retail space across three units, and a separate community hub and café building, totalling 362m². Two integral storage units are also proposed to support the market square and proposed uses.
- 3.8 All homes provide indoor and outdoor storage spaces for waste and recycling materials. For houses, refuse stores are typically located at the rear of gardens or within garages. Flats will have dedicated bin storage for waste and recycling materials.
- 3.9 Cycle parking is provided in a manner that seeks to promote active travel, and bike use. Each house has a lockable cycle store at the front, side or rear. Garages have been enlarged to provide convenient bike parking. Secure cycle parking for apartments is located within the footprint of the buildings adjacent to the entrance, with visitor stands by the door. More widely spaced stands are provided, for cargo bikes. Car parking would be provided on-plot for houses and flats.
- 3.10 A total of 0.8ha is provided as open space and landscaping, including two neighbourhood parks central within The Gateway and The Village, and a greenway to the southwest of the market square. An additional 0.6ha of allotments is proposed, including a clubhouse.

Discharge of planning conditions

- 3.11 The applications include details for approval required by conditions on the outline consents 18/0481/OUT and S/1231/18/OL (as varied), seeking to part discharge the following conditions in relation to these reserved matters parcel:
- 10 (Design Code Compliance 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)
 - 20 (Overheating & Daylight)
 - 21 (BREEAM)
 - 23 (Strategic Surface Water Drainage)
 - 24 (Surface Water Strategy)
 - 26 (Foul Water)

- 29 (Biodiversity Survey)
- 30 (Wildlife Hazard Management Plan)
- 34 (Allotment Details)
- 36 (Open Space Details)
- 37 (Hard and Soft Landscaping)
- 38 (Tree Survey)
- 40 (Excavation Trenches Detail)
- 44 (Cycle Parking)
- 45 (Car Parking)
- 55 (EV Charging)
- 59 (Noise Mitigation for Public Open Space)
- 60 (Noise Impact Assessment – Non-Residential Uses)
- 61 (Artificial Lighting)
- 64 (Waste and Recycling Details)

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

Application Documents

- 3.13 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
 - Biodiversity Survey and Assessment Report
 - Wildlife Hazard Management Plan
 - Tree Survey and Arboricultural Impact Assessment
 - Landscape Masterplan
 - Hard and Soft
 - Public Art Statement
 - Statement of Public Engagement
 - Noise Assessment and Mitigation Scheme
 - Energy and Sustainability Statement
 - Schedule of Accommodation

4. Relevant site history

Reference	Description	Outcome
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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
22/01966/COND63	Discharge of Condition 67: Site-Wide Remediation Strategy	Discharged in Part April 2024
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/COND67 B	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	Approved April 2023
22/04037/REM and 22/04102/REM	Reserved Matters 2 (Sales Village) - Temporary planning permission comprising 9 residential dwellings and marketing suite	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	Approved April 2023
22/05018/REM and 22/05037/REM	Reserved Matters 3 (First Residential phase) - 351 residential units and associated infrastructure	Approved April 2023
23/03347/REM	Reserved matters application for appearance, landscape, layout and scale for 136 residential units and car parking, cycle parking and Landscaping	Approved April 2024

5. Policy

5.1 National policy

National Planning Policy Framework 2024

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 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
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/3 – Protecting Agricultural Land
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
E/22 – Applications for New Retail Development
SC/4 – Meeting Community Needs
SC/6 – Indoor Community Facilities

SC/7 – Outdoor Play Space, Informal Open Space & New Developments
SC/9 – Lighting Proposals
SC/10 – Noise Pollution
SC/11 – Contaminated Land
SC/12 – Air Quality
TI/2 – Planning for Sustainable Travel
TI/3 – Parking Provision
TI/8 – Infrastructure and New Developments
TI/9 – Education facilities
TI/10 – Broadband

5.3 **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

5.4 Neighbourhood plan

None relevant

5.5 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

5.6 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

5.7 Other Guidance

Waste Storage & Collection Guidance for Developers (November 2021)
Greater Cambridge Sustainable Design and Construction SPD (2020)
Greater Cambridge Housing Strategy 2024 to 2029
Cambridge City Air Quality Action Plan (2018)

6. Consultations

Publicity

Neighbour letters – Y

Site Notice – Y

Press Notice – Y (Reason: Major Development, Public Right of Way)

Parish Council

6.1 No comments received.

Access Officer

6.2 No comments received.

Active Travel England - No Objection

- 6.3 Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application.

Anglian Water - No Objection

- 6.4 Recommend partial discharge of condition 26 and 40 of the outline planning permission 18/0481/OUT and 18/1231/OUT as varied by 22/01966/S73 and 22/01967/S73

Cambridge City Airport - No Objection

- 6.5 The application has been assessed against safeguarding criteria and meets the requirements.

Conservation Officer - No Objection

- 6.6 The application has been assessed and it is considered that the proposal would not give rise to any harm to any heritage assets.

Communities and Well-being Officer - No Objection

- 6.7 Following the submission no objection to Condition 10 (Design Code), Condition 34 (Allotment Details) and Condition 36 (Open Space). Conditions recommended for community centre specification, play equipment and allotments
- 6.8 Consideration has also been given to the Community Centre. Welcome the door adjoining the café increasing functionality. Note the community centre strategy will be dealt with separately and first draft has been received. Welcome the provision of PV panels, grey/rainwater harvesting.
- 6.9 Commend the applicant on the community engagement process which has gathered community feedback via a range of methods including meaningful workshops and events.

County Active Travel Officer -

- 6.10 Requests widening of links used by cyclists, and for further consideration of desire lines. Requested further details for cycle parking relating to the retail units, allotments and Southern Park.

County Archaeology - No Objection

- 6.11 Archaeological mitigation for this development is managed by condition of outline application 18/1231/OUT

County Highways Development Management - No Objection

- 6.12 The submission of the dimensioned plans for the proposed adopted public highway demonstrates that in principle these would be acceptable to the Highway Authority. Some concern was raised about the size of the tree pits in the build outs but the Landscape Officer has since confirmed that they are of a size which would allow a tree to mature and grow.

- 6.13 Additional comments were made in regard for the potential for flooding to Plot 3Y due to kerb heights and the direction of water flows. Whilst the comments remain outstanding, officers consider this to be a technical engineering matter and can be resolved during the Section 38 adoption process to ensure there are no flood risks.

County Transport Assessment Team

- 6.14 Requested the applicant provide a detailed break down of the size and capacity of cycle parking on the parcel..
- 6.15 Officers followed up on these comments as the details are already on the application file. Officers also confirmed a condition will be included for further cycle parking details. No further objections.

Environment Agency - No Objection

- 6.16 Recommend discharge of condition 23 (Drainage: Strategic Surface Water Drainage Strategy) and condition 24 (Drainage: Surface Water Strategy) as they relate to RMA5 and to the protection of groundwater quality.

Environmental Health - No Objection

- 6.17 The development proposed is acceptable subject to conditions for residential traffic noise insulation, air source heat pumps, electricity substation scheme, local centre uses noise mitigation and operation hours, community centre noise mitigation and operational hours.

- 6.18 Recommended condition 10, 55, 59, 60 and 61 can be partially discharged in relation to this parcel. Condition 62 Odour needs further information and therefore cannot be discharged at this stage.

Greater Cambridge Share Waste Officer - Object

- 6.19 The strategy depicts bin collections points which are indicating a 10m drag distance for our refuse crew. These collection points need to be relocated to the kerbside of the tracked refuse vehicle route as crews do not drag these bins to the vehicle. The refuse strategy should be amended to reflect this policy.

Fire Authority

- 6.20 No comments received.

Landscape Officer- No Objection

- 6.21 Suggested conditions for landscape management plan (inc. delivery of open spaces), headwalls, allotment detail and bespoke hard and soft landscape details for climbing wall planters, additional soft landscaped areas in the courtyards and hardstanding areas for cycling parking near the community centre.

Lead Local Flood Authority - No Objection

- 6.22 No objection in principle. The submitted documents demonstrate that surface water from the proposed development can be managed through the use of permeable paving and rain gardens, with attenuation provided in basins across the site.

Ministry of Defence - No Objection

- 6.23 The proposed development falls outside of MOD safeguarded areas and does not affect other Defence interests. The MOD, therefore, has no objection to the development proposed.

Nature Conservation Officer - No Objection

- 6.24 Content with Biodiversity Survey and Assessment (February 2025) which accords with the aims and objectives of the approved site wide Ecological Design Strategy (Condition 25)

Public Art Officer

6.25 No comments received

Sport England - No Objection

6.26 Sport England considers the details submitted to be satisfactory and raise no objection to this application.

Sustainable Drainage Officer - No Objection

6.27 We have no objection to the proposals submitted under the reserved matters application for the RMA5 boundary. It is anticipated that the drainage scheme will be delivered in accordance with the details submitted as part of the application

Sustainability Officer- No Objection

6.28 Information in respect of conditions 17 (Sustainability Statement) 18 (Water efficiency), 19 (Energy Statement), and 20 (Overheating) is appropriate and these conditions can be discharged in respect of RMA5.

6.29 In relation to the Community Centre conditions for grey/rain water harvesting and PV/battery storage have been recommended. A waste management plan has been submitted but lacks detail and therefore Condition 63 should not be discharged at this stage.

Strategic Housing Officer - No Objection

6.30 No objection following additional information. The mix and location of the affordable housing has been discussed in detail with Clarion Housing who are the registered providers. The clusters of affordable housing are dispersed across the development parcel and are below 25 units.

Streets and Open Spaces

6.31 No comments received.

Tree Officer - No Objection

6.32 No objection.

Urban Design Officer - No Objection

- 6.33 A series of amendments have been submitted to address comments and therefore urban design continue to support the application. This application is a significant milestone in the delivery of the new neighbourhood, laying the foundations for a new civic quarter and community heart. The proposals has been developed in close collaboration with officers and through and enhanced public engagement and participate process.
- 6.34 Condition 10 (Design Code Compliance) and Condition 44 (Cycle Parking) can be discharged but aspects need to be reapplied. Additional conditions requested for materials, sample panel, cycle parking and hard surfacing for vehicle and pedestrian access/circulation areas.

7. Third party representations

- 7.1 Four representations have been received, none in support, one in objection and three raising neutral comments.
- 7.2 Those in objection have raised the following issues:
- Lack of sufficient green space
 - Insufficient cycle connectivity to Addenbrookes and city centre
 - Lack of services including GP and pharmacy
- 7.3 Those raising neutral comments have given the following reasons:
- General comment calling for more local amenities
 - Desire for more GP and dental practices,
 - Desire for improved bus services
 - In favour of green spaces, shops and cafe
- 7.4 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

8. Member Representations

- 8.1 None received.

9. Local Groups / Petition

- 9.1 None received.

10. Planning background

- 10.1 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.
- 10.2 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 application represents the fifth reserved matters submission ('RMA5') following the reserved matters for Infrastructure ('RMA1'), the Sales Village ('RMA2'), the first residential phase for 351 homes ('RMA3'), and the second residential phase for 136 homes ('RMA4').
- 10.3 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.
- 10.4 A site wide Design Code was approved for the site in October 2022.

11. Assessment

- 11.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of development
 - Compliance with Outline Planning Permission
 - Delivery of retail and community uses
 - Housing Delivery
 - Context of site, Design and External Spaces
 - Open Space
 - Residential Amenity for Future Occupants
 - Car and Cycle Parking
 - Sustainability

- Biodiversity
- Water and Flood Risk Management
- Other Matters

12. Principle of Development

- 12.1 The principle of development comprising a maximum of 1,200 residential dwellings, local centre and associated infrastructure was established for the wider site under outline planning consents 18/0481/OUT and S/1231/18/OL, which also established the means of access to the site in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way.
- 12.2 These outline permissions were later varied by applications 22/01966/S73 and 22/01967/S73 which made minor material amendments to condition 5 (Compliance with plans), 13 (Accessible and adaptable dwellings), 14 (Wheelchair user dwellings) and 17 (Sustainability statement).
- 12.3 These reserved matters applications are to agree details reserved by condition 1 of the outline consents 18/0481/OUT and S/1231/18/OL for appearance, landscaping, layout and scale. In this instance the application seeks reserved matters for 292 residential units and the local centre comprising community centre, convenience store, retail and cafe along with 292 residential units and all associated landscaping and parking.
- 12.4 The principle of development falls within those established at outline stage and is therefore acceptable.

13. Compliance with Outline Planning Permission

- 13.1 Several conditions were imposed on the outline consents, later varied by two Section 73 permissions, that require compliance at the reserved matters stage.
- 13.2 Condition 2 requires the first approval of the 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 has already been satisfied.

- 13.3 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 this time scale.
- 13.4 Condition 5 secured nine approved plans at outline stage including 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 related to the specific wording of the condition.
- 13.5 Condition 7 sets out the quantum of uses on the site, including a maximum of 1,200 residential dwellings and fixable mixed-uses up to 1,850 sqm for the local centre and community centre up to 250 sqm; the reserved matters applications comply with condition 7.
- 13.6 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.
- 13.7 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.
- 13.8 Condition 11 requires details of housing mix to be provided, including a plan showing the location and distribution of market and affordable units, 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.
- 13.9 Condition 12 requires compliance with residential space standards, condition 13, as amended, requires 95% of dwellings to be designed too 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

dwelling M4(3). Officers are satisfied that the reserved matters applications comply with these requirements.

13.10 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.

13.11 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 details have been approved on 26 April 2023 and officers are satisfied that these reserved matters application align with the details approved.

13.12 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 these reserved matters application:

- Condition 17: A Sustainability Strategy
- Condition 18: A Water Conservation Strategy
- Condition 19: An Energy Statement
- Condition 20: An Overheating Analysis
- Condition 21: BREEAM
- Condition 23: Strategic Surface Water Drainage
- Condition 24: Surface Water Strategy
- Condition 26: Drainage: Foul Water Drainage Details
- Condition 29: Biodiversity Survey and Assessment
- Condition 30: Wildlife Hazard Management Plan
- Condition 34: Allotment Details
- 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 60 Noise Impact Assessment – Non-residential uses
- Condition 61: Artificial Lighting Design
- Condition 64: Waste Storage Details

- 13.13 Officers are satisfied that these reserved matters application are supported by the relevant technical reports/information to satisfy the requirements of the outline consent 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. The reserved matters application therefore complies with the requirements of the outline consents 18/0481/OUT and S/1251/OL.

Enviromental Impact Assessment

- 13.14 The outline planning applications were EIA development under the 2017 EIA Regulations and as such were accompanied by an Enviromental Statement. An updated statement has been submitted with these applications.
- 13.15 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 EIA is therefore not required alongside these reserved matters applications.

14. Non-residential Floorspace and Allotment Delivery

- 14.1 Condition 7 of the outline planning permission requires the delivery of maximum floorspace of land uses within the local centre. This includes the provision of flexible units such as a food store and non-residential units such as a community hall. The trigger points for the delivery of such units were secured in the associated Section 106 Agreement. The reason for the condition was to ensure the development was implemented within the scope of the approved outline parameters.
- 14.2 The approved outline parameter plans, and subsequent Design Code secured the location of the local centre and the uses to ensure they were within a suitable walking/cycling distance to residents of the development.
- 14.3 The reserved matters application includes 958sqm of the 1,850sqm GIA non-residential floor space permitted under the outline planning permission. The uses are split into the following categories:
- Convenience store - 420sqm
 - Retail units - 153 sqm
 - Community Hub - 262sqm (250 sqm GIA based on ground floor)
 - Cafe - 100sqm
 - Stores - 23sqm
- 14.4 The general location of the uses and their size/footprint sit within the scope of the outline planning permission and approved Design Code. The remaining floorspace could be utilised on the next reserved matters phase.

- 14.5 In addition to the above, this phase also includes the provision of the site's allotments. The Section 106 Agreement requires the delivery of the first allotments prior to the occupation of the 400th home. Condition 34 of the outline planning permission requires that any reserved matters application that includes allotments should provide a detailed plan of the allotments, layout and management arrangements. Compliance with this condition will be expanded on in the below sections.
- 14.6 In principle the above uses will complement the homes on the site and bring a suit of facilities and services to the local community in accordance with the approved outline planning permission and subsequent Design Code.

15. Housing Delivery

- 15.1 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%).
- 15.2 The Section 106 Agreement set 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 where Cambridge City would seek a 75:25 ratio and South Cambridgeshire 70:30 ratio.
- 15.3 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 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.
- 15.4 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.
- 15.5 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).

- 15.6 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

- 15.7 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 72% affordable rented and 28% shared ownership.
- 15.8 The development would provide 292 homes, of which 117 would be affordable units (40%). This would be in accordance with the outline planning permission. The affordable units would be provided as follows:

Unit	Affordable: Social Rent	Affordable: Shared Ownership
1-bed flat	15	15
2-bed flat	19	
2-bed maisonette	6	9
2-bed house	24	4
3-bed maisonette	2	1
3-bed house	12	3
4-bed house	7	0
Total	85 (72.6%)	32 (27.4%)

Table 2 Affordable Housing Tenure

- 15.9 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. The Councils Housing Strategy Team raises no objection to the tenure mix proposed. The scheme has been maximised and there

would be no loss of bed spaces meaning the development will provide affordable homes for as many people on the housing register as possible.

- 15.10 In terms of the affordable housing mix, in consultation with the Councils Housing Strategy Team the unit size mix proposed is acceptable and would address local needs. This would generally align with the mix agreed in May 2020 for the whole site as set out in the table below.

Unit	Affordable Allocation	% of Allocation	Agreed Outline Mix (May 2020)
1-bed flat	30	26%	30%
2-bed flat	34	29%	20%
3-bed flat	3	2%	0%
2-bed house	28	24%	24%
3-bed house	15	13%	20%
4-bed house	7	6%	6%
Total	117	100%	100%

Table 4 Affordable Housing Mix

- 15.11 All affordable units would meet or exceed residential space standards and meet the accessible and adaptable dwellings M4(2) standard as required by Conditions 12 and 13 of the outline consents. Six of the homes would meet the requirements of wheelchair user dwellings M4(3) which corresponds to 5% of the affordable provision. This is in line with Condition 14 of the outline consent.
- 15.12 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 2 dwellings to 21 dwellings meeting policy and Section 106 Agreement requirements. The scheme has been designed to be tenure blind in the housing design. This has been supported by the Councils Housing Strategy Officer.

- 15.13 All the affordable homes will be accessed from the adopted public highway and the apartments will be accessed from parking courts. Private management fees will therefore be contained to only a few of these properties.
- 15.14 Officers, in consultation with the Council's Housing Team, are satisfied that the proposed distribution of the affordable units within the site is appropriate and the level of affordable housing is acceptable and accords with South Cambridgeshire Local Plan policy H/10 and Cambridge City policy 45 and the Greater Cambridge Housing Strategy 2019-2023.

Market Housing Mix

- 15.15 Officers note that the outline indicated the precise housing mix might differ as a subsequent reserved matters phases are brought forward with each one having regard to 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.
- 15.16 The development would provide 175 market homes across a mix of the following house types:

Unit	Private	% in RMA5	% Agreed Outline Mix (May 2020)
1-bed flat	24	14	10
2-bed flat	19	11	15
3-bed flat	-	-	-
2-bed house	17	10	9
3-bed house (inc. Custom build)	80	46	45
4-bed house	35	20	20
Total	175	100%	100%

Table 5 Market Housing Mix

- 15.17 The Planning Statement indicates that the desired character of this area of the site has informed the layout and dwelling mix. The previous parcel (RMA4) delivered a higher proportion of 1-2 bed flats and 2 bed homes. However, this parcel has brought the mix back in line with the indicative housing mix set at outline stage with a greater proportion of three bedrooms homes.
- 15.18 The market housing mix is supported, and Condition 11 can be practically discharged in relation to RMA5.

Self and Custom Build

- 15.19 RMA5 would provide 9 custom-build market properties which is equivalent to 5% of the parcels housing provision. This is in line with the Section 106 Agreement requirements.
- 15.20 The custom-build homes will be in the local centre, aligning the primary street. This corresponds to the indicative locations agreed in the approved site wide custom-build plan attached to the Section 106 Agreement. The proposed terrace units would form a homogenous group with varied tones and styles among similar building types.
- 15.21 The proposed Custom Build Homes have been developed to adhere to the Design Code requirements, whilst giving sufficient level of input from future residents into the final design, as required by the Self and Custom Build Act 2015. The approach to the customisation and choice over the final design have been subject to pre-application discussions both within the RMA4 and RMA5 applications with officers, who are supportive of the proposals.
- 15.22 The foundations, core (including services and staircase) and the external shell of the houses would be fixed, with choices of different external façade finish and landscape as previously described. Customisation would also include choice of internal layout and options for ensuite and bathrooms, and a level internal flexibility in the disposition of rooms. There will be choice for selected fittings and for sustainability upgrades, such as the provision of batteries.
- 15.23 The submission includes a Custom House Delivery Document, a draft of which considered by the officers and the Cambridgeshire Quality Panel as part of previous RMA4 parcel. The Delivery Documents sets out parameters of the custom build homes on RMA5, including design criteria; layout options; façade options; internal specifications; comfort and energy choices; and landscape options. The document also includes a 'configurator' which will allow owners to identify their preferred options. Owners will only be able to design their homes within the criteria approved within this document, with the homes themselves being built by Bellway Latimer Homes.

- 15.24 The above would enable development without the need for further planning permission for the custom build homes. Notwithstanding this, officers required that a record of what was being built was kept by the local planning authority. This is proposed to be addressed by a condition securing the approval of each custom-build details in accordance with the Delivery Document (**Condition X - Custom Build**).
- 15.25 Overall, the parcels approved to date along with RMA5 would provide 18 custom build units which represents 2% of the total units these parcels would provide. The agreed custom-build strategy includes the remaining 18 custom-build units will be provided in the next reserved matter parcel RMA6.
- 15.26 The custom build plots proposed as part of the application has been secured in the Section 106 agreement and the appropriate marketing of the plots will be undertaken in accordance with the agreed details. The proposal would therefore accord with South Cambridgeshire Local Plan (2018) policy H/9(2) and Cambridge City (2018) policy 45 and the Greater Cambridge Housing Strategy 2019-2023.

16. Design, layout, scale and landscaping

Compliance with Design Code

- 16.1 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.
- 16.2 This application falls within the 'Village, Gateway and Local Centre' character areas. 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. A Design Code compliance checklist has also been submitted. Details of this are summarised in the sections below.
- 16.3 Amendments have been made 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

- 16.4 The proposed spatial layout, movement network and design of the streets reflect the key site wide structuring elements set out in the Design Code,

that creates a legible layout that encourages active travel and supports the wider walkable neighbourhood.

- 16.5 The proposal will serve as the local centre, central to the Springstead Village development. The vehicular access to the parcel will be via the primary street and secondary streets which were approved as part of the RMA1 (Infrastructure) reserved matters application. The masterplan restricts the number of motor-vehicle access points from the Primary Street to prioritise pedestrian and cyclist accessibility within the infrastructure network.
- 16.6 The design of the streets within RMA5 prioritises active travel, quiet and low speed residential streets which are connected to dedicated cycling and walking routes along the primary, secondary streets, Greenway and the Ridgeway connecting to Cherry Hinton, Teversham Drift and the Secondary School. Design speeds are kept to 20mph or less, this requirement was a key tool in developing the traffic calming and tree planting measures. All paths will be paved or bound, unified surfaces that use contrasting colours. Footpaths will be a minimum 2m widths which expand for the multi-use spaces.
- 16.7 The internal loop within the parcels is offered for adoption to the Highways Authority will incorporate infrastructure and have been designed to accommodate its use by cars as well as service vehicles, including firefighting and waste collection, with segregated footways for pedestrians. The shared spaces connecting parking courtyards to the internal loop will remain private.
- 16.8 Officers note the comments raised by the County Council Active Travel Officer suggesting additional crossing points, connections through the parcel and alternative cycle parking solutions. At Design Code stage and within the RMA 1 (Infrastructure) application discussions were held with the County Active Travel Team, Urban Design and the Local Highways Authority to ensure that key strategic routes were planned into the scheme from the beginning.
- 16.9 The additional routes now suggested by the Active Travel Officer lies outside the scope of this RMA5 application and has already been approved by the previous RMA 1. In addition, they have suggested some of the connecting footpaths are widened from 2.5m - 3m. The intention is that these small links provide pedestrian and cyclist access from there homes to the strategic network. The smaller links are not high-speed routes and would not generate a significant numbers of movements to

warrant larger paths. Expanding these footpaths will see the loss of important landscaping features and more hardstanding for limited benefit.

- 16.10 Overall officers consider that the proposed layout successfully translates the fundamental principle fixed within the Design Code of creating legible networks, and the movement and access network is supported. The proposals are considered to be in accordance with South Cambridgeshire Local Plan (2018) policies HQ/1 and TI/2 and Cambridge City Local Plan (2018) policies 55, 56, 57 and 59.

Density, Scale and Layout

- 16.11 The proposal lies within the 'Village and Gateway' character areas, established by the Design Code for residential densities ranging from 50 to 70 dwelling per hectare. At the heart of the Character areas sits the 'Local Centre'. The Design Code established key urban design principles for this area which include a market square framed by flexible community, retail and residential uses together with the village green and primary school.
- 16.12 The building heights follow the principles of the Design Code. The apartment blocks adjacent to the local centre will be three-four storeys high and the townhouses three storeys. The homes that sit behind this will be two-three storeys. The density of the development gradually decreases as you get further away from the local centre. The community centre and retail units will be single storey but have been designed with emphasis to the roof-forms to stand out in the street scene. All building heights are within the Building Heights Parameter Plan approved with the outline planning permission and the proposed density of 32-69 dwellings per hectare is within the range established by the approved Design Code.
- 16.13 In terms of the layout, the Local Centre is set at the centre of RMA 5 and the Springstead Village proposals. It is located on the primary movements network including walking, cycling and bus routes that connect the site to the wider area. The centre is also served by multiple locations for bike parking and car parking including parking spaces equipt with fast EV charging stations and electric hook ups for market stalls. The proposal co-locates the planned primary school and village green (agreed under separate reserved matters applications) with the spaces for retail, cafe and community uses grouped around a market square. The market square is a car free space and is intended to be an important feature to the local centre allowing pop-up events, small markets and sitting out.

- 16.14 The proposed layout also aims to address the 'Living Infrastructure' approach set out in the approved Design Code. It is designed to create an integrated network of natural habitats, sustainable drainage, and tree planting, linking the proposed Neighbourhood Parks, greenways, allotments and the section of the Active Discovery Route and the landscape approved for the Primary Street. Street trees and planting, and each of the green spaces combine play, social spaces, and habitats.
- 16.15 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 the Cambridge City Local Plan (2018) policies 55, 56, 57 and 59 and South Cambridgeshire Local Plan (2018) policies HQ/1, H/8 and TI/2.

Form, Appearance, Detail and Materials

- 16.16 The residential buildings within these character areas will be predominantly of masonry palette with accent materials of stone and brickwork, like the previous parcels. Alongside the apartment blocks, a diverse range of homes are provided which includes terraces houses, coach houses and semi-detached houses with variations of roof style and form.
- 16.17 To align with the Design Code, RMA 5 combines building frontages and boundary treatments to maintain perimeter block principles. To maintain the envisaged softened, rural and agricultural feel, threshold boundaries include traditional estate rail fences, hedges and informal natural planting. Exposed rear garden boundaries consist of walls and fence lines with hedges or planting to front. Decoration and accent materials used to help emphasise important frontages such as when enclosing neighbourhood squares, focal points and at street corners.
- 16.18 Nine custom build dwellings are proposed in the local centre, fronting the Primary Street and Market Square. The proposal aligns with the approved Design Code, and will offer options for façade and landscape finishes, in a fixed external shell of terraced three-storey houses, with dual-pitched roof. The landscape options as well as the façade options and form of the custom-build houses will integrate with the finishing materials and landscape proposed for other parts of the RMA5 parcel
- 16.19 The proposed finishing materials follow the palette and details in the Design Code and reflect the relevant character area requirements. Most of the proposed elevations are finished in brick, with some weatherboarding proposed in selected elevations where RMA5 would be

nearest to the Village character area. Roofs are generally cladded in tiles, with a few proposed mono-pitched roofs handled in traditional standing seam roof. Utilities, services and drainage are designed as part of the elevation.

- 16.20 The non-residential buildings such as the convivence store and community hub have been designed to meet BREAAAM excellent on sustainability. In line with the parameters of the Design Code, they are simple barn style buildings with the retail unit being single storey and the community centre two stories. The design supports lower carbon construction with openings to offer natural light and flexibility in their internal design.
- 16.21 During the application process an addendum was submitted to the design and access statement to support the design/finish of the non-residential units. Overall the development is considered to support a comfortable health, active and sustainable lifestyles which mitigating the Urban Heat Island effects through avoiding tall building clusters, natural ventilation paths, shading strategies (canopy covers), urban mobility (street network encourages cycling and walking) and surface mater strategy to name a few. Whilst the darker cladding surfaces can absorb more solar heat this has been actively managed on the scheme through high-quality insulation, air ventilation gaps and strategic shading to reduce the heat build up
- 16.22 The community hub design was developed in line with the Design Code and through engagement with local people and stakeholders. We had a series of model building sessions ran by the architects and their expert engagement consultant along with focus workshops with organisations and charities that current run similar facilities in the Greater Cambridge Area. There were some important outcomes from these sessions including providing different sized spaces (1:1 rooms), roof design extended to shelter the main entrance and provide buggy storage, increase storage throughout and link/hatch between the cafe and community hub.
- 16.23 For the community hub the application includes a series of indicative internal layouts depending on how the future operators wish to run the facilities. There is a main central hall that provides the ability to host indoor markets, exercise groups and seated events alongside additional flexible space such as a large foyer and two meeting rooms in the mezzanine. To ensure the interior design and fit out is suitable a condition is recommended for the final design prior to any works commencing on this building. This will ensure the building is fit for its intended purpose, accessible and meets the needs of the community.

- 16.24 The materials proposed as part of the hard landscaping form a coordinated palette for adopted roads and footpaths, parking courts and other parking areas, shared surfaces, private driveways, and residential front and rear paths. The materials include macadam, block paving, paving slabs and conservation kerbs. The materials are considered safe and accessible, at the same time that helps to achieve a consistent design across other public areas within the wider development and clearly defines carriageway and pedestrian routes. Conditions are recommended for details of materials and sample panels onsite.
- 16.25 The form, appearance, detail and materials are considered to be acceptable in accordance with the outline approved Design Code and Cambridge City Local Plan (2018) policies 55, 56, 57 and 59 and South Cambridgeshire Local Plan (2018) policies HQ/1, SC/4 and SC/6, subject to detailed conditions on materials (**Condition 2 - Materials**), internal specification (**Condition 15 - Community Hub Internal Specification**) and sample panel (**Condition 3 - Sample Panel**) to ensure the quality is secured in the detail.

Landscaping

- 16.26 The landscape masterplan design for this phase has been developed aiming to deliver a variety of open spaces and green corridors across the site area, following the Urban Greening Framework and Living Landscapes principles set out in the Design Code. The green infrastructure strategy proposes the incorporation of nature through the residential parcel, providing a variety of habitats and opportunities to connect with nature, and encouraging sustainable lifestyles.
- 16.27 This phase includes a number of public open spaces which have been carefully designed to provide high quality amenity, play and public art. This includes the north, south and west public open spaces along with the allotments, market square and village centre.
- 16.28 In addition, all movement corridors are acting as green corridors with substantial planting. This high-quality soft landscaping includes the key greening features of proposed trees, naturalistic public open space planting, plot frontage planting, street planting including rain gardens and strategic positioning of climbers on buildings, all of which aiming to contribute to creating verdant and vibrant streets. The open space, allotments, public art and play will be covered in more detail below.

- 16.29 The general landscape layout, size and distribution of the spaces are supported by officers and are considered to accord with the outline planning permission, Design Code and Cambridge Local Plan (2018) policies 58,59 and South Cambridgeshire Local Plan (2018) policies HQ/1, NH/2, NH/4 and NH/6.
- 16.30 The wording of outline Condition 37 requires full landscape details to be submitted with any reserved matters. Following initial review by the Councils Landscape Officer the Landscape Master Plan was amended to include additional details to cover the requirements of the condition. The developer is required to submit a Detailed Open Space, Landscape Management & Maintenance Plan (DOSLMMP) prior to first occupation of any dwelling on a parcel under the outline section 106 agreement. A condition is therefore a condition is not necessary on these reserved matters application. The approach seeks to balance the needs of residents and biodiversity, whilst respecting the safeguarding needs of the Cambridge Airport, while operational.
- 16.31 The hard and soft landscape details for this phase and the amendments to the proposals have been further revised by the Landscape officer, who is satisfied with the proposals. There are a few minor details in relation to headwall design, climbing planters, hardstanding materials, public art and cycle parking that have not been covered in the amendment submission and therefore the landscape officer has requested a bespoke condition to ensure these details are submitted at a later date (**Condition 5 - Landscape detail**).
- 16.32 Therefore Condition 37 is recommended to be discharged with this application for this application.

Open Space

- 16.33 Condition 36 of the outline planning permission requires that any reserved matter parcel shall provide details of those spaces along with the details of the dwelling served by each type of open space and timetable for laying out those spaces. The outline section 106 agreement requires that prior to commencement of development on the parcel to submit an Open Space Programme.
- 16.34 A total of 0.8ha is provided as open space and landscaping, including two neighbourhood parks central within 'The Gateway' and 'The Village', and a greenway to the south west of the market square. An additional 0.6ha of allotments is proposed, including a clubhouse. The public open spaces section of the Design and Access Statement sets out the details of the

open space to be delivered as part of RMA5 along with a master plan which demarcates the location of the homes in relation to these spaces.

- 16.35 The northern neighbourhood park offers a green space and seating areas for people to gather and enjoy the outdoors. It will comprise of an informal equipped play area, adventure trail, public art interventions along with incidental play elements such as grass mounds, log and landforms. Pathways and circulation routes will cross the centre of the space connecting to other areas.
- 16.36 The southern neighbourhood park offers equipped and natural play features with sensory planting for both play and educational value. Seating areas have been designed to suit different users and extensive tree planting has been included to provide suitable shade and rain gardens. The space will also include the public art piece.
- 16.37 Following the Living Infrastructure approach, the western Open Space connects the green infrastructure link from the village green with SUDs features and soft landscaping elements to March Lane, Cherry Hinton. A group of existing trees and vegetation along the western boundary will be retained and enhanced with further native trees and species rich grassland. The SUDs basin has been carefully sculpted on this parcel to have a more natural appearance with a gentle landform change and platforms. This has been in response to some of the feedback from earlier phases. Public Art pieces will be integrated into this area including the 'Pooh Stick' bridge and the kissing gates.
- 16.38 The Allotments lies to the south of the parcel and draws upon the inspirations from the successful Cambridge allotment projects. An indicative allotment plan has been submitted which demonstrates 14 quarter plots, 11 half plots and 5 full plots can be accommodated. An area for raised beds, parking and club houses has also been included. This has been expanded on in the 'Allotment' section below.
- 16.39 Whilst the Market Square and Village Centre spaces lie outside the application boundary of RMA5 a holistic design approach has been taken to ensure the area provide useable and high-quality spaces that interact with the buildings. Detailed plans for these spaces have been submitted with the application to demonstrate how they have been co-designed but will be discharged under planning conditions linked to the RMA 1 Infrastructure application. In summary the market square will provide space for market stalls and community events, seating areas, public art, play, strategic tree planting. The Village Centre will provide large open

lawn for play, seating areas, destination play and village centre plaza with ornamental planting.

- 16.40 The proposed spaces provide a high quality and varied network of spaces that will positively contribute to character of the development.
- 16.41 The details are considered in accordance with the requirements of Condition 36 apart from a detailed timetable for their delivery which is currently missing. This detail will be provided under the Section 106 agreement and therefore an additional condition is not necessary. The proposed open spaces are therefore considered acceptable in accordance with Cambridge Local Plan (2018) policy 68 and South Cambridgeshire Local Plan (2018) policies South Cambridgeshire Local Plan (2018) policies HQ/1, NH/2, NH/4 and NH/6. along with the approved design code, play strategy and outline planning permission.

Play Strategy

- 16.42 The approved Site Wide Play Strategy indicates that for this phase the provision of two neighbourhood play areas and 'Play on the Way' features. The Active Discovery Route also runs through the parcel adjacent to the allotments and along the greenway.
- 16.43 The two neighbourhood play areas will have an equipped play zone with climbing frames, stepping logs and net platforms. Within these areas there will also be adventure trails and natural play areas with public art features, seating, mounds and boulders along with sensory planting. The spaces will be framed with hedgerows and trees to provide shading. Play on the way and doorstep features are seen throughout the parcel and have been designed through community led public art process.
- 16.44 The play spaces are designed to be in general accordance with the principles set out in the sitewide play strategy document and play assessment tool providing a range of equipment, natural play elements and public art features to different age groups.
- 16.45 The final specification of the play equipment/features will need to be conditioned on the planning application as this information has only been provided indicatively (**Condition 7 - Play equipment**).
- 16.46 The proposed play spaces are therefore considered to be acceptable in accordance with Policy 68 of the Cambridge Local Plan (2018) and South Cambridgeshire Local Plan (2018) policies HQ/1, NH/2, NH/4 and NH/6.

Public Art

- 16.47 The outline Section 106 agreement secures the provision of Public Art on the site. A site wide Public Art Strategy was agreed with the aim of introducing the art into the landscape and play strategy along with focus on community engagement.
- 16.48 Public art in this parcel has taken a significant step forward from earlier phases of the development through the appointment of artist Thomas Kendall from Wayward. The approved Public Art Strategy introduces the conceptual starting point of the 'Hedgerow' as an organising principle that is shaping the approach to public art, nature and play across the development. This creates trails as well as playful natural spaces, secrete hideaways and bio-diverse experiences.
- 16.49 A core part of the work has been the community engagement. A series of design workshops and events have been run to gather key ideas from the community including St Andrews Church Hall Youth Group (11-16-year-olds), local primary schools and Cambridge and Anglian Ruskin University. This includes model making, witch-walks and hedgerow exploring. More recently the artist displayed some of the art work at the Cambridge Room.
- 16.50 The application includes a series of designed artworks that will sit across the parcel that will create a visual network of 'hedgerow' installations that respond to the community engagement. This includes the 'coffen stile', 'nesting gate', 'pooh sticks bridge', and 'ancient hollow hedge house'. Full details of these features have been submitted with the application.
- 16.51 The interventions will contribute to identity and legibility of the public realm. Through this process, the lead artist is not only creating meaningful interventions but is also building longer-term relationships. A Public Art Delivery Plan for this phase will need to be submitted under the Section 106 agreement to ensure these features will be maintained.
- 16.52 The Public Art proposals are acceptable, and a bespoke condition will be included for further details once they have been worked up with enhancements to some of the landscape plans to accommodate these features (**Condition 5 - Landscape**). The proposed play spaces are therefore considered to be acceptable in accordance with Policy 68 of the Cambridge Local Plan (2018) and South Cambridgeshire Local Plan (2018) policies HQ/1, NH/2, NH/4 and NH/6 along with the approved design code, play strategy and public art strategy.

Allotments

- 16.53 The outline parameter plans, Section 106 agreement, and Design Code secure the location of the allotments. Outline Condition 3 requires full details of the allotments to be submitted with the relevant reserved matters application. This includes a plan of the allotments, principles of plot layout and design, management arrangements, access and vehicle parking arrangements, Allotment clubhouse inc toilet, boundary treatment, water supply and soil specification.
- 16.54 The location and size of the allotments is in general accordance with the approved parameter plans and design code. The application is accompanied by an allotment strategy covering the condition requirements. There will be a total of 30 plots varying in size to accommodate different users. An area of the allotments is allocated to individual raised beds which enable flexibility and accessibility usage encouraging wider community involvement.
- 16.55 The boundary to the existing settlement is proposed to be enhanced with landscape buffer planting and native trees. Access to the allotment space is controlled through perimeter fencing this is softened with native hedgerows and trees. Cycle parking, car parking and drop-off points are also provided near the onsite clubhouse building.
- 16.56 The outline Section 106 agreement requires the developer to layout and deliver this first allotment phase prior to the occupation of the 600th dwelling. It is intended that the allotments and the allotment club house will be managed and maintained by Cambridge City Council. Allocation arrangements will be in accordance with the City Council allotment allocation policy giving priority to residents of the growth site.
- 16.57 Whilst the submission covers most aspects of the condition the final layout will be dedicated by the future need and Cambridge City Council specification. It therefore it seems premature to be approving the detail now. A bespoke condition will be included for details to be submitted **(Condition 5 - Allotments)**.

Inclusive Access

- 16.58 The Councils Access Officer was part to the pre-application discussions on this parcel and consulted with as part of the assessment of this application. Whilst no formal comments have been received the proposed master plan has been arranged to allow for clear, direct and inclusive

access throughout the site with low kerbs and thresholds within a low-speed environment. The layout has been designed to meet current building regulations Approved Document Part M.

- 16.59 In addition, the Access Officer paid particular attention to the design development of the Community Hub building to ensure it is laid out and accessible to all users upon occupation. A condition has been recommended for details of the internal fit out and specification of features.
- 16.60 The development is therefore considered to accord with Policy 57 of the Cambridge Local Plan (2018) subject to a condition for the internal specification of the community hub (**Condition 15 – Internal community hub spec**).

Waste Strategy

- 16.61 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.
- 16.62 The application is supported by the Design and Access Statement and Refuse Strategy which includes details of the refuse strategy showing the arrangement for bin storage and collection. Apartment blocks would have communal bin stores within the ground floor of the building and houses/maisonettes would have space for three bins either in the garage, rear gardens, or integrated to their front garden.
- 16.63 During the application process shared waste service raised some late concerns with the location of some of the bin-collection points and them being set back from the adopted kerbside. Given the late stage in the process this matter cannot be designed out of the scheme given the wider implications to amenity, layout, landscape and the adopted highway. Furthermore, the approved Design Code and previous approved phases, which are material considerations, has already agreed such distances are acceptable. In this case, officers are of the view that bin collections are still achievable close to the adopted highway. Therefore, no harm would result.
- 16.64 Officers consider the proposals to be acceptable and therefore Condition 64 can be partially discharged in relation to RMA4.

Cambridge Quality Panel

16.65 The scheme was reviewed by the Cambridge Quality Panel at pre-application stage in November 2024. A copy of the report from the review is provided in Appendix 1. The applicants have submitted a summary in the DAS in response to some of the points raised with focus areas being the community centre, infrastructure, public art and servicing of the retail units.

16.66 In summary the following actions have been taken:

Community

- Recognised that the developer has taken several consultation events differing in formats to engage with surrounding communities. This was applauded by the Panel. Suggestion about finding places for older residents to enjoy which has developed in the form of special seating, pooh stick bridges and natural spaces in the landscape.
- Local Centre plans have been reviewed and refined. Smaller footprints have been given to some of the retail units to try and attract start-up/independent businesses. That combined with their location near the convenience store and Community Hub we are hoping they will be attractive.
- Discussions have progressed on the management arrangements for the community centre. In January 2025 we also had a focused workshop with local community enterprises to understand challenges of running such a facility. There has been the introduction of 1:1 meeting rooms in the centre and more storage facilities. The applicants have submitted a first draft of the conceptual management plan for the facility and officers are currently considering the proposal and options. Eventually the document will need to be agreed under the S106 agreement triggers prior to occupation.

Connectivity

- Clarity of parking levels and ensuring they are in the right location. Further review of the parking provision has been carried out. Most of these areas lie outside of the RMA5 application boundary and within the detailed RMA1 Infrastructure application. Notwithstanding this, additional car parking has been provided on the primary street to accommodate expected movements, but we wanted to limit this to a minimum to encourage the local community to walk or bike to the facility.
- EV, Bins, Bikes provision to be managed. All properties will have EV charging. EV hubs will be provided to spaces along the primary street so visitors of the community centre or shops can use. Further details of

cycle parking provision for the commercial units will be conditioned on the application.

Climate

- Consideration has been given to the form of dwellings. The parcel includes a range of homes that address the character and density principles set in the Design Code. There are a range of housing types on the site from terraced, apartments, semi-detached and detached homes.
- Heat pumps have been carefully placed to the side or rear of homes. Bellway Latimer have installed a number on the early phase of the site and have had no noise issues or complaints from new occupiers to date.

Character

- Allotment provision is very popular in the Greater Cambridge area and therefore we do not foresee there being any issues with residents not coming forward for a plot. The Cambridge City Council Allotment lettings policy also builds in the back-up that if the plots are spare, they will be offered to a wider catchment beyond Springstead Village.
- SUDs basin has been included through the parcel. This includes raingardens and bridges to connect people to water.

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) and guidance on good design within the NPPF.

17. Carbon reduction and sustainable design

- 17.1 The application is supported by a Sustainability and Energy Statement. This sets out how the development seeks to comply with the requirements of outline conditions 17 (sustainability statement), 18 (water efficiency), 19 (energy statement), and 20 (overheating). BREEAM pre-assessments for the non-residential elements of the scheme to meet the requirement of outline condition 21 (BREEAM).
- 17.2 In relation to energy, the submitted information sets out how the proposals will achieve a reduction in regulated carbon emissions of approximately 62% over the baseline of a scheme built to Building Regulations Part L

2021, achieved through passive design, building fabric, and the use of air source heat pumps. The overheating analysis shows that the development can also meet the requirements of Building Regulations Part O, with dynamic thermal modelling of dwellings at risk of overheating. Mechanical ventilation is proposed for at risk homes, and those affected by noise constraints.

- 17.3 In relation to water use, calculations have been submitted demonstrating a modelled water use of 102.6l/p/d for houses, and 100.6l/p/d for apartments.
- 17.4 The BREEAM pre-assessments show a target score of 75.35% for both the community hall and retail units, including all 5 Wat01 credits being targeted, exceeding the 70% threshold to meet BREEAM 'Excellent.'
- 17.5 The Council's Sustainability Officer supports the proposals and recommended that conditions 18, 19, 17, 20 and 21 can be approved for this phase. In relation to condition 17 they requested further information managing the urban heat island effect, which has been provided in an addendum to the DAS.
- 17.6 The applicant has also provided an updated custom-build specification to include external heat blinds as suggested by the sustainability officer.
- 17.7 In relation to the non-residential development, the sustainability officer has requested clarity on whether the layout includes and allowance for water re-use, as well as further detail on the sustainability strategy including whether photovoltaics and battery storage have been considered.
- 17.8 The agent has confirmed that the community centre will include rainwater/greywater harvesting, and this is proposed to be secured by way of **(Condition 13 & 14 – greywater/rainwater harvesting)**. The agent has also advised they are willing to accept an condition for the installation of PV panels and battery storage. Due to the proximity to the airport a glint and glare assessment would be required to ensure they can be installed safely **(Condition 12 - PV and Glint/Glare)**.
- 17.9 The applicants have suitably addressed the issue of sustainability and renewable energy, and the proposal is compliant with policies 28 and 29 of the Cambridge Local Plan (2018) and South Cambridgeshire Local Plan (2018), conditions 17-21 of the outline planning permission, and the Greater Cambridge Sustainable Design and Construction SPD 2020.

18. Biodiversity

- 18.1 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.
- 18.2 Condition 29 of the outline permission requires submission of a biodiversity survey and assessment as part of each reserved matters submission. A survey and assessment have been submitted with the application. This identifies that several protected species are known or likely to be present, including water voles, nesting birds, and bats. The proposal seeks to avoid harm to these species by retaining habitats on which they depend. A series of mitigation measures are also proposed including a biodiversity positive landscape scheme, bird and bat boxes, and hedgehog holes.
- 18.3 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.
- 18.4 The Councils Ecology Officer has stated that the application is acceptable in principle and required details of artificial lighting and bird/bat boxes which are recommended be secured by condition (**Condition 11 - Nest Boxes**). Subject to the imposition of these conditions, outline Condition 29 can be discharged for the reserved matters area.
- 18.5 In terms of Biodiversity Net Gain (BNG), on previous phases the applicant submitted a BNG tracker and open space plan to demonstrate the development is on track to meeting the targets set at outline stage. To date this is missing from the reserved matters submission, however, an update will be given to committee members. Notwithstanding this, this phase seeks to deliver areas of flower lawn mix, wildflower grassland, amenity grass, ground cover shrub planting and raingardens. Therefore, the agent in consultation with the consultant ecologist has confirmed there are no in principle issues with not achieving the relevant targets.
- 18.6 Considering the above and other proposed conditions, the proposals are acceptable in respect of biodiversity and in accordance with the requirements of Policy 70 of the Cambridge Local Plan 2018 and South Cambridge Local Plan (2018) and objectives of the NPPF.

19. Water management and flood risk

- 19.1 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.
- 19.2 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.
- 19.3 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.
- 19.4 The details have been considered by the Lead Local Flood and Water Authority and the Councils Drainage Officer who raise no objections to the detail. The Authority notes that the documents demonstrate that surface water from the proposed development can be managed using permeable paving on the private shared access and parking areas. It is also noted that rain gardens are also proposed throughout the development and to take some runoff from external hard paved areas. Water will discharge into the wider approved drainage infrastructure for further water treatment and control before the final outfall into the award drain.
- 19.5 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 objectives of the NPPF. Condition 24 is recommended for discharge in relation to RMA5.

Foul Water

- 19.6 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.

- 19.7 The proposed foul water drainage strategy for RMA5 application directs flow by gravity to the Pump Stations 2 and Pump Station 4 which forms part of the strategic foul water drainage system (agreed under the RMA1 Infrastructure application). From here flows are pumped via a rising main towards Coldhams Lane where the main turns westwards and outfalls into Anglian Waters network.
- 19.8 Anglian Water have raised no objections to the proposal. Condition 26 can therefore be discharged in relation to this phase.
- 19.9 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 objectives of the NPPF.

20. Highway safety and transport impacts

- 20.1 The main Primary Street running through the centre of the parcel was agreed under the infrastructure reserved matters consent (RMA1). Within the parcel, the Primary Street feeds into a network of Secondary Street, Tertiary streets, following the general principles within the approved Design Code. Speed features have been placed around the streets to reduce speeds this includes raised tables and build outs.
- 20.2 The applicant has submitted vehicle tracking diagrams and visibility splays. The Highways Authority have been involved in reviewing the proposals at all stages and are satisfied with the proposed layout of the roads and paths across the site.
- 20.3 A highway adoption plan has been included in the Design and Access Statement, showing that the parcel's internal roads forming a loop from the Primary Street, Secondary Street and the Active Route are intended to be adopted by the Highways Authority, subject to a separate process. The City Council will be offered the market square, local centre and landscaping along the areas for adoption, and the remaining private shared drives will remain privately managed. This is acceptable in principle on balance due to the place-making objectives in these small streets.
- 20.4 Comments were made by the highway officer in regard to the size of the tree pits in the road 'buildouts'. Landscape officer has reviewed this and are satisfied the trees will amply room to grow and mature. Comments were also made about the potential surface water flood to one of the plots due to kerb heights. This matter can be addressed through the Section 38

adoption process when the highways authority considers detailed drawings. It's not considered to affect the layout of the scheme.

- 20.5 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. Conditions recommended by the Highways Authority are expected to be imposed **(Condition 27 –Pedestrian Visibility Splays), (Condition 28 – Driveway Levels) and (Condition 10 – Management and Maintenance of Streets).**

Cycle parking

- 20.6 There are 951 cycling spaces across the reserved matters area.
- 20.7 For the residential properties this includes 1 space per bedroom for units with up to 3 bedrooms and 3 spaces for 4-bedroom units. Additional visitor spaces will be provided within parks and apartment blocks. This is in line with policy 82 of the Cambridge Local Plan (2018). The Design and Access statement and plot plans demonstrate that every house has a lockable cycle store or stand directly adjacent to the entrance and within the garden boundary. Where garages or carports are provided; they are enlarged to include secure cycle parking.
- 20.8 Secure cycle parking for apartments is located within the footprint of the buildings directly adjacent to the entrance(s), with additional visitor stands by the door. Cycle parking provision includes more widely spaced stands to allow for the use of cargo bikes.
- 20.9 For the non-residential uses such as the open spaces, allotments, commercial units and community hub (total GIA 995m²), 90 cycle spaces have been allocated. The spaces have been distributed close to the intended uses. The total number of spaces would exceed the minimum number of spaces required by the local plan policy for the amount of internal area that has been provided.
- 20.10 A condition has been recommended by the urban design officer to ensure the spaces will suit the needs of the buildings they serve and to ensure the size/type of spaces vary to accommodate different styles of bikes. It is noted that more spaces could be provided outside the convenience store, café and community centre. This can also be address via planning condition.

- 20.11 Apartment block 01 and 09 floor plans were amended to include Sheffield standards (as opposed to stacking stands). This was to address the concerns of the County Council Active Travel Officer. Comments from the Transport Assessment team in relation to amount and distribution of cycle parking have been addressed in the submission and officers are satisfied that a policy compliant level of parking has been achieved.
- 20.12 Overall, the range of cycle parking solutions are supported. They are in convenient and well-integrated in the development in accordance with Cambridge Local Plan (2018) Policy 82. A condition is recommended for specific details (**Condition 9 – Cycle Parking**).

Car parking

- 20.13 There are 292 residential car parking spaces in total proposed across the reserved matters area. The Planning Statement and Design Access Statement explains that the amount of car parking proposed is in line with Cambridge Local Plan 2018 requirements (1/2-bedroom units- No more than a mean of 1.5 spaces per dwelling, 3 bedrooms or more- no less than a mean of 0.5 spaces per dwelling with a maximum of 2 spaces per dwelling).
- 20.14 Parking is predominantly provided on plot except for the custom-build units, where the spaces will be located to the rear of the plot, with integrated landscaping 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.
- 20.15 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 one visitor bay for every four units across the site.
- 20.16 For non-residential uses, there are 51 car parking spaces including 5 accessible bays. The designated spaces will have an EV charging point. These spaces are split between the following uses, some of which were secured within the RMA1 infrastructure application:
- Allotments x 4 designated spaces
 - Visitors x 44 spaces
 - Loading-bay x 1 space
 - Drop-off/deliverables x 4 spaces

- 20.17 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 34 - Removal of Permitted Development Rights - Garages and Car Ports).

21. Amenity

Internal residential amenity

- 21.1 The outline planning permission 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 these standards.
- 21.2 In terms of external amenity space, the Design Code requires that they are of a size, shape, aspect and level that allows for them to be positively used. All proposed houses within the phase would have a private rear garden which would be an acceptable size for the number of bedrooms. A condition will be included to ensure these spaces are provided prior to occupation **(Condition 32 – Curtilage)**.
- 21.3 Apartments and coach 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.
- 21.4 The Design Code requires that on two storey dwellings there should be a minimum of 18 metres 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.
- 21.5 A total of 28 (10% of the total dwellings) within blocks 3-X and 3-0 would have approximately 15m back-to-back distance and would therefore be below the recommended distance. Notwithstanding the proximity of the units, the layout of the Paracel and blocks have been carefully designed so that rear habitable rooms do not face habitable rooms directly opposite.
- 21.6 Given the density proposed to this character area, overall, the disposition of rear windows serving habitable rooms would not impose risk to the amenity of the future residents of RMA4 and the proposal in this sense is therefore acceptable. 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 29 – Windows)**
(Condition 30 – Extensions) (Condition 31 – Opaque).

Existing neighbouring amenity

- 21.7 There are no existing neighbour properties directly adjacent to plot boundaries. As such no overbearing, overshadowing, overlooking would result. The allotment boundary aligns properties along March Lane.
- 21.8 Allotments use is considered to be compatible with residential uses and therefore no significant noise or disturbance should result. The Allotment Club house and parking area will be located away from the boundaries to limit any impact.

Noise, Odour, Lighting and EV charging

- 21.9 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 59 (Noise Impact Assessment), Condition 55 (EV) and Condition and 61 (Lighting Scheme).
- 21.10 The application includes a Noise Impact Assessment and Mitigation Scheme presenting results of a modelling exercise, in respect of the proposed development. The noise modelling indicates that the noise levels at the dwellings within RMA5 would principally be influenced by existing road traffic associated Coldham's Lane and Cambridge Airport. There will also be noise from the non-residential uses within the local centre and primary street.
- 21.11 Some adjustment to the background noise levels have been considered and an alternative scheme of ventilation to some of the facades is proposed. This is supported by the Environmental Health team, subject to conditions. Outline Condition 59 has therefore been recommended for discharge alongside relevant conditions (**Condition 16 – Noise Insulation/ Mitigation Scheme Details**).
- 21.12 A Noise Impact Assessment has also been carried out for the Non-Residential uses. It is proposed to use measures such as acoustic enclosures around plant areas, non-residential use delivery and management plan for the noise generating uses such as the community centre. The following conditions have been suggested to ensure they do not have a harmful impact on residential amenity:
(Condition 19 – Local Centre noise assessment), (Condition 20 – Local Centre noise management plan), restriction on delivery hours **(Condition 18 – Delivery hours),** community centre noise insulation **(Condition 22 – Insulation)** and completion testing **(Condition 23 - Community Centre testing report),** opening hours **(Condition X - Opening hours)** and restricting amplification **(Condition 24 – Community centre amplification).**
- 21.13 A Noise Impact Assessment has also been carried out for the electricity substations, Air Source Heat Pumps (ASHP) and specific play equipment.

There are no in principle objections, but conditions were recommended to control operational noise levels for AHSPs (**Condition 17 – ASHP/s**) and a compliance condition relating to the electricity substation (**Condition 18 - Electricity Substation**), to ensure they do not have an impact on residential amenity.

- 21.14 In relation to Condition 55 (EV Charging) and 61 (Lighting) the details submitted are considered acceptable to discharge the condition.

22. Third party representations

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

Third party comment	Officer response
GP and Pharmacy provision	The outline Section 106 agreement secures a contribution towards health services. This could be spent onsite or off-site at the local GP surgery depending on the evidenced need at the time.
Bus service	The outline Section 106 agreement secures a contribution towards an extension to the existing bus service in this area. The primary and secondary street through the site has been designed to accommodate such routing.
Cycle infrastructure to Addenbrookes	The outline Section 106 agreements secures a contribution towards upgrades to the TINs cycleway which links to the GCP Greenway project connecting to Addenbrookes hospital.

Table 3 Officer response to third party representations

23. Other matters

- 23.1 Fire Hydrants - A condition has been imposed for the provision of fire hydrants (**Condition 35 - Fire Hydrants**).

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, and amendments submitted during this application. This has been a collaborative process with the applicant and is supported.
- 24.3 During the application process shared waste service raised some late concerns with the location of some of the bin-collection points and them being set back from the adopted kerbside. Given the late stage in the process this matter cannot be designed out of the scheme given the wider implications to amenity, layout, landscape and the adopted highway. Furthermore, the approved Design Code and previous approved phases, which are material considerations, has already agreed such distances are acceptable. In this case, officers are of the view that bin collections are still achievable close to the adopted highway and the number of units this effects is minimal. Therefore no harm would result.
- 24.4 The county council active travel officer has raised concern with some of the cycle route desire lines through the parcel and suggested widening of some routes. Both matters have been covered in the report and found not to be reasonable or necessary. The scheme would still achieve a high quality network to encourage users to cycle or walk in accordance with the approved Design Code and outline parameter plans.
- 24.5 The masterplan includes 292 residential units with associated car parking, cycle parking and landscaping. It also seeks approval for the local centre uses including the community centre/hub, retail units and convivence store and cafe. This phase is a significant milestone in the delivery of the new neighbourhood, laying the foundations to establish the civic and community heart, focussed on the approved village green and market square.
- 24.6 The scheme includes two Neighbourhood Parks, Active Travel routes, Greenway connecting Cherry Hinton to the local centre in line with the Living Landscape concept agreed within the Design Code. The design of streets and spaces prioritises active travel, quiet and low speed residential streets which connect into dedicated cycling and walking routes to form the network of active travel. Considering the delivery of transport improvements falling outside the application boundary secured at the

outline, the development provides safe connections to the surrounding routes network beyond the boundaries of the site.

- 24.7 Nine custom build homes have been included in the development, offering personalized housing options. In addition to providing a housing mix that responds to current housing demand, the scheme delivers other benefits secured in the outline consent, 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.
- 24.8 The local centre will comprise a new convenience store, which already has interest from an end-user and a new community hub. The Community Hub has been designed to a high-quality meeting BREEAM excellent and will include the provision of PV panels, battery storage and rain/grey water harvesting system to aid in keeping running cost low. The spaces within the building have been designed to be flexible to accommodate various user groups and includes smaller meeting rooms too. This is supported.
- 24.9 For the reasons set out in this report, on balance 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 the Cambridge Local Plan 2018 along with the aspirations of the LNCH Design Code 2022 and the parameters secured within the outline planning permissions.
- 24.10 Having taken into account 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

Applications within South Cambridgeshire administrative area:

1. **Approve reserved matters application 25/01098/REM** subject to conditions and informative as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informative (and include others considered appropriate and necessary) prior to the issuing of the planning permission.
2. Part discharges the following planning conditions on outline planning permission 18/1231/OUT (as varied 22/01966/S73) in relation to these reserved matters application only. Conditions:

10,11,12,13,14,17,18,19,20,21,23,24,26,29,30,34,36,37,38,40,44,45,55,59,60,61 and 64

Applications within Cambridge City administrative area:

3. **Approved reserved matters application 25/01059/REM** subject to conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.
4. Part discharges the following planning conditions on outline planning permission 18/0481/OUT (as varied 22/01967/S73) in relation to these reserved matters application only. Conditions:
10,11,12,13,14,17,18,19,20,21,23,24,26,29,30,34,36,37,38,40,44,45,55,59,60,61 and 64

26. Planning 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 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

No brickwork above ground level shall be laid until a sample panel(s) minimum 1.5mx1.5m for all the non-residential buildings and any new materials that have not been previously used onsite 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. Custom-build

No development shall take place above ground level on a custom build plot, as highlighted on approved drawing Custom Build Plan (To be inserted) until confirmation has been submitted to the local planning authority of the configuration of the custom build plot, that accords with the Custom House Configuration Delivery Document (Pollard Thomas Edwards, July 2025). The details submitted of the configuration shall include the plot number, typology, external fabric, energy uplift, landscape, internal arrangement and standard finishes choice for each plot in accordance with the configurator on page 17 of the Custom House Delivery Document. The custom build dwelling shall be implemented in accordance with the scheme as submitted to the local planning authority, unless otherwise agreed in writing.

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)

5. Additional Landscape Details

Notwithstanding the approved plans, no development above ground level, other than demolition, shall commence until the outstanding hard and soft landscaping details has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. Soft landscaping details of all climbing wall plants and trellis systems.
- b. Soft landscaping details for all public art pieces/areas.

- c. Hardstanding landscaping details of cycle parking areas serving the Community Centre and non-residential uses.
- d. Final hard surfacing materials for vehicle and pedestrian access and circulation areas.
- e. The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate to be formed, sections through construction to show make-up, and timing of works.
- f. The location and specification of underground utility routes and confirm/ demonstrate that the co-ordination between these and the landscape plans are complete to avoid clashes between underground services and landscape elements such as tree locations and underground areas needed for the trees to grow etc.

The landscaping within each Development Parcel or Strategic Engineering and Landscape Element areas shall be implemented and thereafter maintained in accordance with the approved details for that Development Parcel or Strategic Engineering and Landscape Element.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (Cambridge Local Plan 2018 Policies 55,57 and 59 and South Cambridgeshire Local Plan 2018 Policy HQ/1 and NH/6).

6. Headwalls

Prior to the installation of any headwalls, bridges and security trash screens detailed designs should be submitted to and agreed in writing by the Local Planning Authority. The details should consider the location, material, planting, size, security. Along with the necessary risk assessment and Interpretation boards shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the agreed details and maintained as such thereafter.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 Policies 55,57 and 59 and South Cambridgeshire Local Plan 2018 Policy HQ/1 and NH/6)

7. Play Equipment

Prior to first occupation details of the proposed children's play areas and features (incl. play on the way, 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 and checklist. 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.

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. Allotment Detail

Prior to the commencement of development of the allotments a detailed Allotment Strategy and accompanying plans shall be submitted to and approved in writing by the Local Planning Authority. This shall be in general accordance with the key principles in the Design and Access Statement - Allotment Strategy (Rev C4 Pollard Thomas Edwards dated March 2025):

a) A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders including plots with disabled access areas for communal storage of materials, for example, manure and compost; communal storage of tools and supplies (eg lockers and bins) and communal areas;

b) Proposed management arrangements and draft allotment tenancy agreements and management rules. This shall include consideration of general and individual plot holder Rules, Conditions and Code of Conduct, with compliance thereafter.

c) Details of the allotment clubhouse / store, including composting toilet, wi-fi, green roof and solar energy opportunities; in general compliance with the approved plans;

e) Boundary treatment, including security arrangements for the allotments in general compliance with the approved landscape plans;

f) Water supply, including use of stored rainwater and SuDS for watering crops;

g) Provision of good quality soil to British Standards 3882:2015 or equivalent, with structure and texture to allow free drainage and cropping, including final preparation of allotment plots to provide suitable levels and tilth for production of a range of garden crops.

The provision of allotments shall be carried out in accordance with the approved details and in accordance with the approved phasing programme.

Reason: To ensure that appropriate allotments are provided in relation to the development of the site. (Cambridge Local Plan (2018) policies 13 and South Cambridgeshire Local Plan (2018) policies SS/3 and policy CE/2 of the Cambridge East Area Action Plan 2008)

9. 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 in accordance with Cambridge Local Plan 2018 policy 82 and South Cambridgeshire Local Plan 2018 policy TI/3.

10. Maintenance and Management of Streets

Prior to first occupation 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. 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, for the safe and effective operation of the highway and on the interests of amenity. (Cambridge City Local Plan 2018 policies 56,59 and 82 and South Cambridgeshire Local Plan 2018 policies TI/3 and HQ/1)

11. Nest boxes

No development above ground level shall commence until a scheme for the provision of nest boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification, and their location. No dwelling shall be occupied until nest boxes have been provided for that property in accordance with the approved scheme.

Reason: To conserve and enhance ecological interests (Cambridge Local Plan 2018 policy 57 and South Cambridgeshire Local Plan 2018 policy NH/4).

12. PV panels and battery storage - Community Centre

No development above ground level to the Community Centre shall commence until detailed plans and specification of the photovoltaic panels and battery storage along with a completed a "Glint and Glare Assessment" shall be submitted to and approved in writing by the Local Planning Authority. Installation, operation, and maintenance of the solar photovoltaic panels shall thereafter be in accordance with the approved details unless it is demonstrated within the Glint and Glare Assessment that photovoltaic panels would not be feasible.

Reason: To ensure the building meets a good level of sustainability and Cambridge Airport requires a glint and glare assessment to determine the full impact on the Air Traffic Control Tower, and aircraft operations. (Cambridge Local Plan 2018 Policy 37 and South Cambridgeshire Local Plan 2018 Policy CC/3 and TI/8).

13. Grey Water Harvesting - Community Centre

No development above base course (other than demolition and enabling/ utility diversion works) to the Community Centre/hub shall take place until a detailed scheme for the approved grey water harvesting and recycling strategy that accords with the requirements of the BREEAM strategy for the building has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge City Local Plan 2018 policies CC/4 and South Cambridgeshire Local Plan 2018 Policies CC/4 and CC/7 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

14. Rainwater harvesting - Community Centre

No development above base course (other than demolition and enabling/ utility diversion works) on the Community Centre/hub shall take place until a detailed scheme for the approved rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge City Local Plan 2018 policies CC/4 and South Cambridgeshire Local Plan 2018 Policies CC/4 and CC/7 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

15. Community Centre – Internal Specification

No development above ground level shall commencement on the community centre until an internal design and fit out statement and accompanying detailed plans/materials schedule/specifications have been submitted to and approved in writing by the Local Planning Authority. The details should expand on the Design Access Statement dated 6 March 2025 Rev C4 (page 97-102).

The details will demonstrate how the building will be fitted out to ensure it is accessible to all, has a high-quality internal finish and creates a fit for purpose facility that meets the long-term needs of the community. The details shall include but not limited to; process of stakeholder/community engagement to accompany this detail, accessibility details (inc. automatic doors, visual and sound systems, toilets, seating types, kitchen units), storage facilities, buggy parking, plant and power, acoustic and lighting treatment, wayfinding strategy, finishes and fittings/furniture to all rooms.

The development shall be carried out in accordance with the agreed details and maintained as such thereafter.

Reason: To ensure the facility is finished to a high-quality standard, inclusive design and meets the needs of the local residents. (Cambridge Local Plan 2018 policy 56, 57 and 73 and South Cambridgeshire Local Plan 2018 policy HQ/1, SC/4 and SC/6)

16. Noise Insulation/Mitigation Scheme

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: SPRINSTEAD VILLAGE - RMA 5 – RESIDENTIAL DEVELOPMENT AND LOCAL CENTRE, BELLWAY LATIMER CHERRY HINTON LLP, February 2025 (revision 1.1, LF Acoustics Ltd)*', in order to protect further occupiers internally and externally from current / future local traffic noise shall be submitted in writing for approval by the Local Planning Authority. The following noise insulation / mitigation specific details / information shall be provided for each relevant lot and residential housing typology and rooms within :

- 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, February 2025', 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, February 2025, that are required to mitigate external traffic noise levels.
- v. For all of the above plans clearly identifying plots and habitable rooms within the site layout which will require such noise insulation / mitigation shall be submitted to assist with discharge of this condition.

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. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

17. Air Source Heat Pumps

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.

Any assessment shall have regard to the acoustic design statement principles / recommendations detailed within the submitted *'NOISE ASSESSMENT AND MITIGATION SCHEME: SPRINSTEAD VILLAGE - RMA 5 – RESIDENTIAL DEVELOPMENT AND LOCAL CENTRE, BELLWWAY LATIMER CHERRY HINTON LLP, February 2025 (revision 1.1, LF Acoustics Ltd)'*

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. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

18. Electricity substation

The electricity substations shall be constructed, operated and maintained thereafter in accordance with the acoustic design statement principles and noise insulation / mitigation scheme measures as outlined in the submitted *'NOISE ASSESSMENT AND MITIGATION SCHEME: SPRINSTEAD VILLAGE - RMA 5 – RESIDENTIAL*

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. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

19. Local centre - Operation noise assessment

Prior to the installation of any plant, machinery or equipment associated with operation of the Local Centre (to include a community centre (use class F2) and convenience / food store, retail units and café) a noise impact assessment and any noise insulation/mitigation as required for the said plant, machinery or equipment 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. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

20. Local Centre Delivery Hours

Any service deliveries to and dispatches / collections from the Local Centre (to include the community centre (use class F2) and convenience / food store, retail units and café) including refuse / recycling collections during the operational phase shall only be permitted between the hours of 07:00 – 22:00 hours Monday to Friday and 09:00 - 1900 hours on Saturdays, Sundays and Bank Holidays.

The only exemption to the above is a requirement for an earlier delivery of newspapers using a transit-sized van. To minimise any potential disturbance, this shall not use the loading bay to the rear of the convenience / food store, retail units and shall only use the parking bays on the primary street.

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 impact on proposed and existing noise-sensitive uses resulting from noise and secure acceptable living conditions. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

21. Local Centre Units - Prior to occupation Servicing and Operational Noise Minimisation Management Plan / Scheme

Prior to occupation of the convenience / food store, retail units and café a Servicing and Operational Noise Minimisation Management Plan / Scheme for the loading bay / service yard shall be submitted in writing to the Local Planning Authority (LPA) for approval. This shall include details of management and operations measures to be undertaken and implemented to mitigate and reduce noise activities / operations as far as are reasonably practicable. The approved plan / scheme shall be implemented and retained thereafter unless otherwise approved in writing by the LPA and shall be reviewed and revised as necessary at the reasonable request of the LPA.

The Plan / Scheme should include consideration of but not exhaustively the following operations and activities within:

- i. The journey to and from the loading bay / service yard area
- ii. Within the loading bay / service yard
- iii. Unloading/Re-loading
- iv. Advice and policy for drivers of service vehicles to minimise noise during collections and deliveries
- v. Vehicles delivering to/from site
- vi. No idling parked delivery vehicles permitted within the site at any time.
- vii. Only one delivery vehicle permitted on site at any time
- viii. No use of fork-lift trucks
- ix. Alarm systems

- x. Training of staff and/or customer to ensure awareness of noise control measures in place and monitoring.
- xi. Requirement to switch chiller units off on chilled food delivery vehicles during deliveries
- xii. The loading bay to be surfaced with a smooth, low noise surfacing to reduce noise from the cages as they are moved from the vehicle into the store.
- xiii. Where possible, low noise cages would also be utilised for the deliveries to the store.
- xiv. A complaints procedure for verifying and responding to complaints about noise / vibration

The development shall be carried out in accordance with the agreed details.

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. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

22. Community Centre – Noise assessment and insulation condition

Prior to any superstructure works commencing on site for the community centre hereby approved, a noise impact assessment of the community centre use on neighbouring premises and a noise insulation scheme and other noise control measures as appropriate, in order to minimise the level of noise emanating from the community centre uses and associated internal and external spaces.

Any assessment shall have regard to the acoustic design statement principles / recommendations detailed within the submitted '*NOISE ASSESSMENT AND MITIGATION SCHEME: SPRINSTEAD VILLAGE - RMA 5 – RESIDENTIAL DEVELOPMENT AND LOCAL CENTRE, BELLWWAY LATIMER CHERRY HINTON LLP, February 2025 (revision 1.1, LF Acoustics Ltd)*'

The assessment shall have regard to but not exhaustively the following:

- Nature / type of uses and events to be held and noise levels;

- Sound system setup with in-house fixed sound system incorporating noise limiting control / device set to the satisfaction of the Local Planning Authority;
- Acoustic performance of the building fabric, glazing, openings and ventilation systems;
- Details of an adequate alternative ventilation shall be provided to ensure external doors and windows remain closed during the playing of music.
- Premises entrances / exits and any associated external spaces and patron noise;
- Details of a cut-out device fitted to external entrance / exit doors shall be provided, so that if they are opened, the electrical supply to amplified music and the in-house fixed sound system is terminated / ceased;
- No amplified music in external areas.

shall be submitted in writing for approval by the Local Planning Authority. The noise insulation / mitigation scheme as approved shall be fully constructed and implemented before the community centre uses hereby permitted are commenced and shall be retained 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. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

23. Community Centre - Noise Assessment / Insulation Scheme Post Construction Completion, Commissioning and Testing Report

Before the community centre use hereby permitted is commenced a noise insulation scheme post construction completion, commissioning and testing report to include scheme sound performance testing and monitoring, shall be submitted to and approved in writing by the local planning authority.

The post construction completion, commissioning and testing report shall demonstrate compliance with the community centre use Noise Assessment /

Insulation Scheme (as approved / required by condition above respectively and shall include airborne and structural acoustic / sound insulation and attenuation performance standard certification / reports for scheme elements, the consideration and checking of the standard and quality control of workmanship and detailing of the sound insulation scheme and any other noise control measures as approved. Full noise insulation scheme sound performance testing and monitoring including noise limiting control / limiter device level setting to the satisfaction of the LPA will be required.

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. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

24. Community Centre - external / third party amplification

All musical and sound generation equipment used within the community centre shall be connected to and played / channelled through the in-house limited amplification / fixed sound system only. The use of any external third-party independent amplification / sound systems or equipment is strictly prohibited.

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. (Cambridge Local Plan 2018 13 and 35 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

25. Local Centre – Hours of use

The Local Centre use (to include the community centre (use class F2) and convenience / food store, retail units and café) hereby approved shall not operate outside the hours of 07:00 – 23:00.

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. (Cambridge Local Plan 2018 13 and 35 and

Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9 .

26. Artificial 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 shall demonstrate compliance with the standards and light limitations referenced within the Joseph Lighting document RMA4 Lighting Strategy – Land North of Cherry Hinton, Coldham's Lane (12/09/2023 revision V3 by Joseph Lighting). The development shall be carried out in accordance with the approved details.

Reason: Reason: To avoid lighting impacts (Cambridge Local Plan 2018 policies 37 and Cambridge East Area Action Plan 2008 policies CE/10 and CE/26 and South Cambridgeshire Local Plan 2018 policies SC/10 and SC/9.

27. Pedestrian visibility splays

Two pedestrian visibility splays of 2m x 2m shall be provided each side of each motor vehicular access within the development. The splays shall be measured from and along the proposed adopted public highway boundary. The splays shall be within land under the control of the applicant and not within the proposed adopted public highway. The splays shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the proposed adopted public highway for the lifetime of the development.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81 and South Cambridgeshire Local Plan 2018 policies HQ/1 and TI/8).

28. Driveway Falls and levels

All driveways, car parking spaces, private paths, private roads 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: In the interests of highway safety (Cambridge Local Plan 2018 policies 56, 59, 80, 81 and South Cambridgeshire Local Plan 2018 policies HQ/1 and TI/8). .

29. 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 without the granting of specific planning permission.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57 and South Cambridgeshire Local Plan policies HQ/1).

30. Removal of Permitted Development rights (two-storey extension)

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 and South Cambridgeshire Local Plan policies HQ/1).

31. Obscure windows

Notwithstanding the approved drawings, no dwelling hereby permitted shall be occupied until all windows above ground floor level serving bathrooms and ensembles 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 and South Cambridgeshire Local Plan policies HQ/1).

32. Curtilage

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 (Cambridge Local Plan 2018 policies 55, 56 and 57 and South Cambridgeshire Local Plan policies HQ/1).

33. Removal of permitted development rights (Mirco-wave antenna)

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 and South Cambridgeshire Local Plan policies HQ/1).

34. Removal of permitted development rights (conversion of garages/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 and South Cambridgeshire Local Plan 2018 policies HQ/1 and TI/2).

35. 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 sufficient infrastructure capacity and water supply is available for emergency use (Cambridge Local Plan 2018 Policy 85 and South Cambridgeshire Local Plan 2018 policy TI/8).

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 in relation to these reserved matters application only:

10 (Design Code Compliance 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)

20 (Overheating & Daylight)

21 (BREEAM)

23 (Strategic Surface Water Drainage)

24 (Surface Water Strategy)

26 (Foul Water)

29 (Biodiversity Survey)

30 (Wildlife Hazard Management Plan)

34 (Allotment Details)

36 (Open Space Details)

37 (Hard and Soft Landscaping)

38 (Tree Survey)

40 (Excavation Trenches Detail)

44 (Cycle Parking)

45 (Car Parking)

55 (EV Charging)

59 (Noise Mitigation for Public Open Space)

60 (Noise Impact Assessment – Non-Residential Uses)

61 (Artificial Lighting)

64 (Waste and Recycling Details)

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.

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

Appendix 1 Policy Glossary

NB for major apps only

Cambridge Local Plan

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

The provision of employment development is supported in the Cambridge Local Plan (2018). Policy 2 states that employment development will be focuses on the urban area, Areas of Major Change, Opportunity Areas and the city centre.

Policy 3: Spatial strategy for the location of residential development

The provision of extra housing within the city is supported in the Cambridge Local Plan (2018). Policy 3 states that the majority of development should be focused in and around the existing urban area of Cambridge, creating sustainable inclusive communities and enable the maximum number of people to access services locally.

Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing development that will contribute towards an identified housing need. The proposal would contribute to housing supply and thus would be compliant with policy 3.

Policy 4: The Cambridge Green Belt

Policy 5: Strategic transport infrastructure

Policy 6: Hierarchy of centres and retail capacity

Policy 7: The River Cam

Policy 8: Setting of the city

Policy 9: Review of the Local Plan

Policy 10: The City Centre

Policy 11: Development in the City Centre Primary Shopping Area

Policy 12: Fitzroy/Burleigh Street/Grafton Area of Major Change

Policy 13: Cambridge East

Policy 14: Areas of major change and opportunity areas – general principles

Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

Policy 16: South of Coldham's Lane Area of Major Change

Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change

Policy 18: Southern Fringe Areas of Major Change

Policy 19: West Cambridge Area of Major Change
Policy 20: Land between Huntingdon Road and Histon Road Area of
Policy 21: Station Areas West and Clifton Road Area of Major Change
Policy 22: Mitcham's Corner Opportunity Area
Policy 23: Eastern Gate Opportunity Area
Policy 24: Mill Road Opportunity Area
Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre
Opportunity Area
Policy 26: Old Press/Mill Lane Opportunity Area
Policy 27: Site specific development opportunities

Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy 28 of the Cambridge Local Plan (Sustainable design and construction, and water use) states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. This should include climate change adaptation, carbon reduction and water management. The policy also requires non-residential buildings to include full credits for Wat 01 of BREEAM. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

Policy 29: Renewable and low carbon energy generation

Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

Policy 30: Energy-efficiency improvements in existing dwellings

Policy 31: Integrated water management and the water cycle Policy 32: Flood risk

Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.

Policy 31(f) of the Local Plan requires that all flat roof is a green or brown roof, providing that it is acceptable in terms of context.

Policy 33: Contaminated land

Policy 33 permits development only where it has been demonstrated that there will be no adverse health impact to future occupiers, surrounding occupiers and the environment from ground contamination and gas migration.

Policy 34: Light pollution control

Policy 34 requires that all development proposal include details of external lighting which demonstrates it will minimise impact on residential amenity, wildlife and landscape character, prevent light spillage and be the minimum level required for public safety/crime prevention.

Policy 35: Protection of human health from noise and vibration

Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Developments must demonstrate that any adverse noise impacts can be appropriately reduced and/or mitigated.

Noise and disturbance during construction must be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

Policy 36: Air quality, odour and dust

Policy 36 requires development to demonstrate that it would not adversely impact on health, amenity of the environment through polluting or malodorous emissions, or dust or smoke emissions. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence.

Policy 38: Hazardous installations

Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge

Policy 40: Development and expansion of business space

Policy 40 encourages new office, and research and development facilities in a number of identified areas in the city. Proposals elsewhere are considered on their

merits. In larger employment sites, consideration should be given to shared social spaces and facilities to enhance the vitality of the site.

Policy 41: Protection of business space

Policy 41 protects the loss of employment floorspace unless the loss is needed to redevelop and modernise the use while retaining employment use or the site has been realistically marketed for 12 months for employment use and no future occupier has been found.

Policy 42: Connecting new developments to digital infrastructure

Policy 43: University development

Policy 44: Specialist colleges and language Schools

Policy 45: Affordable housing and dwelling mix

Policy 45 requires residential development of 15 units or more to provide a minimum of 40% of affordable housing. The Local Plan states that further details on the practical implementation of this policy will be set out in an up-to-date Affordable Housing Supplementary Planning Document (SPD).

Policy 45 states developments should include a balanced mix of dwelling sizes, types, and tenures to meet projected future household needs within Cambridge. Whilst not being prescriptive, Policy 45 requires dwelling mix and tenure types to have regard to the different needs for different unit sizes of affordable and market housing, which is further detailed on Cambridge's draft Affordable Housing SPD (June 2014)

Policy 46: Development of student housing

Policy 47: Specialist housing

Policy 48: Housing in multiple occupation

Policy 48 supports proposals for large houses in multiple occupation where there would not be an over-concentration of the use in an area, where the building and site are suitable and where they would have access to sustainable transport modes, shops and other local services.

Policy 49: Provision for Gypsies and Travellers

Policy 50: Residential space standards

Policy 50 requires new residential units to meet or exceed the residential space standards set out in the Government's Technical Housing Standards – nationally described space standard (2015). Policy 50 also states that all new residential units will be expected to have direct access to an area of private amenity space which

should be of a shape, size and location to allow effective and practical use of the intended occupiers.

Policy 51: Accessible Homes

Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible and adaptable dwellings to be met with 5% of affordable housing in developments of 20 or more self-contained affordable homes meeting Building Regulations requirement part M4(3) wheelchair user dwellings.

Policy 52: Protecting garden land and the subdivision of existing dwelling plots

Policy 52 requires proposals for the subdivision of existing residential curtilages to be of a form, height and layout appropriate to the surrounding pattern of development and character of the area whilst retaining sufficient garden space and balancing protecting the amenity and privacy of neighbours with creating high quality functional environments for future occupiers

Policy 52 of the Local Plan states that proposals for development on sites that form part of a garden or that subdivide an existing residential plot will only be permitted where:

- a) the form height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area
- b) sufficient garden space and space around the existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
- c) the amenity and privacy of neighbouring, existing and new properties is protected;
- d) provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties and;
- e) there is no detrimental effect on the potential comprehensive development of the wider area.

Policy 53: Flat conversions

Policy 54: Residential moorings

Policy 55: Responding to context

Policy 55 requires that development responds positively to its context, is well connected and integrated with its surroundings and is of an appropriate mass, scale, form, materials and landscape design.

Policy 56: Creating successful places

Policy 56 requires development to be of a high quality, inclusive and accessible design. The policy states 11 criteria that development should comply with in order to create successful places.

Policy 57: Designing new buildings

Policy 57 supports new buildings which are of a height, scale, mass, form, material and detailing that has a positive impact on their setting.

Policy 58: Altering and extending existing buildings

Policy 58 permits extensions and / or alterations to existing buildings provided they do not unacceptably overlook, overshadow or visually dominate neighbouring properties.

Policy 59: Designing landscape and the public realm

Policy 59 requires that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.

Policy 60: Tall buildings and the skyline in Cambridge

Policy 60 requires that any structure which breaks the existing skyline or is significantly taller than the surrounding built form is considered against a number of criteria. Further guidance is set out in Appendix F of the plan.

Policy 61: Conservation and enhancement of Cambridge's historic environment

Policy 61 of the Cambridge Local Plan (2018) aligns with the statutory provisions and NPPF advice. It seeks to ensure the conservation and enhancement of Cambridge's historic environment preserve or enhance the significance of the heritage assets in terms of scale, form and sighting. Proposals must demonstrate a clear understanding of the significance of heritage assets and their context. Clear justification must be provided for works causing harm to a heritage asset.

Policy 62: Local heritage assets

Policy 62 seeks the protection of local heritage assets and proposals would be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

Policy 63: Works to a heritage asset to address climate change

Policy 64: Shopfronts, signage and shop security measures

Policy 65: Visual pollution

Policy 66: Paving over front gardens

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 69 requires that development does not lead to an adverse impact of loss of a site of biodiversity or geodiversity importance as identified on the Policies Map.

Policy 70: Protection of priority species and habitats

Policy 70 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss.

Policy 71: Trees

Policy 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature.

Policy 72: Development and change of use in district, local and neighbourhood centres

Policy 72 outlines the uses acceptable in Local, District and Neighbourhood Centres and permits the change of use to centre uses provided the vitality, viability and diversity of the centre is maintained or enhanced. Policy 72 continues to state inappropriate uses in designated centres at ground floor, which comprise former B1 (office), B2 (light industrial), B8 (storage and distribution), C2 (residential institutions), C3 (dwellinghouses), C4 (houses of multiple occupation) and other 'sui generis' uses

Policy 73: Community, sports and leisure facilities

Policy 74: Education facilities

Policy 75: Healthcare facilities

Policy 76: Protection of public houses

Policy 77: Development and expansion of visitor accommodation

Policy 78: Redevelopment or loss of visitor accommodation

Policy 79: Visitor attractions

Policy 80: Supporting sustainable access to development

Policy 80 seeks to prioritise sustainable transport.

Policy 81: Mitigating the transport impact of development

Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

Policy 82: Parking management

Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the car and cycle parking standards set out within appendix L.

In relation to cycle parking, the standards state for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

In terms of car parking, appendix L states maximum car parking standards. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

Policy 83: Aviation development

Policy 84: Telecommunications

Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy 85 states that planning permission for new developments will only be supported/permited where there are suitable arrangements for the improvement or

provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

South Cambridgeshire Local Plan (2018)

S/1 – Vision

S/2 – Objectives of the Local Plan

Policy S/2 of the Local Plan sets out how the vision for the Local Plan will be secured through the achievement of six key objectives including to ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure (criterion e).

S/6 The Development Strategy to 2031

Policy S/6 of the Local Plan sets out the Council's development strategy and a hierarchical approach to new housing in the district, with a descending order of preference given to on the edge of Cambridge, at new settlements and only limited development at Rural Centres and Minor Rural Centres.

Policy S/6(4) sets out that development in the rural area will be limited, with allocations for jobs and housing focused on Rural Centres and Minor Rural Centres, and rural settlement policies providing for windfall development for different categories of village consistent with the level of local service provision and quality of public transport access to Cambridge or a market town.

S/7 – Development Frameworks

Policy S/7 of the Local Plan states that outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in this plan will be permitted

The supporting text to policy S/7 sets out the development frameworks define where policies for the built-up areas of settlements give way to policies for the countryside. This is necessary to ensure that the countryside is protected from gradual encroachment on the edges of villages and to help guard against incremental growth in unsustainable locations.

S/8 – Rural Centres

S/9 – Minor Rural Centres
S/10 – Group Villages
S/11 – Infill Villages
CC/1 – Mitigation and Adaption to Climate Change

CC/3 – Renewable and Low Carbon Energy in New Developments

Policy CC/3 'Renewable and Low Carbon Energy', requires that Proposals for new dwellings and new non-residential buildings of 1,000m² or more will be required to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies.

CC/4 – Water Efficiency

Policy CC/4 'Water Efficiency' requires that all new residential developments must achieve as a minimum water efficiency to 110 litres pp per day and for non-residential buildings to achieve a BREEAM efficiency standard equivalence of 2 credits. Paras 152 – 158 of the NPPF are relevant.

CC/6 – Construction Methods

CC/7 – Water Quality CC/8 – Sustainable Drainage Systems CC/9 – Managing Flood Risk

Policies CC/7, CC/8 and CC/9 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.

HQ/1 – Design Principles

Policy HQ/1 'Design Principles' provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context

Policy HQ/1 states that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with impairment such as sight or hearing.

Policy HQ/1 (n), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.

HQ/2 – Public Art and New Development

Policy HQ/2 encourages the provision of public art as part of major developments.

NH/2 – Protecting and Enhancing Landscape Character

Local Plan policy NH/2 requires that development respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located.

NH/3 – Protecting Agricultural Land

Local plan policy NH/3 'Protecting Agricultural Land' states that permission will not be granted for development which would lead to the irreversible loss of Grades 1, 2 or 3a agricultural land unless:

- a) Land is allocated for development in the Local Plan;
- b) Sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land...

NH/4 – Biodiversity

Policy NH/4 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss.

NH/6 – Green Infrastructure

Policy NH/6 requires that all new developments contribute towards the enhancement of the green infrastructure network within the district.

NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt

NH/14 – Heritage Assets

Policy NH/14 of the South Cambridgeshire Local Plan (2018) requires development affecting heritage assets to sustain or enhance the character and distinctiveness of those assets. Policy HQ/1 states that all new development must be compatible with

its location in terms of scale, density, mass, form, siting, design, proportion, material, texture and colour in relation to the surrounding area.

H/8 – Housing Density

Policy H/8 requires housing density in new settlements and urban extensions to achieve a housing density of 40 dwellings per hectare (dph) and in Rural Centres, Minor Rural Centre villages and Group Villages to achieve a density of 30dph. The policy states that density may vary where justified by the character of the locality, the scale of the development, or other local circumstances.

H/9 – Housing Mix

Policy H/9 'Housing Mix' requires a wide choice, type and mix of housing to be provided to meet the needs of different groups in the community. For market housing development of 10 or more homes, H/9 provides targets as set out in the table below. H/9 states the mix of affordable homes is to be set by local housing needs evidence. Policy H/9 requires that the mix of market homes to be provided on sites of 9 or fewer homes will take account of local circumstances

Policy H/9(4) requires 5% of homes in a development to be built to the accessible and adaptable dwellings M4(2) standard, rounding down to the nearest whole property with the provision split evenly between the affordable and market homes rounding to the nearest whole number.

In terms of self and custom build plots, policy H/9 does not set criteria for how many self or custom build units are to be provided within a development. Officers have typically secured provision equivalent to 5%. The custom build plots proposed as part of the application will be secured in the Section 106 agreement and the appropriate marketing of the plots will be undertaken in accordance with the agreed details. The proposal would therefore accord with Policy H/9(2).

H/10 – Affordable Housing

Local Plan Policy H/10 requires 40% affordable homes on development sites of 11 dwellings or more except where it can be demonstrated unviable in light of changing market conditions, individual site circumstances and development costs, in which case a revised mix of affordable house types and tenures and then a lower level of affordable housing provision may be negotiated. The NPPF paras 60 – 67 and Annex 2 Glossary are relevant.

H/12 – Residential Space Standards

Policy H/12 states that new residential units will be permitted where their gross internal floor areas meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standard (2015) or successor document.

SC/2 – Health Impact Assessment

SC/4 – Meeting Community Needs

SC/6 – Indoor Community Facilities

SC/7 – Outdoor Play Space, Informal Open Space & New Developments

Policy SC/7 requires all housing developments to contribute towards outdoor play space (including children's play space, formal outdoor sports facilities) and informal open space in accordance with the following minimum standards.

- Outdoor sports – 1.6 ha per 1,000 people;
- Formal children's play space – 0.4 ha per 1,000 people;
- Informal children's play space – 0.4 ha per 1,000 people; and
- Informal open space – 0.4 ha per 1,000 people.
- Allotments and community orchards – 0.4 ha per 1,000 people.

SC/9 – Lighting Proposals

Policy SC/9 requires external lighting proposal to be at the minimum level required for public safety/crime prevention. Lighting should be designed to minimise glare and spill and to ensure there is no adverse impact on amenity of surrounding occupiers or the countryside. Road and footway lighting must meet the County Councils adopted standards.

SC/10 – Noise Pollution

Policy SC/9 seeks to protect against adverse impacts associated with noise. Development must not result in an adverse impact to surrounding occupiers, future users and for wildlife and countryside recreation.

SC/11 – Contaminated Land

Policy SC/11 requires where contaminated land is suspected that assessment of the extent of contamination and any possible risks is provided. Proposals will only be permitted where it has been demonstrated that land is or can be made suitable for the proposed use. Conditions may be attached to any planning permission to ensure adequate attenuation of noise emissions or to control the noise at

source.

SC/12 – Air Quality

Policy SC/12 requires that proposals demonstrate they would not result in significant adverse impacts on health, the environment or amenity from emission to air. Where a development is a sensitive end use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality.

TI/2 – Planning for Sustainable Travel

Policy TI/2 requires developers to demonstrate adequate provision will be made to mitigate the likely impacts of the proposed development and, for larger developments, to demonstrate they have maximised opportunities for sustainable travel, and provided a Transport Assessment and Travel Plan.

TI/3 – Parking Provision

TI/3 requires 1 cycle space per bedroom. The supporting text advises that for residential purposes cycle parking should be within a covered, lockable enclosure and that for houses this could be in the form of a shed or garage, for flats either individual lockers or cycle stands within a lockable, covered enclosure are required. All cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles.

TI/3 requires 2 car parking spaces per dwelling – 1 space to be allocated within the curtilage. The supporting text to the policy advises that the Council will encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and provision of electric charging points and that a developer must provide clear justification for the level and type of parking proposed and will need to demonstrate they have addressed highway safety issues

TI/8 – Infrastructure and New Developments

Policy TI/8 states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

TI/9 - Education facilities

TI/10 – Broadband

Policy TI/10 'Broadband' requires new development to contribute towards the provision of infrastructure suitable to enable the delivery of high-speed broadband services across the District.

NPPF (2024)

Paragraph 11 the presumption in favour of sustainable development

Paragraph 11 of the NPPF (2024) states that decisions should apply a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay subject to assessing whether any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, when assessed against the policies in the NPPF (2024) taken as a whole.

Paragraph 116 Highway safety

Para. 116 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraphs 131, 135 and 137 well-designed, sustainable places

Paragraphs 131, 135 and 137 of the NPPF (2023) advise that developments should aim to achieve well-designed, sustainable places that function well, are visually attractive, create a strong sense of place and optimise the potential of the site.

Paragraph 136 Trees

Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.

Paragraph 161 climate change

Paragraph 161 of the NPPF (2023) advises that the planning system should support to transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change.

Paragraphs 170-181 flood risk

Paras. 170 – 181 of the NPPF relate to flood risk. These advise that Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. A sequential risk-based approach should also be taken to individual applications in areas known to be at risk now or in future from any form of flooding. The sequential test should be used in areas known to be at risk now or in the future.

Paragraph 187 protecting the natural environment

The NPPF para. 187 states that planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast
- d) minimising impacts on and providing net gains for biodiversity
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability
- f) remediating and mitigating contaminated and unstable land where appropriate.

Paragraph 198 Noise

Paragraph 198 of the NPPF advises that planning decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life resulting from new development, as well as limiting the impact of light pollution on local amenity.

Paragraph 199 Air Quality

Paragraph 199 of the NPPF advises that opportunities to improve air quality should be identified, such as through traffic and travel management.

Paragraph 207 the impact of a proposed development on the significance of a designated heritage asset

Para. 207 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significance of a heritage asset should require clear and convincing justification.

Paragraph 212 great weight should be given to the conservation of a heritage asset

Para. 212 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significance of a heritage asset should require clear and convincing justification.

Other

Build To Rent

The proposed housing is proposed as a 'Build to Rent' (BTR) development, whereby the whole development is retained in single ownership by commercial investors and professionally managed and maintained in this manner for the longer term of at least 15 years to provide rental income for the developer. BTR is increasing in popularity as a form of development in Cambridge. As such additional annexes to the Greater Cambridgeshire Housing Strategy were adopted in July 2021 which provide further guidance on this form of development. Paragraph 5 of Annex 9 states that "The Greater Cambridge Housing Strategy supports the development of purpose built private rented housing to help provide additional housing choice and to help accelerate the delivery of new homes". However, paragraph 15 of the annex requires that a robust market report will be needed to clearly demonstrate how any scheme would meet local housing need and demand.

The Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area

The Greater Cambridge Sustainable Design and Construction SPD (2020)

The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by policy CC/1 of the South Cambridgeshire Local Plan / Policy 28 of the Cambridge Local Plan.

The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point for each dwelling with allocated parking, one slow charge point for every two dwellings with communal parking (at least half of all non-allocated parking spaces) and passive provision for all the remaining car parking spaces to provide capability for increasing provision in the future. **OR# 1** per 1,000m² of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future

The Greater Cambridge Biodiversity SPD (2022)

The Councils' Biodiversity SPD (2022) is in line with the Environment Act 2021 and requires that development proposals deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.

The District Design Guide (2010)

The District Design Guide 2010 advises that to prevent the overlooking of habitable rooms to the rear of residential properties and rear private gardens, it is preferable that a minimum distance of 15m is provided between the windows and the property boundary. For two storey residential properties, a minimum distance of 25m should be provided between rear or side building faces containing habitable rooms, which should be increased to 30m for 3 storey residential properties. It advises that a 12 metre separation is allowed where blank walls are proposed opposite the windows to habitable rooms.

The District Design Guide 2010 advises that each one or two-bedroom house should have private garden space of 40m² in urban settings and 50m² in rural settings; whilst each house with 3 bedrooms or more should have private garden space of 50m² in urban settings and 80m² in rural settings. Ground floor apartments should have a minimum of 10m² private amenity space immediately outside their living accommodation, or use of a communal garden, where 25m² is allowed for each apartment. Upper floor apartments should have use of a private balcony, of a

minimum of 3m², plus use of a communal garden, where 25m² is allowed for each apartment.

The Community Infrastructure Levy Regulations (2010)

The Community Infrastructure Levy Regulations (2010) have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.