

# Planning Statement

**Barratt Eastern Counties and The North West Cambridge Consortium of  
Landowners  
Darwin Green One - Infrastructure Works  
3 January 2014**

## Quality Assurance

Site name: Darwin Green One

Client name: Barratt Eastern Counties and The North West Cambridge Consortium of Landowners

Type of report: Planning Statement

Prepared by: Adam Halford BSc (Hons)

Signed

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Reviewed by: Marcia Whitehead BA (Hons) DMS MRTPI

Signed

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**Appendix 2 Schedule of Application Documents - CCityC Full Planning Application for vehicular access across the outline consented North West Green Corridor up to the site, and District, boundary**

**Appendix 3 Schedule of Application Documents - SCDC Full Planning Application for Access to Secondary School Land from Darwin Green One**

**Appendix 4 Schedule of Application Documents - SCDC Full Planning Application for works to an element of existing Public Right of Way 135/5**

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**Appendix 6 Schedule of Application Documents - SCDC Full Planning Application for a Landscaped Mound south of the A14**

**Appendix 7 Schedule of Application Documents - SCDC Full Planning Application for a Utilities Compound**

**Appendix 8 Cambridge City Council Darwin Green One Infrastructure Ghost Application: Detailed Comments and associated descriptive responses**

## **1 Preface**

- 1.1 This Planning Statement has been prepared by Bidwells LLP on behalf of Barratt Homes Eastern Counties and The North West Cambridge Consortium of Landowners, referred hereafter as "the applicants".
- 1.2 The North West Cambridge Consortium of Landowners are defined as:
- The National Institute of Agricultural Botany Trust
  - The Masters Fellows and Scholars of St Catharine's College
  - The Masters Fellows and Scholars of Christ's College
  - The Masters Fellows and Scholars of The College of The Lady Frances Sidney Sussex
  - Chivers Farms Limited
  - Chivers Farming LLP
  - Anbeca Limited
  - The Trustees of the A B Atkins Trust
  - BDW Trading
- 1.3 In July 2010, the Cambridge Fringes Joint Development Control Committee resolved that land between Huntingdon Road and Histon Road, Cambridge, then known as "NIAB One" be granted outline planning permission (ref: C/07/0003/OUT) subject to the signing of a Section 106 agreement. A decision notice was issued on 18 December 2013 by Cambridge City Council, referred to hereafter as "CCityC", with conditions attached requiring the future submission and approval of more detailed information. In Autumn 2012, NIAB One was rebranded and is now known as "Darwin Green One". The name takes inspiration from a variety of arenas, including nature, botany, Cambridge University, scholars, learning and local history.
- 1.4 The application site straddles the administrative District Boundary between Cambridge City Council and South Cambridgeshire District Council. Accordingly, separate planning consent S/0001/07/F was obtained from South Cambridgeshire District Council, referred to hereafter as "SCDC", on 18 December 2013 for the north east end of the site for access onto the Histon Road and an area of landscaping including surface water attenuation pond.
- 1.5 Following these consents additional details are required to be submitted to CCityC as either Conditions Discharge or Reserved Matters for consent C/07/0003/OUT and to SCDC as Conditions Discharge for consent S/0001/07/F.
- 1.6 In addition to these it has been identified that a number of small planning applications are required to be submitted to both authorities for approval of further details to enable the delivery of Darwin Green One.

## **2 Introduction**

- 2.1 The Planning Statement seeks to provide consideration to the acceptability of proposals having regard to relevant national and local planning policies while detailing other material planning considerations. This statement has been prepared to support each of the planning applications submitted to both CCityC and SCDC and should therefore be considered as an overarching document supporting the delivery of Darwin Green One as a whole.
- 2.2 This statement seeks to draw together the various assessments and documentation which inform the preparation of the scheme and/or have been submitted with the application in order to assist the Local Planning Authority in determining the planning application.
- 2.3 Full details of all planning application documents and drawings which accompany each of the formal submissions are provided in the Schedule of Application Documents appended to this document.
- 2.4 The remainder of this Statement is arranged as follows:
- Section 3 describes the application site and its surroundings;
  - Section 4 provides an overview of the various application proposals;
  - Section 5 considers the relevant planning policy framework against which the proposals will be considered;
  - Section 6 sets out the case in support of each of the proposed applications;
  - Section 7 describes the pre-application discussions that have taken place and demonstrates how these have helped to shape the development proposals;
  - Section 8 provides conclusions in relation to the merits of each of the proposed application submissions and clarifies the Applicants' proposed approach to planning conditions.

### **3 Description of Site and Surroundings**

- 3.1 The site, Darwin Green One, is located in the north western fringe of the City and to its north is the A14 Cambridge Northern Bypass. It comprises part of the land used by the National Institute of Agricultural Botany (NIAB) between Huntingdon Road and Histon Road. The land is however not limited to NIAB's ownership and also includes parcels owned by the Chivers Family, Chivers Farms Ltd. and Christ's, Sidney Sussex and St. Catharine's Colleges, all of whom are party to a consortium for the purpose of this development.
- 3.2 The site comprises 51.43ha, of which the majority, approximately 48ha falls within the administrative boundary of Cambridge City and 2.8ha of land within South Cambridgeshire. The land within South Cambridgeshire abuts Histon Road and will be used for vehicular access, public open space and drainage facilities. The site's current land uses mainly comprise arable agriculture, in particular large scale crop trials run by NIAB. The southern end of the site contains the former Christ's and Sidney Sussex Colleges' Sports Ground.
- 3.3 The northern boundary of the application site broadly coincides with the boundary of Cambridge City and South Cambridgeshire District and is marked by a public right of way which runs along Whitehouse Lane and then on a track towards Histon Road. This boundary also aligns with the south east boundary of Darwin Green Two. Darwin Green One and Two are closely allied despite Darwin Green Two falling within the administrative boundary of South Cambridgeshire. The Master Plan for Darwin Green Two will incorporate the principles and form of development which Darwin Green One advocates. The developments will be complimentary with shared facilities helping to encourage a connected and cohesive community.
- 3.4 The first parcel of land within the site to gain reserved matters planning permission and be built out is located on the Huntingdon Road frontage. This parcel contains 187 homes of which 30% are affordable and are a mix of flats, duplex units and houses. This parcel was developed by David Wilson Homes.
- 3.5 To the south and west, the site abuts Cambridge's built up area and is roughly 2km from the historic centre of Cambridge and approximately 4km from the train station.
- 3.6 To the south of Huntingdon Road lies Cambridge University's North West Cambridge site, the subject of an adopted Area Action Plan for University related uses and market housing. Further to this, on 8 August 2012 the Joint Development Control Committee resolved to grant planning permission, subject to the signing of the Section 106, for the development of this site by the University of Cambridge.
- 3.7 Cambridge Science Park and the Regional College Campus lie 2km east of the site along King's Hedges Road. Directly east of Histon Road is the new mixed use development of Orchard Park which will provide some 900 new homes, associated mixed uses and employment uses.
- 3.8 One kilometre west of the site is Madingley Road Park and Ride which provides numerous cycle racks, lockers, 1,000 car parking spaces and frequent bus services (every 10 minutes) to the City Centre.
- 3.9 Further west (approximately 1.5km from the site) is the University's West Cambridge Science and Technology campus which is subject to Policy 7.06 of Cambridge Local Plan allowing its use for research institutes, commercial research and development, a sports complex, residential and associated uses in accordance with an agreed Master Plan.
- 3.10 About 6km (4 miles) north of the site is Cambridge Research Park which is within a reasonable cycling distance of Darwin Green.

- 3.11 In terms of accessibility, at a local level, there is a good network of cycle facilities in the area of the site. There are cycle lanes on both Histon Road and Huntingdon Road. An Orbital Cycle Route has been identified in the Western Cycle Network and will follow the northern boundary of the site which is already quite well used by cyclists, particularly during the summer.
- 3.12 The site is also well serviced by public transport. At least seven buses per hour run along Huntingdon Road in each direction, to and from the City Centre. Buses also run past the site along Histon Road in each direction every 20 minutes during the day. A number of these bus routes provide direct links to Cambridge railway station. Through these bus services the site is also well connected to places such as St Neots, Huntingdon and St Ives.
- 3.13 The Cambridgeshire Guided Busway (CGB) also provides high quality, reliable and frequent local public transport along the A14 corridor.
- 3.14 The site is served by two principal access roads: the A1307 Huntingdon Road and the B1049 Histon Road, two major radial routes into the City Centre. The site has good access to the strategic road network with the Histon junction of the A14 (Cambridge Northern Bypass) accessible from Histon Road, which also provides a connection to the M11. The A14 westbound can also be accessed from Huntingdon Road.
- 3.15 The site is therefore ideally located to promote sustainable modes of travel with easy access to the City Centre and a number of key employment sites around Cambridge.



## **4 Overview of the 'Infrastructure' Package**

4.1 This Planning Statement has been prepared in support of the first submission of additional details, as required by Matters Reserved by consent C/07/0003/OUT and includes the principal roads, public open space, drainage, services and one allotment area. In addition to this, this Planning Statement also supports additional planning applications submitted to both Cambridge City Council and South Cambridgeshire District Council.

4.2 The submission of Reserved Matters and Full Planning applications are in addition to the separate submissions for discharge of specific planning conditions for each of the existing consents for which no planning statement is required and therefore will not be addressed in detail within this document.

4.3 The applications collectively form the "Infrastructure" for Darwin Green One, for administrative purposes these are made up of seven planning applications with separate but adjacent application administration areas, but overall contributing to the single Infrastructure package. This Statement has been prepared to support the overall package and therefore should be read in conjunction with each of the following applications:

### **CCityC "Infrastructure" Reserved Matters Application relating to consent C/07/0003/OUT**

4.4 This application seeks approval, in part, of Matters Reserved by Condition 1 of consent C/07/0003/OUT for the development infrastructure element consisting of access roads, public open space, drainage, services and one allotment area. This relates to an area of 17.40ha.

### **CCityC Full Planning Application for vehicular access across the outline consented North West Green Corridor up to the site, and District, boundary**

4.5 This application seeks approval of full details for a vehicular access across the outline consented North West Green Corridor up to the Darwin Green One site boundary and City/District administrative boundary. This relates to an area of 0.043ha.

4.6 Specifically this application introduces a vehicular access abutting the north west boundary of the Outline Application site to connect to the proposed access to the Secondary School Land beyond. This is a departure from the consented Parameter Plans and therefore forms a separate Full Application.

### **SCDC Full Planning Application for Access to Secondary School Land from Darwin Green One**

4.7 This application seeks approval of full details for an access road to serve the Secondary School Land from the boundary with Cambridge City Council via the above new access connection within Darwin Green One. This relates to an area of 0.09ha.

4.8 Consent is sought on a temporary basis of at least five years as the design may be superseded by progression of the proposed Darwin Green Two masterplan for the land to the north-west of Darwin Green One.

### **SCDC Full Planning Application for works to an element of existing Public Right of Way 135/5**

4.9 This application seeks approval of resurfacing and landscaping works to an element of the Public Right of Way (PRoW) that is adjacent to the Darwin Green One development but falls outside of existing consents. This relates to an area of 0.10ha.

**SCDC Full Planning Application for Surface Water Connections and alternate Attenuation Pond**

- 4.10 This application seeks approval of details for surface water connections to serve the Darwin Green One site and an alternate location for the existing approved pond. This relates to an area of 2.71ha.
- 4.11 Approval of the associated Drainage Strategy for the site will allow either the existing consented Surface Water Attenuation Pond and new Connection to the existing Award Drains or for a new alternate Pond location and Connections to be implemented on an either/or basis.

**SCDC Full Planning Application for a Landscaped Mound south of the A14**

- 4.12 This application seeks approval of full details for a landscaped mound to be formed south of the A14 from surplus spoil arising from the Darwin Green One development. This relates to an area of 5.50ha.

**SCDC Full Planning Application for Foul Pumping Station, Utilities Compound & Cambridge Road Access Works**

- 4.13 This application seeks approval of full details for a Foul Water Pumping Station, an Electricity, Gas and Fibre Optics Utilities Compound housing services for the Darwin Green One development and works to the Cambridge Road Access. This relates to an area of 0.17ha.

## **5 Planning Policy Assessment**

- 5.1 The applications set out above, in combination, form the "Infrastructure" submission which follow the grant of:
- Outline Planning Consent 07/0003/OUT by Cambridge City Council for: Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works at Land Between Huntingdon Road and Histon Road, Cambridge, Cambridgeshire CB3 0LE;
  - Full Planning Consent S/0001/07/F by South Cambridgeshire District Council for: Formation of Vehicular, Pedestrian and Cycleway Access Road from Histon Road to serve the Urban Extension of the City between Huntingdon Road and Histon Road, Cambridge, together with Drainage and Landscaping Works.
- 5.2 The following policy review considers planning policies relevant to the determination of these proposals drawing extensively from relevant local and national guidance.

### ***National Planning Policy Framework***

- 5.3 Paragraph 196 of the National Planning Policy Framework (NPPF) confirms that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan,<sup>1</sup> unless material considerations indicate otherwise.<sup>2</sup>
- 5.4 Paragraph 186 requires that Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-making and plan-making should be seamless, translating into high quality development on the ground.
- 5.5 Paragraph 197 furthers the above indicating clearly that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.
- 5.6 Paragraph 187 states that local Planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.
- 5.7 The Darwin Green One development is the subject of an adopted allocation and an Outline Planning consent and is considered to form a vital sustainable urban extension to the City of Cambridge. The development proposals the subject of these infrastructure applications are considered essential to the delivery of this sustainable development and therefore should be supported in full in accordance with the development plan and presumption in favour of sustainable development.

### ***Cambridge City Council Local Plan***

- 5.8 Darwin Green One is the subject of an allocation through Policy 9/8 in the Cambridge Local plan adopted on 20 July 2006:

The principal land uses will be:

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<sup>1</sup> Section 38(1) of the Planning and Compulsory Purchase Act 2004: this includes adopted or approved development plan documents i.e. the Local Plan and neighbourhood plans which have been made in relation to the area (and the London Plan).

<sup>2</sup> Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990.

- a. around 40 hectares of housing, indicative capacity 1,780 dwellings;
- b. complementary mixed uses including 1.5 hectares for a primary school;
- c. open space (the existing Christ's & Sidney Sussex Sports Ground should be retained unless adequate provision can be made elsewhere).

Proposals should:

- d. provide an open space buffer in order to respect the setting of Girton and avoid development which causes coalescence with the City. This should link with the strategic gap (part of which is designated Green Belt) which straddles Huntingdon Road between Girton and Cambridge.

Accessibility

- e. main vehicular access will be from Huntingdon Road, but some limited vehicle access may be possible from Histon Road providing it does not adversely affect the proposed Cambridgeshire Guided Bus route running on Histon Road;
- f. no vehicular access from Windsor Road;
- g. give priority to public transport, cycling and walking links between Histon Road and Huntingdon Road;
- h. give priority to walking and cycling within the development and link the development with the surrounding walking and cycling network and orbital routes;
- i. build part of the link identified in the western cycle network (this is an orbital route linking Huntingdon Road to Histon Road and extending to Girton and Impington);
- j. strengthen and expand public transport along Huntingdon Road and Histon Road with potential opportunity for bus stops within the development. Create an orbital bus route across the site; and
- k. provide easy access to the Cambridgeshire Guided Bus stop on Histon Road.

#### **CCityC "Infrastructure" Reserved Matters Application relating to consent C/07/0003/OUT**

- 5.9 The Outline application C/0007/OUT was consented in compliance with the above adopted policy allocation and as such is considered to be in full compliance with Cambridge City Council policies. The compliance of the reserved matters design with the outline consent is set out within the Design & Access and Design Code Compliance Statement which accompanies the applications.
- 5.10 Specifically this application seeks approval of details in accordance with the following Conditions: 8; 49; and 58. The application seeks discharge of the following Conditions: 1 (part); 2; 10 (part); 14(part); 17 (part); 18 (part); 20 (part); 22 (part); 23 (part); 24; 35 (part); 40 (part); 66 (part); and 69 (part).
- 5.11 Condition 1 requires the approval of the Reserved Matters including details of appearance, landscaping, layout and scale. The accompanying engineering and landscaping drawings provide these details in relation to the infrastructure of the Darwin Green One development and therefore seeks partial discharge of this condition in relation to the access roads, public open space, drainage, services and one allotment area forming this application.
- 5.12 Condition 2 requires submission of the first Reserved Matters application within three years from the date of the consent. This is duly now accorded with through this first Reserved Matters submission which follows the consent dated 18 December 2013 and therefore seeks discharge of this condition.
- 5.13 Condition 8 requires a demonstration of compliance of the application with the Site Wide Design Code. This demonstration is provided within the accompanying Design & Access and Design Code Compliance Statement and therefore accords with this Condition.
- 5.14 Condition 10 requires submission of a Play Statement demonstrating how play proposals comply with the Site Wide Strategy for Youth Facilities and Children's Play Equipment. This demonstration is provided

within the accompanying Play Statement with Play Equipment proposed to be approved under planning condition as requested by Officers through pre-application discussions. The application therefore seeks partial discharge of Condition 10 in relation to Infrastructure.

- 5.15 Condition 14 requires inclusion of detailed landscape designs, specifications and design statement. These are provided within the accompanying landscape drawings, specification and within the Design & Access and Design Code Compliance Statement. Further detailed technical assessment is provided within the accompanying Soil Strategy. The application therefore seeks partial discharge of Condition 14 in relation to Infrastructure.
- 5.16 Condition 17 requires the submission of a land survey, tree and hedge survey and arboricultural implications assessment. These details are provided within: the Landscape Agency Existing Site Plan drawing 628.2-001 which includes the topographical survey of the site; and the accompanying Arboricultural Implication Assessment which includes tree and hedge survey for the site. The application therefore seeks partial discharge of Condition 17 in relation to the Infrastructure.
- 5.17 Condition 18 requires an Arboricultural Method Statement, tree constraints and tree protection plan. These details are addressed within the aforementioned accompanying Arboricultural Implication Assessment. The application therefore seeks partial discharge of Condition 18 in relation to the Infrastructure.
- 5.18 Condition 20 requires detailed assessment of proposed excavations and service installations in relation to retained trees. This assessment has again been undertaken within the aforementioned accompanying Arboricultural Implication Assessment. The application therefore seeks partial discharge of Condition 20 in relation to the Infrastructure.
- 5.19 Condition 22 requires submission of an Allotment Strategy with any application including provision of allotment space. The application includes full details for the first Allotment area within the Darwin Green One development, known as Allotment 1, the southern-most allotment area comprising 0.5 hectares which is in accordance with the Illustrative Plans submitted separately for partial discharge of Condition 22. A detailed Strategy for Allotment Provision, 628.2-RPT02, accompanies the application and therefore seeks partial discharge of Condition 22 in relation to the first allotment area.
- 5.20 Condition 23 requires submission of details relating to the Sports Pavilion location, building footprint, design principles and phasing to accompany any application including formal sports pitch provision. These details are contained within the accompanying Pavilion Statement and therefore seeks partial discharge of Condition 23.
- 5.21 Condition 24 requires the submission of details relating to the Multi-use games area (MUGA) to accompany any application including formal sports pitch provision. These details are provided in the accompanying MUGA drawing, Darwin Green Landscape Plan 7036 by Admiral Play, and therefore discharge of Condition 24 is formally sought.
- 5.22 Condition 35 requires a detailed surface water strategy demonstrating how the management of water within the reserved matters accords with the Site Wide Detailed Surface Water Drainage Strategy. These details are provided within the accompanying Strategic Infrastructure Surface Water Compliance Note. The application therefore seeks partial discharge of Condition 35 in relation to the infrastructure.
- 5.23 Condition 40 requires the submission of an Ecological Conservation Management Plan Statement that demonstrates how the details accord with the aims and objectives of the Site Wide Ecological Conservation Management Plan. These details are set out within the accompanying Ecological Conservation Management Plan Compliance Statement and the Infrastructure Hedgerow Removal Assessment. The application therefore seeks partial discharge of Condition 40 in relation to the infrastructure.

- 5.24 Condition 49 requires the provision of details of facilities for the covered, secure parking of bicycles for use in connection with public open space. The application does not propose the provision of any covered bicycle parking as this is not considered appropriate for the areas included within this application as no buildings or in-door destinations are proposed, therefore weather protected cycle parking is not considered necessary. External cycle parking is provided to public open spaces including the sports courts and Central Park including Sheffield style stands, or similar. Condition 49 is therefore not considered directly relevant to this application.
- 5.25 Condition 58 requires the inclusion of a noise assessment with any reserved matters application to safeguard the amenity and health of future occupants. The application does not include a noise assessment as there are no noise generating sources or noise sensitive receivers proposed. Condition 58 is therefore not considered directly relevant to this application.
- 5.26 Condition 66 requires the provision of details of height, type, position and angle of glare of lighting including isolux contours. Lighting positions and specifications are set out within the accompanying engineering drawings and a detailed lighting design and assessment has been undertaken and accompanies the application in the form of a Street Lighting Design Methodology, Street Lighting Design drawings MMA12565/001 and 002, Street Lighting Environmental Impact Assessment, Street Lighting Area Calculations and Footway Lighting Calculations produced by MMA Lighting Consultancy. The application therefore seeks partial discharge of Condition 66 in relation to the infrastructure.
- 5.27 Condition 69 requires the submission of a Public Art Delivery Plan addressing the requirements of the Cambridge City Council Public Art SPD. A Public Art Delivery Plan for Infrastructure Reserved Matters accompanies this application. The application therefore seeks partial discharge of Condition 69 in relation to the infrastructure.

**CCityC Full Planning Application for vehicular access across the outline consented North West Green Corridor up to the site, and District, boundary**

- 5.28 The Full planning application for vehicular access across the consented North West Green Corridor is an extension to an existing consented road in order to provide a connection to the access of the adjacent proposed Secondary School Land. This Secondary School Land, its transfer and provision of access, is set out within the Section 106 Agreement for the approved applications and as such this application is in accordance with an agreed principle.
- 5.29 This small element of new road will not in itself generate any additional traffic impacts and therefore does not require assessment against policies in relation to transport impact and mitigation. The element of road has been designed to give high priority to the needs of both pedestrians and cyclists through design of a low speed environment and safe 'event' crossings as set out within the accompanying Design & Access and Design Code Compliance Statement. The proposals are therefore considered to be in full compliance with Policy 8/5 Pedestrian and Cycle Network and Policy 8/11 New Roads.
- 5.30 The proposed development, through provision of a connection to the proposed secondary school access, is also considered to be compliant with the emerging Submission Draft Policy 19: NIAB 1 Area of Major Change of the Cambridge Local Plan 2014 which includes specific reference to "other land uses that will be complimentary uses necessary for a sustainable and vibrant community" including a secondary school and that such uses can be included on land in South Cambridgeshire.

***South Cambridgeshire District Council***

- 5.31 The principal documents of the development plan for South Cambridgeshire consist of the adopted Core Strategy, the Site Specific Policies DPD and the Development Control Policies DPD.

- 5.32 Policy ST/2 of the Core Strategy indicates preference for development in the first instance on the edge of Cambridge.
- 5.33 Policy SP/2 of the adopted Site Specific Policies DPD allocates land at the North West Cambridge between Huntingdon Road and Histon Road including in and adjacent to Darwin Green One for a sustainable urban extension of Cambridge.
- 5.34 Various policies within the Development Control Policies DPD relate in general terms to development design and construction including: Policy DP/1 requiring development to be consistent with the principles of sustainable development; Policy DP/2 requiring high quality design appropriate to the scale and nature of the development; Policy DP/3 sets out development criteria that development must meet and adverse impacts that must be avoided; Policy DP/5 is relevant in so far as it states development must not prejudice development of another site adjacent or nearby; Policy DP/6 includes the requirement, where appropriate, to accommodate construction spoil within the development and sets the requirement to agree a methodology for any haul roads, storage compounds and construction impacts; Policy DP/7 states that, in the countryside, only development that needs to be located within the countryside will be permitted. All of these policies are considered to be relevant to varying degrees to the applications to South Cambridgeshire District Council.
- 5.35 The land between the adopted allocation in Policy SP/2 and the A14 road to the north falls within designated Green Belt as such the following Green Belt Policies apply where relevant: Policy GB/1 sets a presumption against inappropriate development; and Policy GB/2 sets out the requirement for location, design and landscaping to mitigate any adverse effect on the rural character and openness of the Green Belt.
- 5.36 With regards to the proposed utility compound Policy SF/7 has been considered which requires the consideration of routing of underground services where these do not damage identified areas of ecological or archaeological importance.
- 5.37 With regard to the Natural Environment the following general policies may apply where relevant: Policy NE/4 development should respect, retain or enhance the character and distinctiveness of the Landscape Character Area, in this case the Bedfordshire and Cambridgeshire Claylands Landscape Character Area & West Anglian Plain Natural Area; Policy NE/6 requires development to protect, maintain, enhance, restore or add to biodiversity; and Policy NE/17 seeks protection of high quality agricultural land unless land is allocated for development or there are sustainable considerations and need for development which override the need to protect the agricultural value of the land.
- 5.38 The proposed alternate surface water pond location will specifically help to address the requirements of: Policy NE/9 by providing sustainable surface water drainage for the Darwin Green One development; Policy NE/11 by providing part of the surface water drainage of the Darwin Green One development and therefore addressing flood risk; and Policy NE/12 requiring water conservation, including to reduce surface water run-off.
- 5.39 Policies CH/1 and CH/2 seek the consideration and protection of archaeology.
- 5.40 A range of Supplementary Planning Documents exist which assist the consideration of these policies.
- 5.41 South Cambridgeshire District Council are presently in the process of replacing their adopted Core Strategy and Development Plan Documents with a new Local Plan. A key inclusion in the new local plan is Policy SS/2 which extends the area of allocation of Land between Huntingdon Road and Histon Road, removing further land from the Green Belt.

***Cambridgeshire and Peterborough Minerals and Waste Plan***

5.42 The South Cambridgeshire District Council applications fall within the Minerals Safeguarding Areas for Sand and Gravel. Policy CS26 of Mineral and Waste Core Strategy requires that the Mineral Planning Authority is consulted upon applications within the safeguarding area except where: land is already allocated for development; or applications for change of use of land not involving a building or outdoor recreation facilities. The policy states that development will be permitted where: the mineral affected is not of economic or potential value; the mineral can be extracted prior to development; or there is overriding need for the development and prior extraction cannot be reasonably undertaken.

**SCDC Full Planning Application for Access to Secondary School Land from Darwin Green One**

5.43 The Application for access to the Secondary School land is in accordance with Policy SP/2 which identifies the land for a sustainable urban extension.

5.44 The application approval is sought on a temporary basis of at least 5 years to ensure that the access design does not prejudice any emerging Master plan for the wider allocation and is therefore compliant with Policy DP/5. The temporary nature of this access has a direct impact upon the design through achieving a simple functional design and use of surface finishes which is considered appropriate to the scale and temporary nature of the development, in accordance with Policy DP/2.

5.45 Arboricultural and Ecological Assessments have been undertaken for the application area which demonstrates that the area has negligible ecological interest with no sign of protected animal species and that there are no trees or hedgerows present within the application area. These assessments are therefore considered to have addressed the requirements of the Natural Environment NE Policies outlined above.

5.46 Site wide archaeological Geophysical Survey Report G1361 accompanies the application to allow assessment of the likely archaeological impact of the development proposed. Further assessment is not considered necessary for the determination of this application or commencement of this development due to the temporary nature of the application proposals. Further to this, wider ranging studies are already in place and/or are being undertaken to inform the potential development of the SP/2 allocation which are considered to ably determine any potential impacts of any future permanent development of this land.

5.47 As the site is covered by an existing development allocation the Minerals Safeguarding Area is not considered to prohibit or restrict the proposed development.

**SCDC Full Planning Application for works to an element of existing Public Right of Way 135/5**

5.48 Existing Public Right of Way (PRoW) 135/5 passes along the north-west boundary of the Darwin Green One development. Approximately three quarters of its length falls within the approved Cambridge City application area and will be resurfaced and landscaped in accordance with details to be approved through Reserved Matters. The southern end of the PRoW however passes into the administrative boundary of South Cambridgeshire District and as such works to this section of the PRoW are not covered by any existing consents.

5.49 The application is for works to the surface of the existing path and associated landscaping, as such the scale of development and its impacts is considered minimal. The surface treatment and landscaping will be consistent with that proposed within the Reserved Matters of the Cambridge City consent. Pre application discussions with officers at SCDC confirmed that the works to the PRoW "should be carried out strictly in accordance with the strategy agreed within the outline application 07/003/OUT".

5.50 The works include the upgrading of the existing PRoW surface to a bound material of uniform width and level to improve the all-weather use of the path for pedestrians. To enable these works to be undertaken



and make the use of the path both easier and safer for pedestrians the adjacent mature hedgerows are proposed to be managed through appropriate laying techniques.

- 5.51 An Ecological Assessment has been undertaken for the application area along with an Infrastructure Hedgerow Removal Assessment for adjoining areas of hedge that will be removed to allow access to the PRoW. These indicate that a range of hedge species are supported within the hedgerows which also support a small breeding bird assemblage consisting of garden and farmland bird species, however, there are no signs of protected animal species along the hedgerow. Works to the hedgerows will be conducted in accordance of appropriate best practice and it is proposed that the hedgerows either side will be laid to a minimum height of 3m as agreed with Cambridge City Landscaping and Ecology officers. Further to this the hedgerows will be laid at an interval, the outside hedge being laid 5 years after the inner hedge to allow time for any ecological impacts of this to settle.
- 5.52 An Arboricultural Assessment has been undertaken which assesses the two hedgerows affected to be Grade 'B' as they are in good condition and lend themselves to further and continued maintenance such as 'hedge laying'. The proposed works are considered to have a negligible overall visual impact and the impacts upon the sections of hedgerow that are required to be removed to allow path connections are considered to have a neutral to Positive overall impact given the mitigation that can be provided. Again the proposed height and phased laying is considered to help mitigate for any affects upon the hedgerows.
- 5.53 The above assessments are therefore considered to have addressed the requirements of the Natural Environment NE Policies outlined above.
- 5.54 The proposed scale of development is not considered to have an intrusive impact upon any potential archaeological features, and the works merely seek to retain and enhance an existing feature within the landscape as such policies relating to Archaeology are not considered to apply.
- 5.55 As the site is covered by an existing development allocation the Minerals Safeguarding Area is not considered to prohibit or restrict the proposed development.

#### **SCDC Full Planning Application for Surface Water Connections and alternate Attenuation Pond**

- 5.56 Existing SCDC consent S/0001/07/F includes provision of a surface water drainage attenuation pond on land in the north east of the Darwin Green One development site close to Histon Road. This pond forms a part of the Darwin Green One development site wide Surface Water Drainage strategy as set out in greater detail within the Strategic Site Wide Drainage Strategy submitted for clearance of CCityC Condition 34 of the Outline consent C/07/0003/OUT and SCDC Condition 6 of the Full consent S/0001/07/F. The drainage strategy requires the connection of the surface water system to the existing Award Drains which pass through land to the north of the proposed SCDC Allocation.
- 5.57 As part of the SCDC allocation it is also proposed that the surface water attenuation pond be relocated to land adjacent to this existing Award Drain to allow potential future development of the existing approved attenuation pond site as an integral part of the Master Plan of the adopted development allocation. For the above reasons the application seeks planning approval for the surface water connections and alternate attenuation pond position to allow either of these drainage attenuation options to be undertaken in order to achieve the Darwin Green One drainage strategy. This drainage infrastructure only seeks to provide for the surface water needs of the Darwin Green One development and is not therefore providing any drainage function for the wider SCDC Adopted Allocation site, the consent is sought on an either/or basis with only one of the two pond options to be developed.
- 5.58 The provision of the surface water connections to the award drain are considered to comply with, and form an essential part of, the existing consented development S/0001/07/F which forms the Histon Road access and landscape gateway for Darwin Green One. This area falls within the adopted allocation policy

SP/2 and is therefore considered to be in accordance with this policy through the enablement of development of Darwin Green One.

- 5.59 The application for an alternate location for the surface water attenuation pond to land adjacent to the existing Award Drain is considered to be fully compliant with the allocation policy SP/2 in so far as this relocation allows the possibility of alternate development to be considered at a future date for the SCDC land presently consented for the attenuation pond.
- 5.60 The design of the proposed surface water connections and alternate attenuation pond seeks to create the appearance of features of appropriate character in the landscape, through a natural appearance to the pond both in form and planting and a more semi-natural appearance to the drainage ditches to reflect the appearance of the Award Drain to which these connect. Natural and man-made, but semi-naturally landscaped, ponds and drains are a common feature of the Cambridgeshire countryside historically utilised for the drainage of farmland. The form of the proposed application works are therefore considered to be both appropriate for, and necessary for the Countryside setting in accordance with Policy DP/7 and Green Belt policies. Appropriate landscaping has been proposed to ensure the features soften and blend into the character of the landscape.
- 5.61 The relocation of the pond to land adjacent to the existing Award Drains, south of the TPO's woodland block and south-west of the electricity infrastructure falls entirely outside of the existing adopted development allocation SP/2 and the proposed development allocation SS/2 of the emerging Local Plan. As such the relocation is considered to be supported by Policy DP/5 in so far as it will not prejudice the development of this adopted or proposed allocation site but would in fact free up allocated land for development. Further to this the proposed pond is considered to be an entirely suitable feature that would complement any future adjacent development works, providing a pleasant landscaped setting that could become an important element of public open space, however, for the purposes of the Darwin Green One development it should be assumed at this stage that this pond is not open to access to the general public, or that such arrangements will be dealt with through the agreement of its future management and maintenance which is proposed to be agreed through a condition of consent or appropriate legal agreement. Nevertheless, the pond and connections have been designed to a standard that would allow public access.
- 5.62 The proposed alternate surface water pond location will specifically help to address the requirements of: Policy NE/9 by providing sustainable surface water drainage for the Darwin Green One development; Policy NE/11 by providing part of the surface water drainage of the Darwin Green One development and therefore addressing flood risk; and Policy NE/12 requiring water conservation, including to reduce surface water run-off.
- 5.63 The creation of a pond and drainage ditch are considered to be an appropriate form of landscape that will complement the existing Award Drain enhancing the character and distinctiveness of the landscape. The application is accompanied by an Ecological Assessment which identifies that the present field areas have low inherent ecological interest and possess no sign of protected animal species. The report makes the recommendation that the surface water drainage be designed to maintain permanent water so that they create opportunities for the colonisation by water vole in the long-term. The attenuation pond has been duly designed to maintain a permanent water level in accordance with this advice.
- 5.64 An Arboricultural Assessment has also been undertaken which identifies that the application area comprises existing arable fields with no trees or hedgerows requiring removal through development of this application there is therefore no arboricultural visual landscape impact expected from the proposals and a neutral to positive overall impact. The application is therefore considered to accord with the relevant Natural Environment policies.

- 5.65 A site wide archaeological Geophysical Survey Report (G1361) accompanies the application to allow assessment of the likely archaeological impact of the development proposed. Further assessment is not considered necessary for the determination of this application as any additional intrusive survey, if deemed necessary, can be secured on a prior to commencement basis or watching brief. Further to this, wider ranging studies are already in place and/or are being undertaken to inform the potential development of the SP/2 (emerging SS/2) allocation.
- 5.66 Whilst the application area does fall outside of the adopted allocation it does not involve the creation of a building or outdoor recreation facility and is therefore not considered to require consultation on the minerals safeguarding basis. As the application site falls within a narrow area of land bounded to the north by the existing Award Drain and Woodland block, to the east by existing electricity infrastructure and to the south by the adopted and proposed development allocation, the working of the land for mineral extraction is deemed impractical. There is also a high pressure gas main in close proximity just south of the Award Drain, any working would therefore otherwise be likely to have a significant environmental impact upon setting and biodiversity of the Award Drain and Woodland, have a physical impact upon the electricity infrastructure and gas main or prejudice the future development of the adjacent adopted allocation. County Policy CS26 is therefore not considered to prohibit or restrict development.

#### **SCDC Full Planning Application for a Landscaped Mound south of the A14**

- 5.67 The sustainable development of Darwin Green One seeks to minimise the export of waste construction material as supported by Policy DP/6 which includes the requirement, where appropriate, to accommodate construction spoil within the development. Due to the former agricultural nature of the development site it is expected to produce large quantities of excess soil. Much of this soil will either be unsuitable for construction uses or in excess of the quantities required for either the construction works or even the large areas of proposed public open spaces, gardens and allotments. The applicants therefore seek to utilise any excess spoil to undertake enhancement works within the local landscape.
- 5.68 To minimise the impact on the present continuing agricultural uses of the SP/2 (emerging SS/2) allocation the application seeks to create a landscape feature to land to the north east between an existing TPO protected woodland block and the major A14 dual carriageway. In this location, the slip-roads of junction 32 of the A14 rise up in height above the application land. Whilst there is a thin boundary screening of trees this area is still considered to be dominated by the A14 both visually and through other impacts commonly associated with the proximity of major roads. The application site forms an irregularly shaped area of land bounded to the north by the A14, to the east by the existing Cambridge Road, and just beyond by the Histon Road, and to the west by existing properties set within a tree'd setting. The area of land also includes a large electricity pylon and, at present, a number of agricultural buildings of varying type and condition, the former requiring careful retention. These boundaries, adjacent uses and present features result in a tightly constrained site that is presently used for small scale paddocks and pasture due to the limitations to any other use consideration. The construction of the mound is not therefore considered to harm the aims of Policy NE/17.
- 5.69 The application seeks to utilise excess spoil from the Darwin Green One development, in very close proximity to that development, to create a significant landscape enhancement in the form of a sculpted mound. The raising of this area of land is considered to form a valuable visual enhancement to the area through helping to shield the adjacent A14 by creating a more naturally formed change to the land levels in contrast to the engineered steep faced slip-roads of the A14.
- 5.70 With the landscaped mound in place and sensitively landscaped, this will create an enhancement to the setting of the adjacent TPO'd woodland block and the wider landscape to the south. Whilst it is not the intention of this mound to specifically form any function with regard to acoustic attenuation of noise from the A14 it is considered that this would form an appropriate basis for such bunding as presently in discussion with regards to the proposed development of allocation SP/2 (emerging SS/2). It is reiterated

however, that this application is specifically for the forming of a landscaped feature on the land to allow the nearby retention of spoil arising from the Darwin Green One development as supported in principle by Policy DP/6. Any use of this feature in relation to future development allocations would need to be addressed at that time, and at that time demonstrated to be appropriate for achieving the purposes to which it is intended.

- 5.71 This is as supported through pre-application advice with officers of South Cambridgeshire district Council which clearly stipulates that the development is "... for the permanent storage of topsoil from development at Darwin Green One only, this proposed development does not need to provide a noise barrier".
- 5.72 Whilst the landscaped mound is not intended to form any other function at this stage its design is not considered to prohibit any such use as part of other development works in the future. The application includes a Soil Strategy that demonstrates the need for the mound to meet the Darwin Green One spoil, the suitability of this spoil for the mound construction and also includes an illustration of the likely spoil capacities of any future development of allocation SP/2 (emerging SS/2) demonstrating in so doing that sufficient opportunity would remain on the allocation land, and that adjacent to it, to provide for spoil without the need for any exportation. This assessment has been submitted as a reference document with the application to provide assurance to officers and councillors that approval of the application would not prejudice the future management of spoil arising from other adjacent development in accordance with the spirit of policy DP/5.
- 5.73 The undertaking of landscaping works within the Green Belt is considered to be an entirely appropriate form of development and necessary on grounds of the sustainable development of Darwin Green One. The application is therefore considered to be in accordance with policies relating to the Green Belt.
- 5.74 The proposed landscaped mound has been designed in shape and landscaping to create a valuable enhancement to the local landscape character, improving the setting of existing landscape features of value such as the TPO'd woodland block and respecting the constraints of the site including forming an appropriate easement from the electricity pylon. This sensitive design is illustrated within the accompanying application drawings through which it is considered to accord with key relevant policies relating to Development Design and Construction, the Green Belt and in particular the Natural Environment Policy NE/4.
- 5.75 An Ecological Assessment accompanies the application which identifies that the present semi-improved pasture grassland has low inherent ecological interest and possessed no signs of protected animal species. The mound would result in the loss of a dead Oak tree and loss or disturbance to an adjacent stand of brambles, the ecological recommendations would therefore be followed to ensure any potential harm was mitigated. The assessment however clearly indicates that construction of the proposed mound would impact habitats that are of low ecological and biodiversity value therefore, following the appropriate mitigation recommendations, the development would be in accordance with Policy NE/6.
- 5.76 An Arboricultural Assessment accompanies the application which identifies the required loss of the large dead oak tree as of no visual landscape impact and a neutral to positive overall implication of construction taking account of the introduction of an intensely landscaped area. The application is therefore considered to accord with Policy NE/6 in relation to impact upon trees. The completed works would result in sensitively enhanced landscape with improved on-site biodiversity and form an improved setting to the adjacent landscape.
- 5.77 Site wide archaeological Geophysical Survey Report (G1361) accompanies the application to allow assessment of the likely archaeological impact of the development proposed. Further assessment is not considered necessary for the determination of this application as any additional intrusive survey, if deemed necessary, can be secured on a prior to commencement basis. Further to this, wider ranging

studies are already in place and/or are being undertaken to inform the potential development of the SP/2 (emerging SS/2) allocation.

- 5.78 Whilst the application area does fall outside of the adopted allocation it does not involve the creation of a building or outdoor recreation facility and is therefore not considered to require consultation on the minerals safeguarding basis. As the application site falls within an irregularly shaped and constrained area of land bounded to the north by the existing A14, to the south by the Woodland block, to the east by existing buildings and beyond by the Cambridge and Histon Roads and constrained centrally by the presence of an electricity pylon, the working of the land for mineral extraction is deemed impractical. Any working would therefore otherwise be likely to have a significant environmental impact upon setting and biodiversity of the Woodland, have a physical impact upon the A14 and electricity infrastructure or potentially prejudice the future development of the adopted allocation to the south. County Policy CS26 is therefore not considered to prohibit or restrict development.

**SCDC Full Planning Application for Foul Pumping Station, Utilities Compound & Cambridge Road Access Works**

- 5.79 To enable the delivery of the Darwin Green One development a number of key services and utilities need to be provided to the site, these are to be accessed off of the Histon Road and as such require the provision of a utility compound. This utility compound is required to be located on the County Highway land between the Histon Road and Cambridge Road close to the new junction access with Histon Road. The utility compound will facilitate the connections of the key services including a gas governor, dual intake substation and fibre optics.
- 5.80 Further to this it is necessary to provide a Foul Water Pumping Station to serve the site providing pumping equipment within an associated maintenance compound and including sufficient temporary storage capacity. The location identified as required for this to ensure access to the appropriate connections and to meet necessary levels for the operation of the pumping equipment is the land adjacent to the existing electricity pylon and compound at the northern end of the site on the corner of the existing Cambridge Road and the new Darwin Green access from Histon Road. This site is directly opposite the above utilities compound.
- 5.81 The existing SCDC consent for the new access road includes the provision of a new connection to Cambridge Road through an access road connection further along the new road that would create a parallel loop back to the existing Cambridge Road. This consented new access would pass through a large area of the expanded Allocation SS/2 from the emerging Local Plan and as such would be considered to sterilise much of this immediate area from development use. An alternative access from much closer to the new site access junction onto Histon Road is proposed which would release much of this expanded allocation land for development. This new access would be directly adjacent to the proposed new pumping station forming one boundary of the compound.
- 5.82 Due to the close proximity of these three elements of development and the fact that both the utility and Pumping Station compounds will be directly accessed from the Cambridge Road including, in the case of the Pumping Station, directly from the new access alignment it is considered appropriate for these to form one comprehensive planning application as submitted.
- 5.83 The Utility Compound consists of three key elements, the gas governor is a largely below ground structure with only a ventilation pipe extending above a capping and will therefore have minimal visual impact. The dual intake substation and fibre optics will be housed within a single built compound consisting of solid walls, pitched roof and secure access doors to front and rear, overall forming a modest built structure. This building is screened from Histon Road by a band of existing trees and shrubs to the east.

- 5.84 The Foul Water Pumping Station consists of an open compound housing a large diameter underground well with a maintenance gantry located above ground, pumping equipment and a small maintenance kiosk with a telemetry antenna and an area for service vehicle access. The Pumping Station will be surrounded by a security fence and 2m high hedgerow on all sides and double gates serving the vehicle access. The top of the fence, telemetry antenna and maintenance gantry will be the only elements that will be visible above the hedgerow once established. These elements all form open structures that will be viewed in the context of the significant dominating structure of the electricity pylon to the rear and are therefore considered to have no visual impact given this context and will clearly be similar in appearance to the visual backdrop that dominates this area of the site.
- 5.85 The new access connection to the Cambridge Road from the Darwin Green One access road will form a standard two lane road connection with a 'keep clear' box provided for the new access road. The designs of all three elements are considered appropriate to the scale and nature of the development proposed in accordance with Policy DP/1.
- 5.86 The provision of such services and utilities within this location is considered appropriate given the existing proximity of the electricity pylon and compound adjacent to the proposed new Pumping Station and the proximity of an existing Gas Main Compound directly to the north of the Pumping Station. The proposed development will create a hub of utilities and services in this location, making connections relatively straightforward and ensuring that the impact is concentrated in one place rather than resulting in a series of isolated compounds spread throughout the land adjoining the development allocation. This application is therefore considered to be in accordance with Policy DP/7 and the Policies relating to Green Belt uses.
- 5.87 As illustrated the Utilities Compound would benefit from substantial existing screening and the proposed Pumping Station would be sensitively landscaped by a tall native hedge to ensure any visual impact is reduced and to complement the existing hedge and tree screening in this area. A limited loss of existing hedgerow is required to enable the revised Cambridge Road access and pumping Station to be provided.
- 5.88 With regard to the proposed compounds Policy SF/7 has been considered which requires the routing of underground services where these do not damage identified areas of ecological or archaeological importance. In this respect the application seeks to retain the service connections to an area of land already heavily affected by provision of underground and above ground services ensuring that any impact is isolated to a single rationalised area rather than impacting upon a series of areas. The existing underground activity and pylon structure are also considered to have had a significant effect upon any ecology and archaeology value in this area.
- 5.89 Site wide archaeological Geophysical Survey Report (G1361) accompanies the application to allow assessment of the likely archaeological impact of the development proposed. Further assessment is not considered necessary for the determination of this application as any additional intrusive survey, if deemed necessary, can be secured on a prior to commencement basis or through a watching brief. Further to this, wider ranging studies are already in place and/or are being undertaken to inform the potential development of the SP/2 (emerging SS/2) allocation.

Whilst the application area does fall outside of the adopted allocation SP/2, the pumping Station falls within the expanded emerging allocation SS/2. As the overall application site falls within a narrow area of land bound to the north by the existing Award Drain, Woodland block and existing utilities, to the east by the Histon Road and to the south by the adopted development allocation and to the west by the proposed expanded allocation, the working of the land for mineral extraction is deemed impractical. There is also a high pressure gas main in close proximity just south of the Award Drain and the electricity pylon adjacent to the application, any working would therefore otherwise be likely to have a significant environmental impact upon setting and biodiversity of the Award Drain and Woodland, have a physical impact upon the electricity infrastructure and gas main or prejudice the future development of the adjacent adopted allocation. County Policy CS26 is therefore not considered to prohibit or restrict development.

## **6 Pre-Application**

- 6.1 Paragraph 188 of the NPPF states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.
- 6.2 In the course of the preparation of the Infrastructure submissions a wide range of pre-application consultations have taken place with officers from both local planning authorities and Cambridgeshire County Council as well as members and resident groups.
- 6.3 This has been a process extending over several months which has enabled all views to be explored and considered.

### **Cambridge City Council**

- 6.4 A number of pre-application submissions, meetings and other discussions have taken place with the Planning, Design, Landscape and Drainage Officers at Cambridge City Council culminating in a draft submission of material known as the "Ghost application" made on 1 November 2013. In response to this submission a table of comments was received from the Council along with the request that this be resubmitted with the formal application submission with a description as to how the comments have been considered. This table is recreated in Appendix 8 with associated descriptive responses.

### **South Cambridgeshire District Council**

- 6.5 Formal pre-application submissions were also made to South Cambridgeshire District Council in October 2013 including an officer meeting with responses received in January 2014.

### **Cambridgeshire County Council**

- 6.6 Throughout the above pre-application discussions advice has been sought and received from Cambridgeshire County Council, in particular with regard to Highways design and adoption.

## **7 Conclusions**

### **CCityC "Infrastructure" Reserved Matters Application relating to consent C/07/0003/OUT**

- 7.1 The Reserved Matters application is considered to be made in accordance with the approved Outline Planning consent, relevant Strategic Condition matters, adopted planning and other guidance and the detailed pre-application advice undertaken with officers. The application represents provision of high quality infrastructure elements to allow the delivery of this important sustainable urban extension to Cambridge. In view of the above and in the absence of any known demonstrable harm to interests of acknowledged importance, it is considered that permission should be granted for the proposed development as detailed within this Reserved Matters planning application.

### **CCityC Full Planning Application for vehicular access across the outline consented North West Green Corridor up to the site, and District, boundary**

- 7.2 The application is considered to be made in accordance with relevant policy, and the principles set out with the agreed Section 106 for existing related consents and the neighbouring authority adopted site allocation, seeking to provide the necessary access to allow future secondary school land to be delivered. In view of the above and in the absence of any known demonstrable harm to interests of acknowledged importance, it is considered that permission should be granted for the proposed development as detailed within this Full Planning application.

### **SCDC Full Planning Application for Access to Secondary School Land from Darwin Green One**

- 7.3 The application is considered to be made in accordance with relevant policy, and the principles set out with the adopted site allocation and agreed Section 106 for existing related consents, seeking to provide the necessary access to allow future secondary school land to be delivered. In view of the above, subject to a condition for temporary consent of at least 5 years, and in the absence of any known demonstrable harm to interests of acknowledged importance, it is considered that permission should be granted for the proposed development as detailed within this Full Planning application.

### **SCDC Full Planning Application for works to an element of existing Public Right of Way 135/5**

- 7.4 The application is considered to be made in full accordance with relevant policy and seeks to considerably enhance the existing PRoW for pedestrians in a consistent manner to that within the adjoining Cambridge City Outline Consent. In view of the above and in the absence of any known demonstrable harm to interests of acknowledged importance, it is considered that permission should be granted for the proposed development as detailed within this Full Planning application.

### **SCDC Full Planning Application for Surface Water Connections and alternate Attenuation Pond**

- 7.5 The application is considered to be of an entirely appropriate form of development in the countryside setting in full accordance with relevant policy and the principles of existing planning consents and adopted site allocations that will deliver integral parts of the strategic Sustainable Drainage System for Darwin Green One. In view of the above, subject to the understanding that the relocated attenuation pond is proposed on an either/or basis with the existing consented pond, and in the absence of any known demonstrable harm to interests of acknowledged importance, it is considered that permission should be granted for the proposed development as detailed within this Full Planning application.

### **SCDC Full Planning Application for a Landscaped Mound south of the A14**

- 7.6 The application will allow the retention close to site of excess soil arising from the Darwin Green One development, utilised in a sustainable way to form a visually and ecologically enhanced landscaped



setting to the south of the A14. Furthermore, it has been demonstrated that this application would not prejudice the future spoil retention that might result from the SCDC development allocation north of Darwin Green One. In view of the above, and in the absence of any known demonstrable harm to interests of acknowledged importance, it is considered that permission should be granted for the proposed development as detailed within this Full Planning application.

**SCDC Full Planning Application for Foul Pumping Station, Utilities Compound & Cambridge Road Access Works**

- 7.7 The application is considered to be of an entirely appropriate form of development in the context of the close vicinity of the electricity pylon and existing utilities connections, in accordance with relevant policy and the adopted and emerging site allocations and vital for the delivery of the Darwin Green One sustainable urban extension of Cambridge. In view of the above, and in the absence of any known demonstrable harm to interests of acknowledged importance, it is considered that permission should be granted for the proposed development as detailed within this Full Planning application.

# Appendices

# **Appendix 1**

**Schedule of Application Documents - CCityC "Infrastructure" Reserved Matters  
Application relating to consent C/07/0003/OUT**

## Schedule of Application Documents

### Cambridge City Council – Infrastructure Reserved Matters submission for C/07/0003/OUT

16 January 2014

Title	Number	Revision	Prepared By
Forms & Certificates	PP02899899	-	Bidwells
Red Line Plan	16483/2041	Q	Woods Hardwick
<b>Reports</b>			
Planning Statement	3 January 2014	-	Bidwells
Design & Access and Design Code Compliance Statement	8 January 2014	-	Bidwells
Allotment Strategy	628.2-RPT02	C	The Landscape Agency
Strategic Infrastructure Surface Water Compliance Note	16483		Woods Hardwick
Landscape Management Plan	628.2-RPT03	C	The Landscape Agency
Youth & Play Compliance Statement	628.11-RPT02	D	The Landscape Agency
Ecological Management Plan Compliance Statement	AEL515	5.0	Applied Ecology
Arboricultural Assessment	ha/ms1/revA/dg/pos	A	ACS Consulting
Pavilion Statement	2 January 2014	-	Bidwells
Infrastructure Hedgerow Removal Assessment	AEL0635	v.2.0	Applied Ecology
Soil Strategy	26716 01R(01)	-	RSK
Lighting Design Method Statement	12565	R3	MMA Lighting Consultancy
Lighting Environmental Impact Assessment	12565	R3	MMA Lighting Consultancy
Street Lighting Area Calculations	MMA12343		MMA Lighting Consultancy
Footway Lighting Calculations	MMA12343		MMA Lighting Consultancy
Public Art Delivery Plan	25.11.13	-	Insite Arts
<b>Engineering Drawings</b>			
Key Plan	16483/2000	J	Woods Hardwick
Roadworks & Drainage 1of4	16483/2001	J	Woods Hardwick
Roadworks & Drainage 2of4	16483/2002	K	Woods Hardwick
Roadworks & Drainage 3of4	16483/2003	J	Woods Hardwick
Roadworks & Drainage 4of4	16483/2004	L	Woods Hardwick
SuDS Details	16483/2007	C	Woods Hardwick
Surface Finishes	16483/2008	K	Woods Hardwick
Bus Stop Details	16483/2023	B	Woods Hardwick
Vehicular Activated Sign	16483/2024	-	Woods Hardwick
Bus Route Plan	16483/2025	B	Woods Hardwick
Bus Route Tracking 1	16483/2026-1	B	Woods Hardwick
Bus Route Tracking 2	16483/2026-2	-	Woods Hardwick
Bus Route Tracking 3	16483/2026-3	-	Woods Hardwick

Bus Route Tracking 4	16483/2026-4	-	Woods Hardwick
Hydrobrake Details	16483/2033	A	Woods Hardwick
Hedgerow Removal	16483/2039	G	Woods Hardwick
Typical Cross Sections 1of5	16483/2048	A	Woods Hardwick
Typical Cross Sections 2of5	16483/2049	A	Woods Hardwick
Typical Cross Sections 3of5	16483/2050	A	Woods Hardwick
Typical Cross Sections 4of5	16483/2051	A	Woods Hardwick
Typical Cross Sections 5of5	16483/2052	B	Woods Hardwick
Bus Gate Details	16483/2059	C	Woods Hardwick
Ground Raising Details	16483/2060	B	Woods Hardwick
Ground Raising Section	16483/2061	B	Woods Hardwick
Toucan Crossing Details	16483/2062	B	Woods Hardwick
Infrastructure Wide Adoption Plan	16483/2072	C	Woods Hardwick
Event Detail Location 1	16483/2074	B	Woods Hardwick
Event Detail Location 2	16483/2075	B	Woods Hardwick
Event Detail Location 3	16483/2076	B	Woods Hardwick
Event Detail Location 4	16483/2077	B	Woods Hardwick
Event Detail Location 5	16483/2078	B	Woods Hardwick
Event Detail Location 6	16483/2079	A	Woods Hardwick
Whitehouse Lane Footpath/Cycleway Event Detail Location 7	16483/2081	A	Woods Hardwick
Orbital Cycleway/Pedestrian Crossing Event Detail Location 8	16483/2082	-	Woods Hardwick
Intermediate Event Location & Typical Details	16483/2083	A	Woods Hardwick
Street Lighting Design (S38) Drawing 1of2	MMA12565/001	R3	MMA Lighting Consultancy
Street Lighting Design (S38) Drawing 2of2	MMA12565/002	R3	MMA Lighting Consultancy
<b>Landscaping Drawings</b>			
Existing Site Plan	628.2-001	D	The Landscape Agency
Key Plan	628.2-002	E	The Landscape Agency
Hedge Laying Plan	628.2-003	G	The Landscape Agency
Landscape Specification	628.2-004	C	The Landscape Agency
Green Corridor Plan 1of10	628.2-100	E	The Landscape Agency
Green Corridor Plan 2of10	628.2-101	F	The Landscape Agency
Green Corridor Plan 3of10	628.2-102	F	The Landscape Agency
Green Corridor Plan 4of10	628.2-103	F	The Landscape Agency
Green Corridor Plan 5of10	628.2-104	E	The Landscape Agency
Green Corridor Plan 6of10	628.2-105	E	The Landscape Agency
Green Corridor Plan 7of10	628.2-106	F	The Landscape Agency
Green Corridor Plan 8of10	628.2-107	E	The Landscape Agency
Green Corridor Plan 9of10	628.2-110	F	The Landscape Agency
Green Corridor Plan 10of10	628.2-111	E	The Landscape Agency
Central Park Plan 1of3	628.2-112	F	The Landscape Agency

Central Park Plan 2of3	628.2-113	F	The Landscape Agency
Central Park Plan 3of3	628.2-114	F	The Landscape Agency
Street Tree Plan 1of2	628.2-115	A	The Landscape Agency
Allotment 1 Plan	628.2-116	G	The Landscape Agency
Street Tree Plan 2of2	628.2-117	B	The Landscape Agency
Huntingdon Road Cycle & Pedestrian Link	628.2-122	-	The Landscape Agency
Green Corridor Planting 1of10	628.2-200	B	The Landscape Agency
Green Corridor Planting 2of10	628.2-201	E	The Landscape Agency
Green Corridor Planting 3of10	628.2-202	D	The Landscape Agency
Green Corridor Planting 4of10	628.2-203	D	The Landscape Agency
Green Corridor Planting 5of10	628.2-204	C	The Landscape Agency
Green Corridor Planting 6of10	628.2-205	B	The Landscape Agency
Green Corridor Planting 7of10	628.2-206	D	The Landscape Agency
Green Corridor Planting 8of10	628.2-207	C	The Landscape Agency
Green Corridor Planting 9of10	628.2-210	C	The Landscape Agency
Green Corridor Planting 10of10	628.2-211	C	The Landscape Agency
Central Park Planting Plan 1of3	628.2-212	C	The Landscape Agency
Central Park Planting Plan 2of3	628.2-213	C	The Landscape Agency
Central Park Planting Plan 3of3	628.2-214	D	The landscape Agency
Street Tree Planting 1of2	628.2-215	B	The Landscape Agency
Allotment 01 Planting Plan	628.2-216	B	The Landscape Agency
Street Tree Planting 2of2	628.2-217	B	The Landscape Agency
Huntingdon Road Shared Link Planting Plan	628.2-221	-	The Landscape Agency
Typical Landscape Details	628.2-300	F	The Landscape Agency
Typical Sections 1of4	628.2-301	E	The Landscape Agency
Typical Sections 2of4	628.2-302	D	The Landscape Agency
Typical Sections 3of4	628.2-303	D	The Landscape Agency
Typical Sections 4of4	628.2-304	D	The Landscape Agency
Typical Details 1of4	628.2-305	D	The Landscape Agency
Typical Details 2of4	628.2-306	D	The Landscape Agency
Typical Details 3of4	628.2-307	B	The Landscape Agency
Typical Details 4of4	628.2-308	D	The Landscape Agency
Typical Details to Central Park Pond	628.2-309	A	The Landscape Agency
Tertiary Street Tree Section	628.2-311	A	The Landscape Agency
MUGA	7036-AP	A	Admiral Play

## **Appendix 2**

**Schedule of Application Documents - CCityC Full Planning Application for vehicular access across the outline consented North West Green Corridor up to the site, and District, boundary**

## Schedule of Application Documents

### Cambridge City Council – Full Application submission for Access to Darwin Green Two

16 January 2014

Title	Number	Revision	Prepared By
Forms & Certificates	PP02900975	-	Bidwells
Red Line Plan	16483/2041	Q	Woods Hardwick
<b>Reports</b>			
Planning Statement	3 January 2014	-	Bidwells
Arboricultural Assessment	ha/ms01/rev A/dg/pos	RevA	ACS Consulting
Infrastructure Hedgerow Removal Assessment	AEL0635	v.2.0	Applied Ecology
<b>Engineering Drawings</b>			
Key Plan	16483/2000	J	Woods Hardwick
Roadworks & Drainage	16483/2003	J	Woods Hardwick
Surface Finishes	16483/2008	K	Woods Hardwick
Hedgerow Removal Plan	16483/2039	G	Woods Hardwick
Infrastructure Wide Adoption Plan	16483/2072	C	Woods Hardwick
Event Details Location 3	16483/2076	B	Woods Hardwick
Existing Site Plan	628.2-001	D	The Landscape Agency
Key Plan	628.2-002	E	The Landscape Agency
Hedge Laying Plan	628.2-003	C	The Landscape Agency
Landscape Specification	628.2-004	C	The Landscape Agency
Green Corridor 5of10	628.2-104	E	The Landscape Agency
Green Corridor Planting 5of10	628.2-204	C	The Landscape Agency
Typical Details 2of4	628.2-306	D	The Landscape Agency



# **Appendix 3**

**Schedule of Application Documents - SCDC Full Planning Application for Access to  
Secondary School Land from Darwin Green One**

## Schedule of Application Documents

### South Cambridgeshire District Council – Full Application submission for Secondary School Access

16 January 2014

Title	Number	Revision	Prepared By
Forms & Certificates	PP02902098	-	Bidwells
Red Line Plan	16483/2041	Q	Woods Hardwick
<b>Reports</b>			
Planning Statement	3 January 2014	-	Bidwells
Ecological Assessment	AEL0635	v.2.0	Applied Ecology
Arboricultural Assessment	ha/ms2/dg/thpr	RevA	ACS Consulting
Geophysical Survey Report	G1361	-	GSB Prospection Ltd
<b>Drawings</b>			
Secondary School Access	16483/1027	B	Woods Hardwick
Surface Finishes	16483/2008	K	Woods Hardwick
Infrastructure Wide Adoption Plan	16483/2072	C	Woods Hardwick
Existing Site Plan	628.2-001	D	The Landscape Agency
Key Plan	628.2-002	E	The Landscape Agency
Landscape Specification	628.2-004	C	The Landscape Agency
Secondary School Access	628.2-121	B	The Landscape Agency

# **Appendix 4**

**Schedule of Application Documents - SCDC Full Planning Application for works to an element of existing Public Right of Way 135/5**

## Schedule of Application Documents

### South Cambridgeshire District Council – Full Application submission for works to Public Right of Way (PRoW) 135/5

16 January 2014

Title	Number	Revision	Prepared By
Forms & Certificates	PP02969417	-	Bidwells
Red Line Plan	16483/2041	M	Woods Hardwick
<b>Reports</b>			
Planning Statement	3 January 2014	-	Bidwells
Ecological Assessment	AEL0635	v.2.0	Applied Ecology
Infrastructure Hedgerow Removal Assessment	AEL0635	v.2.0	Applied Ecology
Arboricultural Assessment	ha/ms2/dg/thpr	Rev.A	ACS Consulting
<b>Drawings</b>			
Existing Public Right of Way (SCDC)	16483/1028	C	Woods Hardwick
Key Plan	16483/2000	J	Woods Hardwick
Roadworks & Drainage	16483/2002	K	Woods Hardwick
Surface Finishes	16483/2008	K	Woods Hardwick
Hedgerow Removal Plan	16483/2039	G	Woods Hardwick
Typical Cross Sections	16483/2048	A	Woods Hardwick
Existing Site Plan	628.2-001	D	The Landscape Agency
Key Plan	628.2-002	E	The Landscape Agency
Hedge Laying Plan	628.2-003	C	The Landscape Agency
Landscape Specification	628.2-004	C	The Landscape Agency
Green Corridor 3of10	628.2-102	F	The Landscape Agency
Green Corridor 4of10	628.2-103	F	The Landscape Agency
Green Corridor Planting 3of10	628.2-202	D	The Landscape Agency
Green Corridor Planting 4of10	628.2-203	D	The Landscape Agency
Typical Sections Sheet 2of4	628.2-301	E	The Landscape Agency
Typical Details 2of4	628.2-306	D	The Landscape Agency
Typical Details 4of4	628.2-308	D	The Landscape Agency

# **Appendix 5**

**Schedule of Application Documents - SCDC Full Planning Application for surface water connections and alternate attenuation pond**

## Schedule of Application Documents

South Cambridgeshire District Council – Full Application submission for Surface Water connection to existing Award Drain and alternate Attenuation Pond and connections

16 January 2014

Title	Number	Revision	Prepared By
Forms & Certificates	PP02968893	-	Bidwells
Red Line Plan	16483/2041	Q	Woods Hardwick
<b>Reports</b>			
Planning Statement	3 January 2014	-	Bidwells
Ecological Assessment	AEL0635	v.2.0	Applied Ecology
Arboricultural Assessment	ha/ms4/dg/pond	Rev.A	ACS Consulting
Geophysical Survey Report	G1361	-	GSB Prospection Ltd
<b>Drawings</b>			
DG1 Alternative Pond Location	16483/1026	B	Woods Hardwick
Attenuation Pond	16483/1030	A	Woods Hardwick
Existing Site Plan	628.2-001	D	The Landscape Agency
Key Plan	628.2-002	E	The Landscape Agency
Landscape Specification	628.2-004	C	The Landscape Agency
DG1 Pond Relocation	628.2-119	A	The Landscape Agency
Pond Relocation Planting Plan	628.2-219	A	The Landscape Agency

# **Appendix 6**

**Schedule of Application Documents - SCDC Full Planning Application for a Landscaped Mound south of the A14**

## Schedule of Application Documents

### South Cambridgeshire District Council – Full Application submission for Landscaped Mounds adjacent to the A14

16 January 2014

Title	Number	Revision	Prepared By
Forms & Certificates	PP02903091	-	Bidwells
Red Line Plan	16483/2041	Q	Woods Hardwick
<b>Reports</b>			
Planning Statement	3 January 2014	-	Bidwells
Ecological Assessment	AEL0635	v.2.0	Applied Ecology
Arboricultural Assessment	ha/ms3/dg/a14bunds	rev.A	ACS Consulting
Geophysical Survey Report	G1361	-	GSB Prospection Ltd
<b>Drawings</b>			
Mounds & Haul Road	16483/1029	B	Woods Hardwick
Existing Site Plan	628.2.001	D	The Landscape Agency
Key Plan	628.2-002	E	The Landscape Agency
Landscape Specification	628.2-004	C	The Landscape Agency
Bund Works	628.2-118	C	The Landscape Agency
Bund Works Planting Plan	628.2-218	C	The Landscape Agency
Typical Sections through Landscape Bund	628.2-310	A	The Landscape Agency
Typical Landscape Details	628.2-300	F	The Landscape Agency



# **Appendix 7**

**Schedule of Application Documents - SCDC Full Planning Application for a Foul Pumping Station, Utilities Compound & Cambridge Road Access Works**

## Schedule of Application Documents

### South Cambridgeshire District Council – Full Application submission for Foul Pumping Station, Utilities Compound and Cambridge Road Access Works

16 January 2014

Title	Number	Revision	Prepared By
Forms & Certificates	PP03108054	-	Bidwells
Red Line Plan	16483/2041	Q	Woods Hardwick
<b>Reports</b>			
Planning Statement	3 January 2014	-	Bidwells
Infrastructure Hedgerow Removal Assessment	AEL0635	v.3.0	Applied Ecology
Geophysical Survey Report	G1361	-	GSB Prospection Ltd
<b>Drawings</b>			
Key Plan	16483/2000	J	Woods Hardwick
Roadworks & Drainage 4of4	16483/2004	L	Woods Hardwick
Hedgerow Removal	16483/2039	D	Woods Hardwick
Composite Utility Plan	16483/2085	D	Woods Hardwick
Foul Pumping Station Plans and Elevations	10886-SK301	-	Mark Reeves Architects
Proposed Gas Governer and Dual Intake Substation with Fibre Optics Plans and Elevations	10 886-SK302	-	Mark Reeves Architects
Existing Site Plan	628.2-001	D	The Landscape Agency
Landscape Specification	628.2-004	C	The Landscape Agency

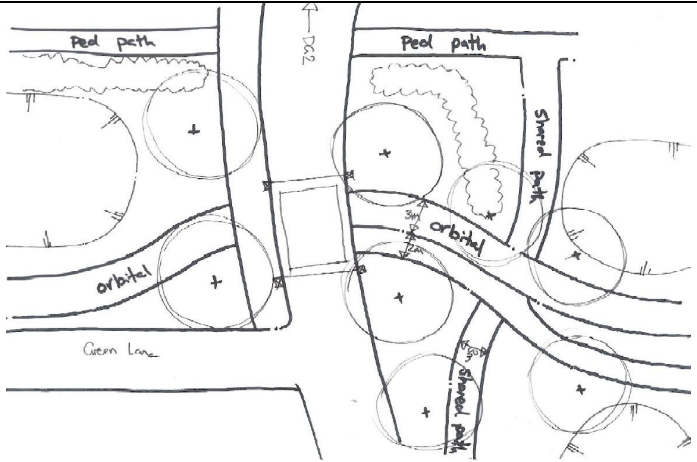
# **Appendix 8**

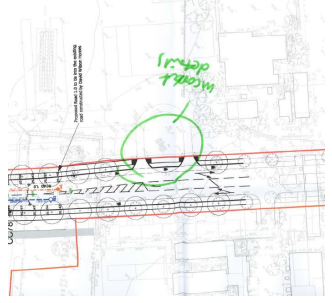
**Cambridge City Council Darwin Green One Infrastructure Ghost Application: Detailed Comments and associated descriptive responses**

## Darwin Green 1 Infrastructure Ghost Application: Detailed Comments

Note: Any amendments to one plan will need to be followed through to other plans, comments are not repeated below.

Drawing No	Comments	Applicant Response
Events Plans 2074 - 2078	<ul style="list-style-type: none"> <li>▪ Amendment to materials to achieve a strong contrast between the raised tables and informal crossings. We discussed at the meeting the possibility of using a Brindle at 45° for the raised tables and a silver grey for the informal crossings (similar to footway tone) at 90° with stretcher bond at edges to frame the shape. Bollards on the carriageway event need to be chunky so that look proportionally correct- 200X200mm.</li> <li>▪ Introduction of additional 'events' by way of informal crossings to break up long sections of carriageway (similar in detail to location 2). Distance between events (which includes raised tables) to be no greater than 40m.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Materials amended in accordance with this.</li> <li>▪ Additional 'events' provided as set out within drawings 16483/2074-2079 and 2083 included within the RM application.</li> </ul>
Location 1	Extend raised table at the junction of primary street and primary street south to finish in line with the school square (to emphasise place). Add a raised informal crossing adjacent to the main access to the school with a not on the plans stating 'final location to be determined through school reserved matters application.	Raised table extended to beyond School Road and crossing 'Event' added with note indicating location to be confirmed as indicated on drawing 16483/2002 included within the RM application.
Location 3	Increase width of footway east of southern section of orbital cycleway to mirror width to the west. Red surfacing on southern section of orbital cycleway to stop at the line of granite setts, footway material to run across. Amend footway alignment to the north of the road (see suggestion below) so the pedestrian and cycle paths come together at the crossing point (resurface pedestrian path to continue straight as shown).	Footway width to south of road increased for full length up to Tertiary Street access. Cycleway surfacing stopped at granite setts at edge of shared footway. Footway amended north of road to abut Orbital Cycle path as per sketch. Details set out within drawing 16483/2076 included within the RM application.

		
<p>Location 5 2078</p>	<p>Raised table to extend to the width of the transverse corridor and including an informal crossing (similar to Location 4). Tactile paving not required.</p>	<p>'Event' extended for full width of Green Corridor and adjacent streets set out within drawing 16483/2078 included within the RM application.</p>
<p>Additional event</p>	<p>Add raised informal crossing (similar in detail to location 2) at top of central park (Road 3.0) at end of tertiary street.</p>	<p>'Event' added to top of Central Park set out within drawing 16483/2083 included within the RM application.</p>
<p>Additional event</p>	<p>Similar treatment as Location 4 required where road 1 crosses transverse corridor 2. Raised table to extend to the width of the transverse corridor to emphasise place.</p>	<p>'Event' extended for full width of Green Corridor and adjacent streets set out within drawing 16483/2077 included within the RM application.</p>
<p>16483/2008 H Surface finishes</p>	<p>This is a very useful and important overarching plan, we therefore require a number of amendments / additions:</p> <ul style="list-style-type: none"> <li>▪ Expand key to include all surface finishes for street and open spaces. Key to reference tone, texture (where applicable), and bond.</li> <li>▪ Clarify all kerbs will be conservation kerbs.</li> <li>▪ For clarity we suggest vignette photographs are also included on the</li> </ul>	<ul style="list-style-type: none"> <li>▪ Key expanded to include all surface finishes and reference to bond.</li> <li>▪ Note added specifying all kerbs to be Conservation kerbs.</li> <li>▪ Images are contained within the Design &amp; Access and Design Code Compliance Statement.</li> </ul>

	<p>plan to demonstrate the proposed materials. It will also demonstrate the quality and consistency of approach to surface finishes.</p>	
16483/2001 F	<p>i. The details of the hybrid cycle lane are incorrect where shown. The plan should be amended to show a continuous cycle lane.</p>  <p>ii. The levels shown on this and subsequent drawings should be noted as being indicative and subject to change as part of the detailed design process</p> <p>iii. A clear symbol for ramps to the raised areas should be used to avoid future confusion</p>	<p>i. This section of road has already been constructed and is outside of the area for which planning consent is sought. Consent is sought for design north of the DWH Road Construction extent as indicated on the red line plan 16483/2041 included within the RM application.</p> <p>ii. Note added to drawings that all levels shown are indicative.</p> <p>iii. Ramp symbol added to drawings.</p>
2002 F	<p>i. Show the area to be subject to the separate RM for the Civic Square. All details to be removed from the proposed apart from surface and foul drainage details. Text should be 'Details to be approved through a separate RM, to include sufficient highway for all users.'</p> <p>ii. Road 4 should be revised to become a no through route, using the rear access to the Health Centre as a turning area. This would allow the whole stretch of road to be shared surface. The County Council (in its capacity as both Highway and Education Authority) support this. Text should be added to the comment above 'Road 4 to be shared surface no through route for motor vehicles, with turning head provided'.</p>	<p>i. Area subject to separate Civic Square RM clearly indicated on all drawings with note and red line boundary.</p> <p>ii. Top of Road 4 is within the Civic Square therefore this matter will be dealt with through the Civic Square RM.</p> <p>iii. Raised table extended to CC92 as indicated on drawing 16483/2002 included within the RM application.</p> <p>iv. Tactile paving removed.</p>

	<ul style="list-style-type: none"> <li>iii. The raised table on the south primary route should be extended to CC92</li> <li>iv. Tactile paving should be removed from this plan and other junctions as this is not necessary within a 20mph design speed development.</li> </ul>	
2003 E	<ul style="list-style-type: none"> <li>i. Link to Cavesson Court should be shared</li> </ul>	<ul style="list-style-type: none"> <li>i. Link to (south of) Cavesson Court now shown as Shared Surface for whole length from Central Park.</li> </ul>
2004 F	<ul style="list-style-type: none"> <li>i. Link to Blackhall Road should be shared</li> <li>ii. Link to Brownlow Road should be shared</li> <li>iii. The Highway Authority will require positive drainage for the ped./cycle route between CC1 and CC21</li> <li>iv. The on road cycle lane on the main access should be mandatory and not advisory as shown</li> <li>v. The Highway Authority require that the proposed access points be removed, these can form part of a separate application.</li> </ul>	<ul style="list-style-type: none"> <li>i. Link to Blackhall Road shown as Shared pedestrian and cycle path, part of which is temporary to be replaced by future Tertiary Road.</li> <li>ii. Temporary Link to Brownlow Road shown.</li> <li>iii. Drainage levels amended accordingly.</li> <li>iv. Noted.</li> <li>v. Access points other than those approved or applied for by separate planning application have been removed.</li> </ul>
2005 D & 2006	<p>These drawings should not form part of the formal planning application. Note the Highway Authority now works to the Housing Estate Road Construction Specification 2013, yet 2011 is shown in the drawings.</p>	<p>Drawings removed from the application.</p>
2007 A	<ul style="list-style-type: none"> <li>i. Show cross-section of gabion headwall detail. Need specification for the hand rails. These should only be provided where necessary for falls, locations to be shown on plans.</li> <li>ii. Need to include type of rock for the gabion wall.</li> </ul> <p><i>Details to be resubmitted and agreed prior to RM submission</i></p>	<ul style="list-style-type: none"> <li>i. Headwall and hand rail details added.</li> <li>ii. Gabion Construction details included.</li> </ul>
2008 A	<ul style="list-style-type: none"> <li>iii. Any slabs to the footway must be at least 400mm x 400mm.</li> <li>iv. The surface course to the schools temporary access should be binder course only. This is quite a course material which will emphasis the temporary nature of this route.</li> </ul>	<ul style="list-style-type: none"> <li>iii. 400x400 paving specified.</li> <li>iv. School Access surface course specified as up to binder course only.</li> <li>v. Conflict amended.</li> <li>vi. Details removed.</li> </ul>

	<p>v. The surfacing to the orbital pedestrian route conflicts with drawing 628.2-301</p> <p>vi. Details of the Civic Square should be removed, and the area for future RM extended</p> <p>vii. The Highway Authority will not accept square ends to parking bays</p> <p>viii. Location of events plans to be shown.</p> <p><i>Amended plan to be agreed prior to RM submission.</i></p>	<p>vii. Noted.</p> <p>viii. Events indicated.</p>
2023 A	Is acceptable to the Highway Authority	Noted.
2024	Please seek the approval of the Highways Agency for these proposals	Noted.
2025	Is acceptable to the Highway Authority	Noted.
2026	Larger scale drawings should be provided at a minimum scale of 1:200, the wheel tracks of the vehicles must be at least 300mm from the kerb line	Larger scale drawings provided, refer to 16483/2026-1, -2, -3, -4 included within RM application.
16483/2039 C	Insert 5 and 6 are removing too much hedge and this is unacceptable. This must be shortened. Also refer to hedge notes below.	Hedge removal is minimised to the least required to meet the requirements of the surrounding roads and internal park access arrangements.
2048	<p>A 2m high retaining wall on the urban swale is unsupported and would require a hand rail if it was to be proposed. This will be daunting and compromise the quality of this space. This arrangement also has a high capital cost associated with it and therefore would have a high replacement cost. More of a terraced approach with localised steepening of banks could be a potential solution and softened with planting between.</p> <p><i>Details to be resubmitted and agreed prior to RM submission</i></p>	Design amended to create stepped form.
16483/2049 and other	These drawings indicate that the existing ditches adjacent/associated with hedges are proposed to be filled- this is not acceptable. These ditches	Detail amended.



drawings in this series	provide valuable habitat and drainage functions; filling the ditch will impact on the RPA of the hedge. These ditches are also protected under the Hedgerow Regulations and shall not be filled.	
2048, 2049, 2050, 2051, 2052	Written widths should be provided for all elements that form part of these cross sections to avoid any future inconsistencies.	Written widths added.
16483/2060	Supply approximate calculations to ensure the cut and fill line up, or if topsoil will be required to be imported or removed.	See Soil Strategy which accompanies the RM application.
16483/2060	Supply approximate calculations to ensure the cut and fill line up, or if topsoil will be required to be imported or removed.	As above.
2062 A	This drawing is acceptable with the proviso that it will be subject to future detailed design.	Noted.
2059 B	Separate larger scale drawings should be provided at a minimum scale of 1:200, showing the wheel tracks of the following vehicles: i. Refuse vehicle ii. Large coach iii. 40 tonne HCV All wheel tracks must be at least 300mm from the kerb line	Refuse vehicle tracking indicated at scale 1:200
2060	This drawing is acceptable with the proviso that it will be subject to future detailed design	Noted
<b>Landscape Plans and documents</b>		
General	The design needs to be reviewed with the following maintenance principles in mind; i. Narrow bits of grass under 2m shall be removed ii. Boulders shall only be positioned where they relate to the landscape (eg; in swales) and not within amenity lawn. Others will look out of	i. Noted. This has been rationalised throughout. Where paths converge small element paving is specified laid flush to break up apparent larger areas of hard surfacing. ii. Noted and rationalised. iii. Noted and rationalised. iv. Noted.

	<p>character.</p> <p>iii. Position logs at the boundary between amenity lawn and longer lawns/planting. Reduce the number also.</p> <p>iv. Bins shall be positioned adjacent to roadways to avoid lots of maintenance access points.</p> <p>v. Maintenance access points need to be indicated.</p> <p>v. A dog bin shall be provided at either end of the green corridors. Bins shall be provided at crossing points across the green corridors. Where bins are near seats they shall be 2m away.</p> <p>vii. Lighting shall be positioned adjacent to the highway adopted land and with a 1500mm square area around them.</p> <p>Other points:</p> <p>i. Include roads in the key.</p> <p>ii. Indicate direction of seating.</p> <p>iii. Show which bins on the plans are dog bins or the double recycling unit.</p> <p>iv. Indicate maintenance access points.</p>	<p>v. Removable bollards indicate these areas.</p> <p>v. Noted.</p> <p>vii. Noted.</p> <p>Other:</p> <p>i. Road details set out on engineering drawings.</p> <p>ii. Seating to Central Park is the only ones without back rests, direction of facing added. Elsewhere seating is uni-directional.</p> <p>iii. Bid identification shown.</p> <p>iv. As above, access points indicated by removable bollards.</p>
<p><b>Swale Design</b> 628.2-100 to 628.2-111</p>	<p>i. Pipes beneath swales are generally unsupported and could potentially cause problems with adoption by both Cambridge City and Anglian Water. Moving them to the side would be a better solution where possible.</p> <p>ii. Planting within the swale needs to be considered in relation to levels and ground conditions. For example; 'meadow mix for swales' will not tolerate the dry conditions at the top of the swale. Rough grass could be continued into the swale. Wetland mix should only be within the base of</p>	<p>i. Pipes realigned to under adjacent paths.</p> <p>ii. Noted, mix lowered within swales and rough grass used to upper areas of swales.</p> <p>iii. Noted, refer to specification of rocks from 0.6 to 2m nominal sizes.</p> <p>iv. Length of culverts rationalised.</p> <p>v. As above, these are realigned under adjacent paths.</p> <p>vi. Swales to Central Park and Transverse green Corridors amended where possible. North West Green Corridor already at optimum form due to constrained width.</p>

	<p>the swale. The swath planting is more water-loving, concerned this will dry out at the top of the bank.</p> <p>iii. Rocks in the swale need to be big enough not to move- if children move rocks to form dams, this could cause a maintenance issue.</p> <p>iv. The length of culverts needs to be minimised across the site. This can be achieved by looking at the gradients of banks and the design around the headwalls.</p> <p><i>Details of one of the green corridor (we recommend GC2) to be resubmitted and agreed prior to RM submission as an example of the approach.</i></p> <p>v. Where storm water pipes are shown under swales these should be relocated under paths.</p> <p>vi. Swale designs are quite straight; this is because the gradients of slopes are 1:3 across the site. Whilst this is an optimum gradient, we encourage the applicant to steepen and shallow the gradient to achieve a slight curve.</p> <p>vii. Green corridor 1 (north) the swale should be made wider with a shallow gradient, which can be planted with native structural planting. This will increase the area of usable space. Remove/reduce the area of wet. Swale must be narrowed at the point where there is a 3rd party tree to avoid the RPA.</p> <p>viii. Headwalls need to line up with pipes.</p>	<p>vii. Swale adjusted and additional plating added. Existing tree has been removed based upon arboricultural recommendations and replaced with new trees. Adjacent verge grass retained at least 2m width.</p> <p>viii. Refer to engineering drawings for detailed drainage design.</p>
<b>Play</b>	<p>i. As you are aware there has been a long standing concern about specific facilities to meet the need for teenagers. While a preferred approach would be to include a scooter / skate facility in the MUGA</p>	<p>i. Details of equipment to be secured through planning condition. Teenage provision is provided through MUGA and NEAP provision. Strategy behind NEAP has always been to provide play facilities for older children such as</p>

	<p>area, we accept that this can not be required at this stage. However, there is concern that the equipment as currently proposed within the Teenage Trim trail is not adequate to meet this need. The details of this equipment will be secured by condition. However, a note should be added to the Compliance Statement that some of the fitness equipment will be tailored for youth, as should some of the equipment in the NEAP. The Youth and Play Strategy should also be amended in this respect.</p> <p><i>Revised Youth and Play Strategy to discharge condition 9 should be submitted for comment as previously requested</i></p> <ul style="list-style-type: none"> <li>ii. In previous comments we identified the locations of the 4 LAPs plus supermarket LAP to be included in the application for infrastructure. To ensure there is space to accommodate the LAPs within the tight constraints of the green corridor the area needs to be marked on the plans to ensure space.</li> <li>iii. We recommend the swale areas are also used for some LAP play- for example a rope bridge across would provide meaningful play.</li> <li>iv. Where there are LAPs- associated seating etc should be provided.</li> <li>v. LAP images in DAS; Willow tunnel and the mounds are not supported.</li> </ul>	<p>teenagers. In addition to this, outdoor gym equipment, made suitable for teenage provision will help to provide a unique outdoor exercise facility within Central Park along with the access to the pond for waterside activity. Across the site areas allow teenagers to congregate informally either at seating, logs or rocks. Seating in close proximity to the sports pavilion will also provide a focus to meet and socialise. If there is felt to be a deficiency in provision, Officers are asked to demonstrate this within specified policies on how teenage provision should be distributed across a development site.</p> <ul style="list-style-type: none"> <li>ii. Areas have been noted for the proposed LAPs which will then be delivered alongside the adjacent appropriate development parcels.</li> <li>iii. LAP provision to be conditioned, areas indicated on drawings for further detailed play design.</li> <li>iv. Noted.</li> <li>v. Images removed. Details conditioned.</li> </ul>
<p><b>Central Park</b></p>	<ul style="list-style-type: none"> <li>i. Cars parking should be prevented from parking on the edge of central park. This should be through positioning of planting (this may be moving the 'rough grass' hard up against the edge of park) and trees as a first priority and then chunky bollards (which coordinate with the 'carriageway event') in other places where required. Planting/trees closer to the carriageway will reinforce traffic calming.</li> </ul>	<ul style="list-style-type: none"> <li>i. Noted.</li> <li>ii. Noted.</li> <li>iii. Path junctions rationalised as noted earlier.</li> <li>iv. narrow grass areas rationalised as noted earlier.</li> <li>v. Swales amended where practical as noted earlier.</li> <li>vi. Block Paving proposed tom pavilion car park.</li> </ul>

	<p>Bollards shall be limited and will need a mowing strip (blocks).</p> <ul style="list-style-type: none"> <li>ii. Need bollards at pedestrian entrances to prevent cars driving onto park.</li> <li>iii. Path junctions need to be rationalised so the joining areas are not excessively wide- eg; south of pavilion next to Tennis courts.</li> <li>iv. Narrow bits of lawn should be removed, 2m should be the minimum. For example between seats and planting; SE of park where the orbital cycleway and footpath meets; and at the southern exit of the car park.</li> <li>v. Swales are very straight, as mentioned previously we encourage a curved/organic shape. Where we have limited space- steepen one side of the bank to have variation.</li> <li>vi. The surface material for the car park needs to be sympathetic to the surrounding landscape and of high quality.</li> </ul>	
628.2-112	<ul style="list-style-type: none"> <li>i. This approach to the design of this space is quite engineered and doesn't fit well with the natural character of this part of the park. This should be less engineered and more organic in character.</li> <li>ii. We encourage the design of the water access to be a route with moments along this as opposed to one large deck; we feel this would provide more interest. Path leading down to the pond is too straight; make more imaginative and informal feeling. Note this area is supposed to be counting towards youth provision.</li> <li>iii. Steps down to the pond need to be less formal and better integrated with the landscape.</li> <li>iv. The stepping stones into the middle of the pond are not supported.</li> </ul>	<ul style="list-style-type: none"> <li>i. Pond area re-designed accordingly.</li> <li>ii. Providing moments along paths would result in level issues with decks being too high out of permanent water level and would therefore create dominating visual impacts upon the pond feature and potential health and safety issues for users</li> <li>iii. Steps omitted to reduce engineered appearance.</li> <li>iv. Stepping stones into pond removed to use more informally alongside paths.</li> <li>v. Terracing removed and area of land south of deck lowered to provide better link with adjacent informal public open space.</li> <li>vi. Depth of pond amended to 1.2m deep.</li> <li>vii. Carriageway events added to plans.</li> </ul>

	<p>This water will be quite deep and the stepping stones are likely to be quite slippery. We would support stepping stones in shorter sections, where it makes sense to cut a corner.</p> <p>v. Do not support the terraced lawn- these will be too difficult to maintain and are isolated so mowing will be difficult. Would support a stepped down approach with a few steps (of robust design) then a flat bit of lawn (accessible to a mower) or a more natural sloped approach.</p> <p>vi. The depth of the pond within the central park appears to be far too deep and should be in accordance with the Cambridge City Council SuDS Design and Adoption Guide. Areas of shallow shelving and marginal planting should be increased.</p> <p>vii. Account to be taken of amended 'carriageway event detail' at the top centre of central park.</p> <p><i>Details to be resubmitted and agreed prior to RM submission</i></p>	
628.2-114	<p>i. Revisions to play area: Remove the path from next to the MUGA and extend playground towards the fence. The path which joins the north park towards the school could be more centralised with the play area, which mean the SE triangular piece of landscape could be included in the play. Remove fence from around the play area- this pre-determines the design/shape of the play space, which will be looked at in detail through condition discharge.</p> <p>ii. Pavilion / Sports fields: Relocate the shared path so it will not pass through the pavilion landscape, and cause conflicts with sports</p>	<p>i. Play areas to be detailed through conditions.</p> <p>ii. Path added to front of Pavilion so that this does not pass through pavilion curtilage.</p> <p>iii. Coach drop-off and area of landscaping to north of pavilion added to the pavilion area red edge to allow detailed design of these area to be comprehensively approached through separate pavilion submission.</p> <p>iv. Seating grouped.</p> <p>v. Path widened.</p> <p>vi. Access for maintenance available.</p> <p>vii. Cycle stands added.</p>

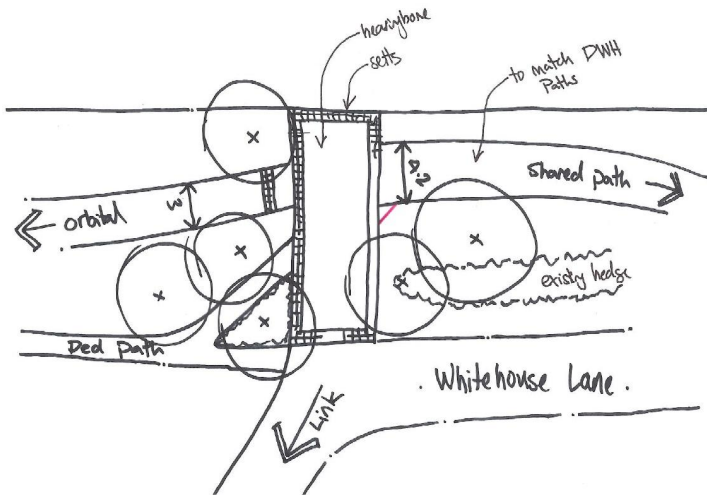
	<p>pavilion users. If the sports field is moved over (up to 5m would be possible) a path could be accommodated in front of the pavilion landscape. To accommodate the extra space the swale on the east side of the park will need to be narrowed for a point and a seat moved.</p> <p>iii. Extend area for separate RM for Pavilion to west to include coach parking / drop off / access to recycling units. Text re Drop Off to be changed to coach parking / drop off. Note also requirement under condition 65 for details of recycling to be included in the local centre RM, and a note should be added to this effect.</p> <p>iv. The path south of the fields: group the seats so larger groups of spectators could be accommodated. The hard area could be widened and 'bays' provided.</p> <p>v. Widen footway in front of car spaces to accommodate buggies, wheelchairs etc.</p> <p>vi. Have a strip of hard surface around courts for maintenance access.</p> <p>vii. Include 4-5 cycle stands at entrance to the Tennis courts and MUGA and 3 for the NEAP.</p>	
628.2-212, 213 & 214	<p><b>Trees</b></p> <p>i. Add one more Lime tree in the SW corner of central park to create a sense of enclosure to the square.</p> <p>ii. Review the positioning and types of trees grouped together, we feel some of the combinations will not look correct. For example 1 Oak</p>	<p>i. Tree added</p> <p>ii. Noted.</p> <p>iii. Noted.</p> <p>iv. Our Landscape Architects preference is for planting of trees at a size better suited to good and healthy tree establishment as specified.</p> <p>v. Noted.</p>

	<p>grouped with Sorbus trees in the centre of paths; only the oak will be required. Where there are groups of trees have these in clusters, not lines; eg where the Acer campestre is west of the path.</p> <ul style="list-style-type: none"> <li>iii. Ensure smaller trees are positioned generally south of large species.</li> <li>iv. Grades of trees across the site need to be larger. 12-14cm as a minimum grade for the feature trees, street trees and central park Limes. Other trees should be at least 10cm.</li> <li>v. Ilex aquifolia will fit with the desired character. Either only include within planting beds, or remove from the pallet.</li> <li>vi. Oaks need to be positioned at wide centres; at least 12m to accommodate their large size.</li> <li>vii. Make more of a feature of Acer campestre- the centres are far too close, should be treated more like Oaks.</li> <li>viii. The labels of the trees need looking at; Tilia tormentosa is labelled as Til tom and Tilt or, and what is Car pin; isn't in the plant list.</li> <li>ix. Do not support Alnus glutinosa around the tennis courts as the litter will cause problems. Trees are needed to soften the tennis courts and attention should be given to the species and positioning. We recommend multi-stem birch with low planting below.</li> <li>x. Have larger trees at the park entrances (south), again Alnus glutinosa is not right in this location as a marker tree.</li> <li>xi. Provide larger trees (eg: Oaks) at the corners of the sports pitches, with adequate setback.</li> </ul>	<ul style="list-style-type: none"> <li>vii. Noted.</li> <li>viii. Labels reviewed.</li> <li>ix. Tree species amended.</li> <li>x. Noted.</li> <li>xi. Noted.</li> <li>xii. Noted.</li> <li>xiii. Feature trees added to this area.</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>i. Noted and reduced.</li> <li>ii. Noted and rationalised as stated earlier.</li> <li>iii. Noted.</li> <li>iv. Strips provide maintenance access for courts.</li> </ul>
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	<p>xii. Salix alba is positioned too close to the path in many instances- this should have a minimum 7m setback from path so this doesn't grow over the path low. This tree is more appropriately located nearer to swales and water features.</p> <p>xiii. Place large native trees between the pond and existing hedge.</p> <p><b>Other Planting</b></p> <p>i. There is far too much 'impact planting' this is supposed to be at entrances and key locations and has been agreed to as a trial. Rationalise this.</p> <p>ii. Remove narrow bits of planting eg; south of the MUGA</p> <p>iii. Wildflowers next to road are not supported, we would support areas of bulbs or rough grass to add seasonal interest.</p> <p>iv. Remove the narrow strips of grass between the sports court fences and the planting.</p>	
<b>Green corridor</b>	<p>The narrow (1m wide) strips of lawn between the orbital cycleway and road are not acceptable; either increase these to 2m (preferable option) or position the cycleway hard against the road and slightly widen so people don't hit the bollards (this is a secondary preference, as it will look hard).</p>	<p>Area proposed as rough grass.</p>
628.2-101	<p>i. The 4.2m shared path should be continued up to the first junction. This path should be a minimum of 2m from the hedge.</p>	<p>i. Shared path added up to 'event'.  ii. Event added refer to drawing 16483/2081  iii. Noted.</p>

ii. Provide a shared space, of a similar character to the 'carriageway events' at this junction. See image. This junction will need to be coordinated with the alignment of the path through the supermarket car park.



iii. The cycle/ped link to Whitehouse lane at this point should be marked as permanent – cyclists and pedestrians are likely to continue to use this road even when the permanent link to Huntingdon Rd is established.

iv. Provide link to Whitehouse Lane at western end

*Details to be resubmitted and agreed prior to RM submission.*

iv. Link provided from event.

628.2-102

i. Relationship between supermarket application and Infrastructure will need coordination to ensure appropriate boundary conditions for the supermarket are achieved. We need to ensure that this green

i. Supermarket does not have formal consent therefore landscaping must also be appropriate to consented uses. If additional planting required for supermarket this can be added through that application.  
ii. Supermarket LAP amended, details to be conditioned.

	<p>corridor/LAP area is overlooked and activated at the edges and to allow screening of the supermarket as appropriate.</p> <p>ii. The supermarket LAP in the current form is not acceptable as the playability is low and the maintenance will be difficult. The mounds in the centre of Hoggin with logs and boulders will be difficult to maintain. The footpaths linking across and through the informal LAP should be of a hard surface. Hoggin is not accepted for in a play area - a bound surface is required. Willow tunnels are not supported.</p> <p><i>Details to be resubmitted and agreed prior to RM submission.</i></p>	
628.2-104	Relocate and straighten the link across green corridor 2 to be linking the two eastern tertiary streets. This shall be minimum 3m. A secondary more informal link could be provided between the western tertiary streets.	Link straightened.
628.2-105	Southern culvert crossing is too ridged/right angled- soften. Need to be more links between the side roads and the NW orbital cycle path.	Softened.
628.2-106	Remove the path from the northern entrance to the SLEAP to the primary road (currently just comes to an end).	Noted.
628.2-107	<p>i. Provision should be made for a temporary pedestrian / cycle link to Blackhall Road, with note that the timing of provision will be as set out in Phasing Plan.</p> <p>ii. The cycle path linking Histon gateway green and the toucan crossing needs to be two-way traffic (3m) with appropriate signing and lining.</p>	<p>i. Temporary path to Blackhall Road provided.</p> <p>ii. Cycle Path extended to crossing.</p>

	The uni-directional path therefore needs to be widened to 3m with linings to mark out 2-way cycling for this section.	
628.2-108 and 9	Generally the layout is simple and supported, remove the boulders- they are not needed.	Removed.
628.2-110	<p>i. We require further consideration of the area where the existing discharge from Brownlow Road enters into the site. This could be amended such that the existing headwall and outlet would require no amendments and the area widened, with trees planted in the slope of the swale. A low flow channel in the bottom could turn this area into an additional usable piece of open space.</p> <p>ii. Temporary link should be provided to Brownlow Rd that links to shared path through Green Corridor 2 up to NW orbital cycle route with note that the timing of provision will be as set out in Phasing Plan.</p> <p>This shared route should be 3m wide (shown as 2.5m on plan). To differentiate with the pedestrian only path which links along the north east side I would recommend reducing the width of this path to 2m and using a different surfacing material.</p> <p>Not quite sure what the short piece of path to south is for - cyclists</p>	<p>i. Amended.</p> <p>ii. Temporary link to Brownlow Road provided.</p> <p>iii. Paths rationalised.</p> <p>iv. Noted.</p>

	<p>could join the route at the top of the road. Pedestrians need a continuous link – is a footway proposed adjacent to road here? If so don't need this bit of path.</p> <p>iii. The pedestrian path needs to link all the way up to Primary St North. The footways across Green Corridor 2 on either side of the Primary St North should link in a coherent way to the footways on either side - planting or lawn adjacent to the carriageway could be included to soften this space.</p> <p>iv. Swale needs to meet the outfall of Brownlow Road. A bend in the pipe is not acceptable because a manhole would be required. Move swale to meet the headwall of outfall.</p>	
628.2-111	<p>i. This is the other area is where the existing watercourse discharges into the sewer in Tavistock Road. The general levels here fall towards the existing development but the swale appears to drain the other way, a greater level of resolution is required to ensure this area is not an issue in the future.</p> <p>ii. The footway across the Green Corridor where it meets the Primary St South should be widened to allow a shared route across at this point, linking both side roads and linking to a safe crossing of the Primary Street.</p>	<p>Amended. Pedestrian path now shown as Shared Path.</p>

628.2-111 and 112	It is essential that a shared link is provided across Green Corridor 3 to link the two side roads. It would be good to get a footpath to link the side roads further NW too if possible.	Shared link provided.
628.2-117	The approach to the 'Urban swale' is not supported as the change in level is too great. We will require a lot more information about this area. Refer to comments 16483/2048.	Urban Swale revised.
628.2-201	i. Vertical striped pattern should be included in key. ii. Sor auc and Aln glu are too close to the path joining to adjoining site.	Amended.
628.2-205	Too many Silver birch along the side of the road- make more varied like the rest of the green corridor.	Noted.
628.2-207	Need more large trees at the top of the NW corridor to mark the start of the green corridor. Planting on the north side of Green Corridor 1; can include greater area of native shrub planting once the size of the swale is enlarged (refer to drainage comments).	Added.
628.2- 208 and 9	i. Refer to tree comments generally, which apply to this area also. ii. Include more larger species such as Oak and Lime in this area.	Revised.
628.2-211	The strip of lawn adjacent to the end of the road needs to be buffer planting.	Noted.
628.2-300 E	No highway construction details should be shown	Details omitted.
628.2-301	i. The proposed use of hoggin on the orbital pedestrian route is unacceptable and conflicts with details elsewhere. ii. The bus route should be 6.1m wide	Removed. Noted. Noted. Noted.

	<ul style="list-style-type: none"> <li>iii. The pedestrian route should be 2m wide at the minimum</li> <li>iv. 1m wide verge is not acceptable</li> </ul>	
628.2-303	Cross section KK – should be rough grass between the hedge and attenuation pond – currently unclear.	Amended.
628.-306	Remove reference to Local Centre for Hoggin path	Removed.
628.2-309	<ul style="list-style-type: none"> <li>i. Foundations for the boardwalk deck are not robust enough. Amended detail required. The engineers specifications and full structural design can be conditioned. Refer to 628.2-112 detail comments on this area.</li> <li>ii. Millboard or similar should be used to reduce maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Noted.</li> </ul>
628.2-311	<ul style="list-style-type: none"> <li>i. The ends to parking bays should be rounded. The Highway Authority will not accept square ends.</li> <li>ii. The tree pit details as shown are impractical (you cannot have a shear face to granular sub-base).</li> </ul>	<ul style="list-style-type: none"> <li>Square ended bays changed to splayed.</li> <li>Amended in accordance with County Highway details.</li> </ul>
<b>Hedgerows:</b> 628.2-003 rev B	<ul style="list-style-type: none"> <li>i. Refer to comment about 16483/2039 C</li> <li>ii. Remove Prunus spinosa from these relatively urban corridors as it has the potential to sucker alongside cycleways, play equipment etc. The thorns can cause serious injury and following management can be a hazard to cycle tyres.</li> <li>iii. Replace Lonicera Japonica with the native Lonicera periclymenum</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Removed.</li> <li>Replaced.</li> </ul>
628.2-308	Support proposed 'South of England' style. Use binders at the top of the hard wood stakes. This approach would be more visually attractive,	Amended.

	keeping the stakes upright as the hedge regrows and limit potential desire line routes forming in sections of new planting or little laid material.	
Infrastructure Hedgerow Removal Assessment	Satisfied with the survey approach and recommendation. Noting that a Natural England license will be required to close Outlier sett C prior to road construction.	Noted.
Landscape Soft Specification	<p>i. No chemicals or pesticides shall be used in or nearby the waterways.</p> <p>ii. We will require full methodology which includes; topsoil and subsoil handling, soil placement, soil protection, general site precautions to ensure soils are maintained; and a plan of stockpiles, stripping, handling, haul routes, re-spreading; and typical sections showing make-up. This can form part of the Detailed Construction Method Statement (DCMS), which will be required prior to construction.</p> <p>As part of this we will require information from soil experts to explain what type of soil is on site and if it is fit for landscape purposes. This should include approximate depths of topsoil.</p> <p>iii. Seeded area depths shall be 300mm.</p>	<p>Noted.</p> <p>Soil Strategy submitted with application.</p> <p>Noted.</p>
Landscape Management and maintenance	<p>P17; alter to be in line with previous comment:</p> <p><i>We support the laying of the hedge to no lower in height than 1.5m, then to be maintained long term at a height of 3m. Where there is a double hedgerow, one of the hedges shall be laid now, and the other side in 5 years' time when the other hedge has had time to establish and provide mitigation.</i></p>	Noted.



plan	Add paragraph on management of the existing ditch or hedge bank.	
Ecological Conservation Management Plan. Compliance Statement.	We are satisfied that this report complies with the site wide ECMP for C/07/0003/OUT subject to the following additions; i. Commitment to the nest box and bat box provision being plotted on a plan once agreed with the EcOW. Reason: for future monitoring. ii. Commitment that all on-going monitoring of the biodiversity enhancement features are reported annually to CCC Nature Conservation Officer.	Additions made to address both points.
<b>Lighting</b> – all plans	i. We do not support lighting the pedestrian path west of the NW corridor hedge. Lighting would give the appearance of safety but there is no overlooking. ii. Lighting of the NW orbital cycle path – additional lighting is needed where the path is not adjacent to the street (ie, where there won't be overspill lighting)	PRoW lighting removed. Additional lighting added, refer to MMA drawings and reports.
Allotments Strategy and plans	No comment	Noted.
<b>Other Plans &amp; Documents</b>		
Adoption Plan 16383 2072	i. Two lengths of road on the attached plan numbered 1 and 2 do not serve a highway function and the Highway Authority will not seek to adopt these. The two existing rights of way should be offered for adoption by as 'hard paved ' public highway. Such an adoption would not affect the status of the paths as public rights of way, as	Drawing revised accordingly.

	<p>the Section 38 adoption process would overlay the existing rights.</p> <p>ii. In the key, <i>City Council Attenuation feature(within SCDC)</i> should be removed as it is not used</p> <p>ii. DG1 pond in original location should be shown as Attenuation Feature</p> <p>iii. Clarify that CCC is Cambridge City Council</p>	
Red line plan 16483/2041M	<p>i. Delete infrastructure redline as it is unclear what this is intended to show.</p> <p>ii. Plan should show Civic Square area, with note that detail to be excluded apart from drainage details.</p> <p>iii. The red line needs to be amended in relation to temporary link Brownlow Road.</p>	Red lines rationalised to explain extents of land affected as well as extents of actual detail design to be approved.
Drainage Strategy	The Technical Note is not a detailed surface water strategy as required by condition 35. A document is required in the form of a detailed surface water strategy demonstrating how it accords with the outline strategy. This should show which elements of the strategic drainage will provide the strategic attenuation required for each of the residential phases.	Revised note submitted.
Pavilion Statement	Provision should be made for 20 cycle spaces to be included within the landscaped area.	Added top Statement.
Application form	Simplify the description. Suggested text: 'Reserved Matters (access, appearance...) of 07/0003/OUT for primary and secondary	Simplified.

	streets, drainage infrastructure, green corridors and central park. The D&A and / or Planning Statement could set out the details in full.	
<b>Design and Access Statement</b>		
<b>Page No.</b>	<b>Comments</b>	
General / additional info	<ul style="list-style-type: none"> <li>▪ All plans, drawings accompanying text should be updated to reflect other comments made within this table.</li> <li>▪ Ensure all drawings are clearly labelled. It is particularly important to state when a plan/drawing is an extract from the Design Code or an approved parameter plan.</li> <li>▪ <u>Design Code compliance tables</u> – it would be better to combine the design code compliance tables for each street into one master table, which could sit in the DAS before the typical details for each street. For clarity, we also request that compliance should be demonstrated against the design requirements as set out in the order of the relevant sections of the code. Please refer to Section 4.2 of the Design and Access Statement which accompanies the RM application for Primary Street and Infrastructure at North West Cambridge for an example (13/1401/REM). In addition, given the streets run through various character areas, there may be certain design code requirements within the ‘character area’ sections which the infrastructure design needs to be assessed against.</li> <li>▪ <u>Parameter Plan compliance</u> – there needs to be a clearer demonstration of compliance with the parameter plans. Again section 4.1 of the DAS for the NW Cambridge infrastructure application provides a good example (13/1401/REM).</li> <li>▪ <u>Achieving a low speed environment</u> – include a double page spread in the DAS explaining the overall approach for achieving</li> </ul>	<p>Updated. Labelled.</p> <p>Combined tables found unwieldy and confusing. Areas set out in a logical order of how the site is read. Design compliance is set out at start of Section 5.0 of Design &amp; Access and Design Code Compliance document and within each respective area section.</p> <p>Relevant Landscaping and Access Parameter Plan Compliance indicated within document.</p> <p>Section added explaining approach to low speed environment.</p> <p>Terms amended.</p>

	<p>a low speed environment (20pmh and below). It should draw upon the principles explained within the design code and explain the measures designed into the streetscape to slow traffic. Typical event detail drawings should be included and explained. This is important context setting information and should therefore be located within the DAS before any detailed street information.</p> <ul style="list-style-type: none"> <li>▪ <u>Access terminology</u> - Terms should be clarified/ corrected: 'no vehicular access' should be amended to 'no motor vehicular' access, the term Traffic covers all modes including cycles.</li> </ul>	
29	Section 5.2 seems to be missing	Amended.
30	Add comment to plan from design code that exact alignment of routes to be determined through RM.	Amended.
34	<ul style="list-style-type: none"> <li>▪ The segregated orbital pedestrian and cycle route must be shown as joining to the element constructed by David Wilson Homes.</li> <li>▪ There is an opportunity on this page to say much more about the benefits of the secondary network of streets for pedestrians/cyclists. The secondary/tertiary streets are an important part of the cycle network, providing alternative quieter routes.</li> </ul>	Indicated as extending to this site boundary. Secondary and Tertiary Streets will be explained further with subsequent RMs which cover these areas.
35	Key unclear. Note we have discussed the possibility of resolving where/how the cycle route ends as part of the separate local centre discussions.	To be resolved through Civic Square RM.
36	<ul style="list-style-type: none"> <li>▪ Plans shown on pp. 34 and pp. 36 conflict with drawing provided see 16483-2008 H for an example.</li> <li>▪ Please clarify the asterisk notes, relating to shared surface and additional crossing points to POS.</li> </ul>	Noted. Clarified. Plans are from original outline parameter plan. Amended.

	<ul style="list-style-type: none"> <li>▪ P36 &amp; 36 &amp; 114 – The plans show the path and orbital cycleway around the wrong way.</li> <li>▪ It is not clear why the links through the green corridors to Brownlow and Blackhall Rd are shown on the cycling network plan as a different colour to the other shared paths. The infrastructure cycle plan has most of the shared paths missing.</li> </ul>	
37	<ul style="list-style-type: none"> <li>▪ It would be beneficial to include somewhere in the DAS to label a plan identifying transverse corridors are 1,2, and 3.</li> <li>▪ The key appears to be wrong.</li> </ul>	Corridors labelled in respective sections.
38 and 42	The Highway Authority questions the retention of a 6.75m wide carriageway so far into the site - there appears to be sufficient length to gradually narrow the carriageway with ease.	Design.
44 and 45	These pages should be removed from the DAS.	Noted.
46	<ul style="list-style-type: none"> <li>▪ Section JJ 1 seems to be missing the pedestrian provision shown on pp. 36</li> <li>▪ Bollards on the carriageway event need to be chunky so that look proportionally correct- 200X200mm.</li> </ul>	Pedestrian provision at this point is off section further within park. Bollards set at 200x200x800high.
59	Image out of date.	Noted.
62	<ul style="list-style-type: none"> <li>▪ The ramp detail between the traditional carriageway/footway arrangement and the shared surface must comply with appendix 7 of the Housing Estate Road Construction Specification 2013, if these are to be offered for adoption by the Highway Authority.</li> <li>▪ Images on page 62-63 - need to be updated to reflect event location 2 detail, in that the orbital red route should stop at the</li> </ul>	Noted.

	line of granite setts.	
64	The use of the word 'generally' is of concern, a footway should always be provided	Noted.
92	Shared surface table under 'speed' – remove reference to cul de sac.	Removed.
94-98	Whilst we understand the reason why the secondary squares have been included within the DAS, the information contained does not go beyond what is contained within the design code, which in many ways contains more aspirational/benchmarking imagery e.g. the use of rain gardens etc. Our preference would be for only the relevant extracts from the code to be included within the DAS, and that clear reference is made that these images are extracts and are not part of the application.	Noted as illustrative only.
118	The toucan crossing is not shown on this plan	Refer to engineering plans for detailed design.
119	Remove the centre bottom image; this is not a desirable result, grass on top of gabions will die and look unattractive- need a clean edge shown in other images.	Removed.
128	The ramp detail between the traditional carriageway/footway arrangement and the shared surface must comply with appendix 7 of the Housing Estate Road Construction Specification 2013, if these are to be offered for adoption by the Highway Authority.	Noted.
134	This plan confuses what LAPs are to be where; use the plan shown in the back of the Youth and Play Strategy.	Noted.
152	<ul style="list-style-type: none"> <li>▪ Support the Tilia for central park and Turkish Hazel as the</li> </ul>	Noted.

	<p>primary road tree.</p> <ul style="list-style-type: none"> <li>▪ Alnus glutinosa for the urban squares is not supported- too dark and will damage the pavement with the vigorous root growth, this is more of a riverside tree (supported in the green corridor).</li> <li>▪ Please note- we had asked several times for a greater range on the trees in the secondary streets. This will need to be addressed.</li> </ul>	
154	<p>For clarity, we suggest the proposed palette of materials for the streets is presented in a table format. This could take the form of three columns. Therefore the first column would list where the material is used i.e. carriageway, footway or furniture item, the second column would be the proposed material including colour/finish, and the third column would include a photograph of that material. This material palette will obviously need to be updated following our last meeting where we discussed the colour and bond of the 'events' (raised tables and informal crossings etc.), however we have noticed a few omissions:</p> <ul style="list-style-type: none"> <li>i. The photograph showing a patch of blockwork shows setts</li> <li>ii. The 'Tegula' paving shows 100mm x200mm standard concrete blocks</li> <li>iii. SMA containing gravel course, shows HRA with chippings</li> </ul>	<p>This was deemed impractical and visually confusing. i. ii. iii. Images amended.</p>
155	<p>The inclusion of this plan at this point in the DAS appears to be an error.</p>	<p>Removed.</p>
173	<p>Footpaths for the green corridor; note should be 'rolled asphalt with buff chipping'- to be consistent throughout the hard surface plans.</p>	<p>Noted.</p>

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