

# Independent Examinations

M9A/17788

**Cambridge City and South Cambridgeshire Local Plan –  
Matter 9A – General Principles and West Cambridge, North West Cambridge and Orchard Park**

**Barratt Eastern Counties and The North West Cambridge Consortium of Landowners (17788)**

**March 2015**

**Cambridge City and South Cambridgeshire Local Plan**

March 2015





## Table of Contents

1	Introduction.....	2
2	Matter 9a – 2.3i – Are there exceptional circumstances for the removal of land from the Green Belt along the Northern boundary of the site.....	2
3	Matter 9a – 2.3ii - Would the proposed Design Code be consistent with that for site R43 (NIAB1) .....	3
4	Matter 9a – 2.3iii – Is the area and extent of land shown on the Policies Map the most appropriate in terms of the development constraints in this location .....	3
5	Matter 9a – 2.3iv – Is there a realistic prospect that satisfactory flood risk and sound attenuation measures could be incorporated as part of the development of the site – see also Statement of Common Ground with South Cambridgeshire District Council .....	5
6	Matter 9a – 2.3v – Is the proposed layout of the eastern vehicular access to the site too close to Arbury Road junction thereby creating a risk to highway safety Matter 9a – 2.3vi - Are the predicted levels of traffic generation to and from the site unrealistically low .....	6
7	Matter 9a – 2.3vii – Is the provision of community services in the proposed local centre within NIAB1 deliverable in terms of available space and viability.....	7
8	Matter 9a – 2.3viii – Does Figure 5 in the South Cambridgeshire Local Plan proposed submission accord with inset G in the Policies Map in respect of the position of the northern boundary of the site .....	7

## Appendices

Appendix 1 Land for Promotion

Appendix 2 Illustrative Masterplan

Appendix 3 Visualisations

Appendix 4 Green Belt and Landscape Review – October 2013

Appendix 5 SCDC Policy Wording

Appendix 6 Transport

Appendix 7 Drainage (1)

Appendix 8 Drainage (2)



## 1 Introduction

- 1.1 The area proposed for allocation has been amended to within the red line on the plan attached at Appendix 1. The Illustrative Masterplan is attached as Appendix 2. Appendix 3 shows a series of visualisations of the area of land now proposed for allocation. This Statement and Appendices 1 to 3 supersede the representations lodged in September 2013.

## 2 Matter 9a – 2.3i

- 2.1 Development on the edge of Cambridge is particularly sustainable and areas within the Darwin Green triangle, can be released from the Green Belt and developed with no adverse effect on the Green Belt, supporting many of the issues which are important for South Cambridgeshire:

- Help deliver homes where people can access work in a sustainable way;
- Help redress the balance between the location of jobs and homes;
- Help mitigate and adapt to climate change by providing homes near jobs thereby encouraging a shift away from vehicular travel modes.

- 2.2 Cambridge City Council (CCityC) and South Cambridgeshire District Council (SCDC) accept the level of need for homes is such to constitute the exceptional circumstances for the release of Green Belt. This led to the review of the Green Belt and the allocation of sites. Both Local Plans are clear that given the need for homes and jobs exceptional circumstances exist to justify release:

- The vital importance of supporting Cambridge as an international R&D centre.
- If development is pushed towards the new settlement option, considerable infrastructure will be required. Not only is this costly, the funding mechanism is not in place and delivery will be relegated to later in the plan period;
- Places of work need appropriately skilled workers, preferably close to their work place;
- The new settlement strategy has considerable negative implications on environmental, social and economic effects due to enforced commuting to places of work in Cambridge;
- The Joint Planning Unit concludes that development on the edge of Cambridge is the most sustainable option;
- The SCDC Sustainability Appraisal concludes that development on the edge of Cambridge is the most sustainable option; and
- Climate change is considered by the European Commission to be amongst the key environmental challenges (Guidance on Integrating Climate Change and Biodiversity into Strategic Environmental Assessment) and people need to be given realistic opportunities to choose sustainable travel modes for their journey to work.

- 2.3 Appendix 4 provides a greater assessment of Green Belt and Landscape issues as they relate to the appropriateness of removing land from the Green Belt.

March 2015

### 3 Matter 9a – 2.3ii

- 3.1 Policy SS/2 paragraph b requires Design Guides / Codes for each phase of development as part of applications for the grant of approval for reserved matters.
- 3.2 In the context of this development a single Design Code would be appropriate as opposed to separate codes for each phase or reserved matters application. This reflects the approach the Council is now taking to similar applications.
- 3.3 A minor change to Policy SS/2 Paragraph 2b is therefore proposed:

Policy SS/2 Paragraph 2b: ~~Design Guides /~~ *A Design Code for the each phase of development will be required **to be submitted and approved before the granting of the first reserved matters consent, as part of applications for the grant of approval for reserved matters to ensure a high quality development.***

- 3.4 A minor amendment to paragraph 3.16, removing reference to design 'guides' would also be needed to reflect this.
- 3.5 The Design Code for Darwin Green 1 acknowledges the interface with Darwin Green 2 / 3 and includes references to the need for development to properly link and co-ordinate. Accordingly, the Design Code for Darwin Green 2 / 3 will link with the existing Code to ensure that parameters are set for an inclusive and integrated Darwin Green development when read as a complete whole.

### 4 Matter 9a – 2.3iii

- 4.1 The Darwin Green triangle was previously intensively farmed with large open fields and some areas of paddock. The area is heavily influenced by surrounding urban areas and infrastructure associated with the A14 and its junction with Histon Road/Cambridge Road. Part of the Darwin Green triangle can be developed without harm to the purposes of a Green Belt. The proposals will have no significant detrimental impact on special qualities to be safeguarded, namely the setting of Cambridge and the separation of Girton with Cambridge and Histon/Impington with Cambridge.
- 4.2 Development in the area shown on the plan at Appendix 1 can come forward in a positive way. The proposed retention of some historic paddock and boundary vegetation will ensure that a green foreground on this edge of Cambridge will be retained and the presence of the Award Drain will provide a defensible boundary. The proposed area for development has been set slightly further back from Histon Road than proposed by the Council to reflect the land which is developable, mindful of the electricity pylons and consented infrastructure to support Darwin Green One, Two and Three.
- 4.3 The additional land proposed for development beyond that currently supported by South Cambridgeshire extends to 0.73 hectares (1.8 acres). With the existing Darwin Green Two allocation extending to 27.865 hectares (68.85 acres) the Submission Local Plan extending this by 2.893 hectares (7.15 acres), the total allocation would equate to 31.488 hectares (77.8 acres) net residential land.
- 4.4 Key to determining an appropriate Green Belt boundary for Darwin Green is the Green Belt Analysis and Visual Appraisal Report dated October 2013.
- 4.5 In summary, the early reviews informing the release of Green Belt were undertaken according to the circumstances at that time and have in common the protection of elevated land and views to the City Centre. There are no elevated views in this location and the views towards the City centre are at best fleeting.

March 2015

- 4.6 The reviews tended to be undertaken at a broad brush, generic level, and the finer details of site setting and topography were not taken into consideration so that generalisations were made over sweeps of countryside.
- 4.7 The work produced by Bidwells, is a more contemporary and detailed review to assess if further land could come forward in this area and be released from the Green Belt to help address the significant economic and social issues which require new, sustainable development.

#### **Delivery and Masterplanning**

- 4.8 Technical reports were submitted as part of the representations lodged in September 2013, all demonstrating there are no issues to preclude the site being developed; Ecology, Archaeology, Noise and Air Quality, Drainage and Transport.
- 4.9 The Masterplan for the site will incorporate the principles and form of development which Darwin Green One advocates yet at the same time provide an urban extension which is unique and of its own character, informed by public consultation and the characteristics of the locality.
- 4.10 The key principles identified at Policy SP/2 of the Site Specific Policies DPD and Policy SS/2 of the proposed submission will be adhered to, ensuring a workable interface with Darwin Green One will be key.
- 4.11 Discussion with SCDC has resulted in agreement in principle on policy and wording issues at Appendix 5.

#### **Transport Strategy**

- 4.12 Extensive transportation assessment work has been undertaken over several years to demonstrate that, initially Darwin Green 1 and then more recently the current Darwin Green 2 allocation are deliverable, mindful of Cambridgeshire County Council's highway network and the Highways Agency strategic network in the form of the A14.
- 4.13 Darwin Green 1 has been permitted on the basis of a range of sustainable transport measures together with off-site highway works on Histon Road from the site access point north to the A14 and then beyond the A14 on Cambridge Road. The only required works to the A14 are upgrades to the on and off slips at the junction with Histon Road. Construction traffic is also restricted to accessing the site only between 10am and 2pm so as to avoid peak hours.
- 4.14 At the time when Darwin Green 2 was first being discussed as a possible allocation through the South Cambridgeshire Local Development Framework, from 2007 onwards, extensive debate was had in relation to the capacity of the A14 to accommodate any addition vehicle movements generated by further development. Given the position of the Highways Agency at the time of the LDF examination sessions in 2008, a series of Technical notes were agreed between all parties. These notes were included in an agreed Statement of Common Ground (2009) for Darwin Green 2 with the Highways Agency (HA) and Cambridgeshire County Council (CCoC), on the basis of providing a sustainable urban extension and implementing an Area Wide Travel Plan (AWTP) for existing residents near the site (in addition to the Darwin Green 1 highway works). At this time the A14 Ellington to Fen Ditton improvement scheme was funded by Government and expected to come forward. However, the scheme was abandoned by the Government in the October 2010 Spending Review.
- 4.15 During 2013 the Highways Agency announced the A14 "Pinch Point" Scheme to provide an additional lane in each direction along the A14 between the Girton and Milton interchanges. These works are now being undertaken and will add significantly to the capacity of the A14 along a key stretch of road.

March 2015

- 4.16 As a result, all parties now agree that on completion of the works, timed for early 2015, there will be no in principle highway capacity issues on the A14 for the development. The entirety of any subsequent Darwin Green 2 / 3 allocation can proceed without further improvements being required to the A14.
- 4.17 The wider A14 Cambridge to Huntingdon Improvement Scheme which is programmed for completion by 2019/2020, is not required as a pre-requisite to delivering any part of Darwin Green 2 / 3.
- 4.18 The access points into Darwin Green 1 will also serve Darwin Green 2 / 3 and were designed and approved on this basis. Nothing has changed to require any improvements to the junctions.
- 4.19 As part of seeking to integrate and link Darwin Green 2 / 3 into the wider locality and provide opportunities for recreation, the existing A14 over bridge which is used solely by NIAB, is to be opened up as a pedestrian and cycle route to provide better opportunities to users to cross over the A14 than being totally reliant on the Girton and Histon A14 junction crossings. The pedestrian and cycle path over the bridge will run parallel to the A14 towards Histon and link up with Cambridge Road.
- 4.20 Appendix 6 contains a more detailed transport assessment.

#### **Policy SS/2**

- 4.21 Car Clubs may provide a suitable option for supporting travel by sustainable modes and reducing parking needs. However, their implementation will be informed by the outcomes of transport assessments and travel plans and by the success of the scheme for Darwin Green 1.
- 4.22 A minor change to Policy SS/2 paragraph 6 final sentence is therefore proposed:

Policy SS/2 paragraph 6: *This will include the provision ~~of car clubs~~, employee travel plans, residential travel planning, and other similar measures **which could include car clubs**.*

- 4.23 Paragraph 10 requires segregated Bus Priority Measures through the development. Whilst there is a need for bus priority measures, taking account of bus routes and measures planned for Darwin Green 1, which will be rolled forward for Darwin Green 2 / 3, full segregation is not likely to be needed. A minor change is therefore proposed:

Policy SS/2 paragraph 10: *The development will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport (HQPT), to support non car modes of travel, recreation and health. HQPT will be provided to serve the development, including ~~segregated~~ bus priority through the development, **which might include segregation if required**, linking effectively with the route through the adjoining development in Cambridge City and into the wider bus network. There will be a network of strong internal and external cycle and **pedestrian** ~~footpath~~ links to neighbouring parts of the urban and rural areas.*

## **5 Matter 9a – 2.3iv**

#### **Flood Risk**

- 5.1 Attached at Appendix 7 to this Statement is a Drainage Strategy which demonstrates that the allocation of Darwin Green 2 / 3 through proposed Policy SS/2 is deliverable in drainage terms and that the delivery of Darwin Green 1, including the implementation of the agreed drainage strategy for Darwin Green 1 will not be prejudiced.
- 5.2 In summary, the foul drainage strategy will follow the principles which have already been agreed with Anglian Water for Darwin Green 1 and who are currently designing the pumping station, rising main and

March 2015

off-site works along Windsor Road via a S98 requisition; these works have all been sized and designed to accommodate flows from Darwin Green 2/3 with due allowance also for the existing Girton outfall which will be diverted into the new network.

- 5.3 The surface water strategy for Darwin Green 2/3 is based upon extremely robust discharge rates as used in the approved strategy for Darwin Green 1 which are considerably lower than the existing Greenfield run-off figures.
- 5.4 With a range of on-site attenuation features, including balancing ponds, swales and permeable paving, in conjunction with the low discharge rates there will be a reduction of flows downstream of the site representing significant betterment.
- 5.5 A surface water modelling study has been completed by Hyder to develop a surface water management strategy for Darwin Green, providing further supporting evidence of the deliverability of the Darwin Green 2/3 site. A detailed hydraulic model was created in ISIS TufLOW to simulate rainfall across the study area and surface water flow paths through the development. The hydraulic model provides the ability to simulate the water flow routes and standing water risk through amending the physical features of the development and adjusting the permeability of the ground of developed areas. The model includes representation of the Sustainable Urban Drainage Systems (SuDS) proposed to help manage surface water in the development. These include detention basins, swales, French drains and drainage ponds to help direct and attenuate the surface water on the site. These are connected and drain to the local surface water network.
- 5.6 The model results show that flood risk is effectively mitigated through the land raising planned across the Darwin Green 2/3 site and no increase in forward flow to downstream areas. Overall, the study concludes that the Darwin Green 2/3 development presents a unique opportunity to reduce existing flood risk issues downstream of its catchment area and take an innovative approach to surface water management, which has the potential to deliver wider environmental and water quality benefits.
- 5.7 The study is attached at Appendix 8.

#### **Noise Attenuation**

- 5.8 To deliver the Darwin Green 2/3 allocation requires the creation of a new edge to Cambridge and a country park facility from the residential area out to the A14. As part of the design strategy and to provide adequate noise mitigation measures for future residents the boundary of the site will be mounded for the majority of its length except where existing drainage features make this unachievable, as opposed to using acoustic fencing.
- 5.9 A minor change to Policy SS/2 Paragraph 13 3<sup>rd</sup> sentence clarifies this:

**Noise attenuation fencing will not *only* be permitted *exceptionally where due to the location of watercourses it is demonstrated that landscape bunds are impractical. The length of such fencing will be minimised.***

## **6 Matter 9a – 2.3v, vi**

- 6.1 The eastern vehicular access to the site is from Histon Road and benefits from detailed planning approval issued in December 2013 by South Cambridgeshire District Council (S/0001/07F - 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).



**6.2** The location of the access point had been the subject of lengthy discussions with all relevant statutory authorities culminating in agreement that the staggered cross roads arrangement with the junction for Orchard Park opposite was the most appropriate arrangement. The detailed Transport Assessment submitted with the application dealt with all relevant issues and importantly from a capacity perspective, assessed the junction as being acceptable for not only the Darwin Green One development consented in parallel with the access but also future development of a quantum in excess of the quantum now being proposed for both Darwin Green Two and Three.

**6.3** In the vicinity of the approved access, further consents have now been granted for infrastructure compounds which further endorses the terms of the access consent and the location of the access.

## **7 Matter 9a – 2.3vii**

**7.1** Darwin Green 1 has been planned and consented mindful of the emerging Darwin Green 2/3 proposals. The Darwin Green 1 development has explicitly recognised the need for certain facilities and services to serve Darwin Green 2/3 to be sited within the wider Darwin Green including:

- Health Centre – located in Darwin Green 1 and sized for Darwin Green 1, 2 and 3
- Library – located in Darwin Green 1 and sized for Darwin Green 1, 2 and 3
- Secondary School – located in Darwin Green 2 and sized for Darwin Green 1, 2 and 3
- Primary Schools – 2 schools agreed, 1 within Darwin Green 1 and one within Darwin Green 2 sized for Darwin Green 1, 2 and 3
- Childrens Centre - financial payments to address Darwin Green 1, 2 and 3
- Police touchdown space – located in North West Cambridge and sized for North West Cambridge and Darwin Green 1, 2 and 3
- Community Chest – financial payments to address Darwin Green 1, 2 and 3
- Sports Development Officers - financial payments to address Darwin Green 1, 2 and 3
- Retail - located in Darwin Green 1 and sized for Darwin Green 1, 2 and 3

**7.2** Whilst additional community/service facilities will be required to serve Darwin Green 2/3 these fit within the masterplan for Darwin Green 2/3.

## **8 Matter 9a – 2.3viii**

**8.1** The boundary lines shown on Figure 5 and Inset Map G should correspond to show the full extent of the final agreed allocation.



# Appendices



# Appendix 1

Land for Promotion



# Appendix 2

Illustrative Masterplan



# Appendix 3

Visualisations



# Appendix 4

Green Belt and Landscape Review – October 2013



# Appendix 5

SCDC Policy Wording



# Appendix 6

Transport



# Appendix 7

Drainage (1)



# Appendix 8

Drainage (2)

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