

Design Workshop Notes

Planning application ref: PRE/0230/19

Site address: Land east of Teversham Road, Fulbourn, CB21 5HZ.

Proposals: Reserved matters application following approval of application S/0202/17/OL - Construction of up to 110 dwellings on land adjacent to the Cambridge Green Belt.

Date of Design Workshop: Monday 22 July 2019 11:00 – 14:00

Venue: Monkfield Room, 1st Floor, South Cambridgeshire District Council, Cambourne Business Park, Cambourne CB23 6EA

SCDC Attendees:

Katie Christodoulides – Principal Planning Officer

Dr. Bonnie Kwok – Principal Urban Design Officer

Tom Davies – Projects Officer (Urban Design)

Carol Newell – Landscape Officer

Miriam Hill – Trees Officer

Vikki Keppey – Highways Authority Development Management Engineer

Tracy Martin – Sustainability Officer

Nick Atkins – Environmental Health Officer

Charlotte Peet - Planning Officer (Observer)

Applicant, Planning & Design Team:

Christopher Lee – Project Manager at Hutchison Property Group

Gurjinder Puar – Project Manager at Hutchison Property Group

Paul Derry – Associate Planner at Barton Willmore

Steve Tapper – Architect Director at Barton Willmore

James Howard – Associate at Cannon Consulting Engineers (drainage and highways)

Jason Murphy - Associate at Cannon Consulting Engineers (drainage and highways)

Adrienne Soudain – Associate Landscape Architect at Chris Blandford Associates

James Faulconbridge – Ecologist at Landscape Science Consultancy

Meeting notes

Road design and layout

1. The shared surface streets should be a minimum of 6m wide with 500mm hard paved strips either side; the entrance to the parking courts should be at least 5m wide to allow 2 cars to pass each other. A 20 mph speed limit for a shared surface road is preferred.
2. For shared surface roads, these should serve a maximum of 12 housing units. Residential parking driveways should be a length in meters that is divisible by 5 e.g. 5m or 10m long. The Highways Authority would not adopt the footpath in the north west area of the site.
3. The Council prefers integral garages within the footprint of houses and that the Council's '*District Design Guide*' (2010) stipulates the minimum garage size of 3.3m x 7m or 4.2m x 6m for car parking and circulation with an additional allowance of 1m at the end or 650mm to 750mm at the side to allow for cycle or other storage.

4. The Highways Authority will not adopt highways trees or grassed areas. If footways are adopted, they need to be 2m wide. For shared cycleways/ footways, these should be 3-4m wide to allow cycles to pass by each other.
5. Council lorry refuse vehicles are 12.3m long which needs to be taken into consideration in the design of street turns.

Environmental health matters

1. Conditions 6 and 19 of the outline planning consent made reference to a 50m no-build exclusion zone to the north west of the site where there is an industrial estate to the north but that the applicants are proposing apartments to be built within this zone. The applicant explained that the proposed apartments can be built here without adversely affecting the new residents with loud noise. The applicant's design solutions are - mechanical ventilation systems, glazing, acoustic background ventilators. The Council advised that the applicants need to pay close attention to the way that all the dwellings are rotated so that habitable rooms are not facing the noise source. The north boundary of the site is close to the railway line and so the noise from the trains needs to be considered and whether acoustic barriers will be necessary. PPG on noise assessments will be required to do a risk assessment to consider mitigation such as noise barriers or orientating the proposed buildings and layout to avoid noise.

Layout, scale and massing

1. The revised layout is more responsive to the natural characteristics of the site and more house type are proposed and this is welcomed. Given the scale of the proposed development, the applicant should apply the 4 'C's to the DAS, i.e. Community, Connectivity, Character and Climate set out in the *'Cambridgeshire Quality Charter for Growth'* (2010). For 'Community', the applicants should write in the DAS about their engagement with the Parish Council and local community as well as regard to the draft *'Fulbourn Village Design Guide'* - Figure 46, page 16, sets out specific guidance for the site.
2. The location of the built form is informed by the existing drainage / ecology features and the parameter plan based on the flood modelling work / drainage report. This is logical. The site is in flood zone 1, and certain areas in the 3 main parcels of land (one to the west, two to the east) are raised by 300mm to 500mm. There was a similar water-centric approach to the design of the site in the outline application. The applicant needs to ensure that this extra 300mm to 500mm height would not have adverse visual impact on the Green Belt.
3. The Council's Urban Design Officer does not object to having limited number of 2.5-storey buildings in the centre of the development to better address the centre of the site, and to provide overlooking to the children's play area. The 2.5-storey apartments would provide spaces at ground floor level to contain some car parking, bin and cycle storage which will provide security and convenience for the new residents and this is supported. However, there is a need to introduce fenestration to the ground floor of the apartment to create active frontages to address the public realm. It is questionable whether 3-bed family homes should be included in the apartment blocks, as they tend to have younger children who would need safe and direct access to gardens for child play activities.
4. The Case Officer does not consider 2.5-storey building appropriate for this site.

5. The western entrance would benefit from a prominent (in terms of elevational treatment) building being positioned here. Officers questioned the location of the garage for plot 2 as it will be too visible at the entrance which does not give a good sense of arrival.
6. The arrangement of wide streets and street trees at regular intervals throughout the streets is rather similar. Officers advised that the shared surface road on the north west side, which serviced dwellings at plots 18, 5-13 and 20-29, would benefit from being a home zone road with benches and landscaping in the nearby landscaping. This particular road is rather dominated by front plot parking and perhaps these could be incorporated elsewhere along the Home Zone street.
7. The row of 5 visitor parking spaces on the west side of the layout seem like a badly positioned bolt-on which doesn't align with the surrounding layout.
8. The east side of the primary street and the building lines (north of this road) on the primary street are rather straight and regimented in appearance and would benefit from curves to this road and also variations in the building line.
9. Regarding the architecture proposed, its rather half and half with some contemporary and some traditional elevations and that it would be better to commit to one or the other.
10. For the LEAP and Meadow Park, there should be good surveillance from the windows on the front elevations of the proposed dwellings over this public realm. Officers concerns about the south west entrance to the site (from Cow Lane) which might be dark, difficult to navigate and a self-seeded area.
11. It is considered inappropriate to have so many double garages on the layout, particularly on the east side where this constant line of built form is too dominant restricts views to the south and across the site. The surrounding neighbourhood has a spacious character. There are good, long distance views from the site and it would be a pity not to provide suitable gaps to view the countryside.

Residential amenity

1. The Council does not accept single-aspect, north-facing dwellings, including apartments. Balcony sizes on the apartments should comply with the minimum size requirements for balconies (min. 1.5m deep x 2m wide = 3m²) in the '*District Design Guide*' and there needs to be communal space for the apartments, 25m² per flat.
2. The design of the parking court for apartments 46-52 at the centre of the scheme is considered satisfactory. But a 10m² terrace of private amenity space needs to be allocated for the ground floor flats, as per the requirements of the '*District Design Guide*' (2010).
3. Some of the front of plot parking spaces are located too close to the front elevations of the houses on the north edge of the layout. A 3m gap should be introduced to protect the amenity of residents.

Landscaping and trees

1. The Meadow Park would benefit from being fully connected to the new woodland / linear park directly (to the east of the Meadow Park) as on the layout, it is interrupted by hard standing and a street. Tree pits that are SUDs-compliant.
2. For boundary treatments next to the public realm, Officers would like to see brick rather than close boarded fencing.

3. There is a need to include holes/entrances for hedgehogs on boundary fences, include correctly located and oriented bat and bird boxes. Features such as log piles and insect hotels can be provided along the Home Zone area.
4. Officers would like to see native species where the site has a high ecological function and non-native species near housing. In general, it's a case of making sure that the applicants plant the right trees in the right locations.
5. A management plan will be required for the wooded areas that need renovating. For considerations about which tree species to plant, please note that the site is an arid, dry area of the country and so Officers advised against double flowering plants as they don't offer any pollinator forage. Officers prefer to see a diversity within the tree stock, and support 5% genera population or the 20, 30, 40 rule for biodiversity.
6. If Oak trees are proposed, these should be located away from residential areas. Officers advise against planting ash, rowan, birch (it needs moisture to survive), bechela or iris chanticleer trees. Black poplar trees are unlikely to survive here. She likes to see fruit trees acting as understorey planting scattered around the informal walking areas.

Environmental sustainability

1. A carbon reduction strategy achieving a 10% reduction in carbon emissions in buildings should be provided to ensure that the proposals meet the requirements set out in Policy CC/3 of the '*Local Plan*' (2018).
2. There is a need to have regard to Policy CC/1 of the '*Local Plan*' (2018) for the mitigation and adaption to climate change in all aspects of the proposals. A water conservation strategy should be submitted to demonstrate that the proposed development will achieve as a minimum, a water efficiency equivalent to 110 litres per person per day. Officers would like to see Part G calculations to assess water efficiency, and the SAP calculations for each dwelling to see there is a 10% reduction in carbon emissions. Sustainability features like rainwater harvesting and greywater recycling devices should also be incorporated within the scheme.
3. The Local Plan has a policy for Show Homes on the site and so these need to show all the features demonstrating environmentally sustainable alternatives beyond those provided to achieve the standard agreed for the development. The applicant should provide these add-ons in the Show Homes to enable new residents to be given the option to buy and install them.
4. A residents' travel plan pointing to alternative transport methods and 100% electrical vehicle charging points should be provided on site to promote green travel.
5. The applicant should refer to the 12 criteria set out in '*Built for Life 12*' to ensure that the dwellings are designed to a good standard.