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Tuesday 05 December 2023

To: Chair – Councillor Dr. Martin Cahn  
Vice-Chair – Councillor Peter Fane  
All Members of the Planning Committee - Councillors Ariel Cahn,  
Bill Handley, Geoff Harvey, Dr. Tumi Hawkins, Judith Rippeth,  
Peter Sandford, Heather Williams, Dr. Richard Williams and Eileen Wilson

Quorum: 3

Substitutes Councillors Graham Cone, Sue Ellington, Mark Howell, Bunty Waters,  
if needed: Dr. Shrobona Bhattacharya, Anna Bradnam, Dr Lisa Redrup,  
Helene Leeming, William Jackson-Wood and Henry Batchelor

Dear Councillor

You are invited to attend the next meeting of **Planning Committee**, which will be held in the **Council Chamber, First Floor** on **Wednesday, 13 December 2023** at **10.00 a.m.**. **A weblink to enable members of the press and public to listen to the proceedings will be published on the relevant page of the Council's website , normally, at least 24 hours before the meeting.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution ***in advance of*** the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully  
**Liz Watts**  
Chief Executive

**The Council is committed to improving, for all members of the community, access to its agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you.**

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## Agenda

- |  | Pages |
|--|-------|
| 1. Chair's announcements   |       |
| 2. Apologies<br>To receive apologies for absence from committee members. |       |

### 3. Declarations of Interest

#### 1. Disclosable pecuniary interests (“DPI”)

A DPI is where a committee member or his/her spouse or partner has any kind of beneficial interest in the land under consideration at the meeting.

#### 2. Non-disclosable pecuniary interests

These are interests that are pecuniary involving a personal financial benefit or detriment but do not come within the definition of a DPI. An example would be where a member of their family/close friend (who is not their spouse or partner) has such an interest.

#### 3. Non-pecuniary interests

Where the interest is not one which involves any personal financial benefit or detriment to the Councillor but arises out of a close connection with someone or some body /association. An example would be membership of a sports committee/ membership of another council which is involved in the matter under consideration.

- |           |  |                 |
|-----------|--|-----------------|
| <b>4.</b> | <b>23/03248/REM - Northstowe Phase 1, Parcel 6, Pathfinder Way, Northstowe</b><br>Reserved Matters application for the erection of a community centre and associated landscaping and cycle parking. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 11, 18, 28, 36, 39, 40 and 42 pursuant to outline planning permission S/0388/12/OL. | <b>5 - 50</b>   |
| <b>5.</b> | <b>22/05427/FUL - Land to the south of 86 Chrishall Road, Fowlmere</b><br>Erection of 32no dwellings, including 26 no affordable dwellings and 6 no private market dwellings representing a rural exception site with associated landscaping, play area, and access (Re-submission of 21/05640/FUL)  | <b>51 - 84</b>  |
| <b>6.</b> | <b>23/03293/HFUL - 24 West Street, Comberton</b><br>Replace existing outbuilding with 2 bay single storey cart lodge style garage with low profile monopitch roof, and additional landscape planting.  | <b>85 - 96</b>  |
| <b>7.</b> | <b>S/4329/18/COND21 - Wellcome Genome Campus, Hinxton</b><br>Submission of details required by condition 21 (Strategic Design Guide) of outline permission S/4329/18/OUT   | <b>97 - 178</b> |

### Exclusion of Press and Public

The law allows Councils to consider a limited range of issues in private session without members of the Press and public being present. Typically, such issues relate to personal details, financial and business affairs, legal privilege and so on. In every case, the public interest in excluding the Press and Public from the meeting room must outweigh

the public interest in having the information disclosed to them. The following statement will be proposed, seconded and voted upon.

"I propose that the Press and public be excluded from the meeting during the consideration of the following item number(s) ..... in accordance with Section 100(A) (4) of the Local Government Act 1972 on the grounds that, if present, there would be disclosure to them of exempt information as defined in paragraph(s) ..... of Part 1 of Schedule 12A of the Act."

If exempt (confidential) information has been provided as part of the agenda, the Press and public will not be able to view it. There will be an explanation on the website however as to why the information is exempt.

### **Notes**

- (1) Some development control matters in this Agenda where the periods of consultation and representation may not have quite expired are reported to Committee to save time in the decision making process. Decisions on these applications will only be made at the end of the consultation periods after taking into account all material representations made within the full consultation period. The final decisions may be delegated to the Corporate Manager (Planning and Sustainable Communities).
- (2) The Council considers every planning application on its merits and in the context of national, regional and local planning policy. As part of the Council's customer service standards, Councillors and officers aim to put customers first, deliver outstanding service and provide easy access to services and information. At all times, we will treat customers with respect and will be polite, patient and honest. The Council is also committed to treat everyone fairly and justly, and to promote equality. This applies to all residents and customers, planning applicants and those people against whom the Council is taking, or proposing to take, planning enforcement action. More details can be found on the Council's website under 'Council and Democracy'.

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# Agenda Item 4



<b>Planning Committee Date</b>	13 December 2023
<b>Report to</b>	South Cambridgeshire District Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/03248/REM
<b>Site</b>	Northstowe Phase 1, Parcel 6 Pathfinder Way Northstowe Cambridgeshire
<b>Ward / Parish</b>	Longstanton / Northstowe
<b>Proposal</b>	Reserved Matters application for the erection of a community centre and associated landscaping and cycle parking. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 11, 18, 28, 36, 39, 40 and 42 pursuant to outline planning permission S/0388/12/OL.
<b>Applicant</b>	South Cambridgeshire District Council
<b>Presenting Officer</b>	Luke Mills, Principal Planner (Strategic Sites)
<b>Reason Reported to Committee</b>	Development by the Council (objections received)
<b>Member Site Visit Date</b>	6 December 2023
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Design, Layout, Scale and Landscaping</li><li>2. Carbon Reduction and Sustainable Design</li><li>3. Cycle and Car Parking Provision</li></ol>
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## 1.0 Executive Summary

- 1.1 The application seeks the approval of all reserved matters for a community centre, pursuant to the Northstowe Phase 1 outline planning permission (Ref: S/0388/12/OL).
- 1.2 Regard has been had to the provisions of the development plan, the National Planning Policy Framework, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations. Key issues associated with the site and proposal include design, landscaping, sustainable construction and parking for cycles and cars.
- 1.3 Officers recommend that the Planning Committee approve the application subject to conditions, including in relation to further design and landscaping details and mitigation measures associated with on-street car parking.

## 2.0 Site Description and Context

None relevant		Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1	X
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	
Mineral Safeguarding Area	X	Waste Consultation Area	X
Major Development Site	X		

- 2.1 The site is located within Phase 1 of Northstowe and measures 0.61 hectares. It includes vacant land that is currently laid to grass, an access road between Pathfinder Way and Stirling Road, as well as a section of Stirling Road.
- 2.2 Immediately to the south of the site is a temporary community centre, which is an interim solution until the permanent centre becomes operational. Immediately to the east is vacant land that will eventually accommodate a Local Centre. Further to the south and to the east is completed residential development, immediately to the west is the

constructed formal square known as The Green and to the north is vacant land that will eventually accommodate the Enterprise Zone.

### **3.0 The Proposal**

3.1 The description of development is as follows:

Reserved Matters application for the erection of a community centre and associated landscaping and cycle parking. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 11, 18, 28, 36, 39, 40 and 42 pursuant to outline planning permission S/0388/12/OL.

3.2 The description was amended during the determination period to make specific reference to the part-discharge of conditions sought by the applicant. It is considered that this would not be viewed as a significant amendment to interested parties, such that further consultation, notification and publicity is not required.

3.3 The proposal includes:

- New community centre building and courtyard garden
- 70 new cycle spaces
- Relocation of 20 existing cycle spaces to the north of The Green
- Associated hard and soft landscaping

3.4 The adjacent temporary community centre serves as an interim arrangement that bridges the gap between closure of the temporary Community Wing at the Pathfinder Primary School (in July 2022) and the opening of the permanent Phase 1 community centre. Its permission is set to expire on 14 March 2026.

3.5 The proposed schedule of accommodation includes:

- Main hall
- Foyer and café
- Community and café kitchens
- Messy activity room
- Community support space
- Collaboration space
- Meeting rooms
- NHS room
- Community office
- Storage
- Toilets
- Plant and plant rooms

3.6 The application was submitted with an application form, supporting plans and the following documentation:

- Planning Statement (including Health Impact Statement and EIA Statement of Conformity)
- Design and Access Statement
- Schedule of Accommodation
- Sustainability Statement
- Event Management Plan
- Framework Travel Plan
- Transport Assessment
- Preliminary Ecological Appraisal
- Utilities Statement
- Waste Management Toolkit and Mitigation Strategy
- Equality Impact Assessment
- Statement of Community Involvement

3.7 Revised plans and the following revised/additional documentation were submitted during the determination period:

Revised

- Design and Access Statement
- Sustainability Statement
- Event Management Plan
- Framework Travel Plan
- Transport Assessment
- Utilities Statement
- Waste Management Toolkit and Mitigation Strategy
- Equality Impact Assessment

Additional

- Drainage Statement

3.8 The application has been amended to address representations and further consultations have been carried out as appropriate.

#### 4.0 Relevant Site History

Reference	Description	Outcome
S/0388/12/OL	Outline planning application for phase 1 of Northstowe comprising up to 1500 dwellings a primary school a mixed-use local centre (including a community building and provision for non-residential institutions financial and professional services shops cafes and restaurants drinking establishments and hot food take-aways) leisure community residential institutions cultural health and employment	Permitted



provision (business general industry and storage & distribution) including a household recycling centre formal and informal recreational space and landscaped areas and infrastructure works including site re-profiling and associated drainage works foul and surface water pumping stations two flood attenuation ponds on land east of Hattons Road and associated works including the demolition of existing buildings and structures.

S/0932/14/NM	Non-material amendment application to replace plans approved under condition 5 of Outline planning application for phase 1 of Northstowe comprising up to 1500 dwellings a primary school a mixed-use local centre (including a community building and provision for non-residential institutions financial and professional services shops cafes and restaurants drinking establishments and hot food take-aways) leisure community residential institutions cultural health and employment provision (business general industry and storage & distribution) including a household recycling centre formal and informal recreational space and landscaped areas and infrastructure works including site re-profiling and associated drainage works foul and surface water pumping stations two flood attenuation ponds on land east of Hattons Road and associated works including the demolition of existing buildings and structures.	Permitted
S/1131/14/RM	Reserved matters submission (appearance landscaping layout access and scale) for 'primary roads and dedicated busway' pertaining to outline planning application for phase 1 of Northstowe comprising up to 1500 dwellings a primary school a mixed-use local centre (including a community building and	Permitted

provision for non-residential institutions financial and professional services shops cafes and restaurants drinking establishments and hot food take-aways) leisure community residential institutions cultural health and employment provision (business general industry and storage & distribution) including a household recycling centre formal and informal recreational space and landscaped areas and infrastructure works including site re-profiling and associated drainage works foul and surface water pumping stations two flood attenuation ponds on land east of Hattons Road and associated works including the demolition of existing buildings and structures.

S/3164/15/RM	Reserved matters application for the local centre square development parcel. The outline planning application was an environment impact assessment application and an environmental statement was submitted to the planning authority at that time (February 2012).	Permitted
S/0330/19/NM	Non material amendment of planning permission S/3164/15/RM	Permitted
S/1200/19/NM	Non-material amendment to S/3164/15/RM	Permitted
S/3164/15/NMA	Non material amendment of planning permission S/3164/15/RM for omission of water fountain	Permitted
23/00113/FUL	Construction of a temporary Modular Community Building for a period of 3 years with associated parking, landscaping, boundary treatment and access.	Permitted
S/0388/12/COND8	Submission of details required by condition 8 (Design Code) of planning permission S/0388/12/OL	Pending consideration

- 4.1 The above table highlights the Phase 1 outline planning permission (as amended), the reserved matters approvals for the primary roads and local centre square known as The Green (as amended) and the planning permission for the temporary community building on adjacent land. Also listed is the concurrent application for related amendments to the Phase 1 Design Code under Condition 8 of S/0388/12/OL.
- 4.2 Pre-application advice was provided in accordance with the Council's formal service. As part of this process, a version of the scheme was considered by the Cambridgeshire Quality Panel. Its full report is included in Appendix A and the summary is reproduced below, together with officer commentary.

<b>Summary</b>	<b>Commentary</b>
The Panel thanked the design team for a thorough presentation of the proposals and welcomes the delivery of a desperately needed community centre at Northstowe.	N/A
The Panel recommended that the client takes on board the issues raised by the Panel relating to the building's redline boundary in relation to the rest of Parcel 6.	The applicant has sought to address Parcel 6 issues through updates to the Phase 1 Design Code (Ref: S/0388/12/COND8).
For the courtyard to work from multiple access points it needs to be safeguarded in some way from the build out from the adjacent plots. Some principles need to be established, possibly a block code, which set out the parameters for the future development of the remaining plots.	As above.
The building needs to embrace the green to the front and enable it to inform the character.	Existing street trees that were previously indicated for removal would either be retained or replaced.
The Park and Ride is a strong desire line from the building and the enhancement and greening of the route needs to be a priority.	While an important point, this is beyond the scope of the current application. Future applications for development on intervening land will be expected to provide such a link, having regard to but not being limited to the links shown on the Phase 1 parameter plans.

There needs to be more analysis of the background biodiversity in the wider area to determine what mitigations and enhancements are incorporated into the building.	Refer to Ecology Officer comments.
There is more work to do on the courtyard and the garden room. The climate resilience could be strengthened with a more robust tree planting strategy for the courtyard.	Refer to Landscape and Sustainability Officer comments.
Consideration should be given to the future expansion of the building.	No significant changes to the space demands on the building are anticipated. Its layout has a reasonable level of flexibility to changing needs.
The setting of ambitious embodied carbon targets is supported by the Panel.	N/A

## 5.0 Policy

### 5.1 National

#### National Planning Policy Framework 2023

- 2. Achieving sustainable development: 11
- 8. Promoting healthy and safe communities: 92, 93 & 97
- 9. Promoting sustainable transport: 104, 110, 111, 112 & 113
- 10. Supporting high quality communications: 114
- 11. Making effective use of land: 124-125
- 12. Achieving well-designed places: 126 & 128-135
- 14. Meeting the challenge of climate change, flooding and coastal change: 152, 154, 157, 159, 167 & 169
- 15. Conserving and enhancing the natural environment: 174, 180, 183, 185, 186, 187 & 188
- 16. Conserving and enhancing the historic environment: 194-206
- 17. Facilitating the sustainable use of minerals: 212

#### National Planning Practice Guidance

#### National Design Guide 2019

#### National Model Design Code

#### Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

## 5.2 **South Cambridgeshire Local Plan 2018**

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/6 – The Development Strategy to 2031

CC/1 – Mitigation and Adaptation to Climate Change

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

CC/4 – Water Efficiency

CC/6 – Construction Methods

CC/7 – Water Quality

CC/8 – Sustainable Drainage Systems

CC/9 – Managing Flood Risk

HQ/1 – Design Principles

HQ/2 – Public Art and New Development

NH/2 – Protecting and Enhancing Landscape Character

NH/4 – Biodiversity

NH/6 – Green Infrastructure

NH/14 – Heritage Assets

SC/2 – Health Impact Assessment

SC/4 – Meeting Community Needs

SC/5 – Community Healthcare Provision

SC/6 – Indoor Community Facilities

SC/9 – Lighting Proposals

SC/10 – Noise Pollution

SC/11 – Contaminated Land

SC/12 – Air Quality

SC/14 – Odour and Other Fugitive Emissions to Air

TI/2 – Planning for Sustainable Travel

TI/3 – Parking Provision

TI/6 – Cambridge Airport Public Safety Zone

TI/10 – Broadband

## 5.3 **Northstowe Area Action Plan 2007**

NS/1 – The Vision for Northstowe  
NS/2 – Development Principles  
NS/3 – The Site for Northstowe  
NS/6 – Local Centres  
NS/9 – Community Services, Facilities, Leisure, Arts and Culture  
NS/10 – Road Infrastructure  
NS/11 – Alternative Modes  
NS/12 – Landscape Principles  
NS/14 – Landscaping Within Northstowe  
NS/15 – Linking Northstowe to its Surroundings  
NS/16 – Existing Biodiversity Features  
NS/17 – New Biodiversity Features  
NS/21 – Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal  
NS/22 – Telecommunications Infrastructure  
NS/23 – An Exemplar in Sustainability  
NS/24 – Construction Strategy  
NS/27 – Management of Services, Facilities, Landscape and Infrastructure

#### **5.4 Supplementary Planning Documents**

Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2018  
Biodiversity SPD – Adopted February 2022

5.5 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

RECAP Waste Management Design Guide and SPD – Adopted February 2012  
District Design Guide SPD – Adopted March 2010  
Health Impact Assessment SPD – Adopted March 2011  
Landscape in New Developments SPD – Adopted March 2010  
Public Art SPD – Adopted January 2009  
Trees and Development Sites SPD – Adopted January 2009

#### **6.0 Consultations**

##### **6.1 Northstowe Town Council – Support**

6.2 Extract from comments:

“The Town Council would wish to express its support for the application; it finds it is set out comprehensively and it believes the proposals would meet the needs of the Northstowe community. The Town Council would like to highlight that it believes the process has been transparent both

during the pre-planning and planning application process. In addition, the Town Council believes that adequate input has been sought from the community with clear feedback loops built in the process.”

**6.3 County Highways Development Management – No objection**

6.4 Initial concerns removed following the submission of revised/additional information. Extract:

“Following a careful review of the documents provided to the Local Highway Authority as part of the above planning application, the effect of the proposed development upon the Public Highway would likely be mitigated if the following conditions form part of any permission that the Planning Authority is minded to issue in regard to this proposal.

The amended proposal now removes the introduction of parking bays along Stirling Way. From a highway safety perspective, no significant impact is expected to result from the amended proposals. However, the Local Highway Authority would seek that a scheme is submitted to detail how on-street parking will be restricted once the site is operational.

The Local Highway Authority is concerned with the potential for inappropriate on-street parking on the streets surrounding the Community Centre. Of particular concern is the potential for vehicular parking within cycle lanes and parking in vicinity of the signalised junctions on both Stirling Way and Pathfinder Way, which have the potential to interfere with the detector loops infrastructure installed as part of the signalised junction.”

**6.5 County Transport Team – No objection**

6.6 Initial concerns removed following the submission of revised/additional information. Summary:

- The assumption of 90% of trips by non-car modes is agreed in principle as most people will walk and cycle to the community centre
- The assumption that up to 13 community centre users might drive with 200 users is agreed
- The proposed remote parking locations are all within a five minute walk, which is appropriate because most users will be very local and will be expected to walk
- Disabled car parking and loading requirements are met within existing provision at The Green
- Further parking will become available when future developments in the vicinity come forward
- The proposal to monitor parking and, if necessary, designate spaces at the Western Park Pavilion car park for the community centre is appropriate and is agreed

- While regrettable that existing cycle parking near the front of the building would be moved, the new cycle parking is as close to the front of the building as possible and is agreed
- Conditions should be used to secure additional Travel Plan detail in respect of booking information, car parking monitoring and marking of the existing parking spaces at The Green

6.7 **County Education – Comments**

6.8 Revised/additional information required to demonstrate the suitability of the Messy/Noisy Activity room as an early years and education setting.

6.9 **County Planning Authority (Minerals and Waste) – No comments**

6.10 No comments received.

6.11 **Sustainable Drainage Officer – No objection**

6.12 No objections, subject to conditions. Extract:

“The proposals are not in accordance with South Cambs adopted Policy CC/7 Water Quality and Policy CC/8 Sustainable Drainage as the proposals have not demonstrated a suitable surface water and foul water drainage provision for the proposed development. It would be acceptable to obtain this information by way of conditions.”

6.13 **Environment Agency – No comments**

6.14 No comments received.

6.15 **Anglian Water – No objection**

6.16 Comments. Extract:

“Foul Water

We have reviewed the applicant’s submitted UTILITIES STATEMENT PART 2 and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge condition(s) 5,7,25 related to foul drainage strategy of the outline planning application S/0388/12/OL, to which this Reserved Matters application relates.

Surface Water

As per our previous correspondence with the applicant, please be advised that the surface water sewers located in Stirling Road are privately owned and not yet adopted by Anglian Water and therefore we are unable to provide comments regarding the surface water strategy. The applicant will need to seek permission from the owner to connect to these sewers.”



**6.17 Urban Design Officer – No objection**

6.18 Some initial concerns have been addressed by revised/additional information, although outstanding issues should be addressed through the use of conditions. Summary:

- The building would have an appropriate relationship with the rest of Parcel 6, when viewed alongside application S/0388/12/COND8 for an update to the design code
- The building responds positively to all four frontages
- The massing has been refined, to treat the building in its entirety as a landmark
- While the proposal is acceptable in design terms, there are opportunities to further improve the design of the building – the rear entrance forms an intrusion that disrupts the simplicity of the colonnade in the courtyard, the storage in the main hall compromises its relationship with the courtyard and the windows on the western elevation are too small
- The first floor meeting rooms should be reconfigured to align with the rooflight profile
- An additional gated access to the courtyard should be provided, in the southern boundary, to provide flexibility during large events
- The fence and hedge to the rear should be no higher than 1.2m to ensure visibility and connection with the central space
- East elevation: The clerestory windows should be extended to the ground floor width. The curtain walling does not correspond with the lower floor and its detail design needs to be resolved.
- South elevation: There should be a parapet where the building steps down in height, and the grey-green guttering would stand out starkly

6.19 Other comments include:

- Detailing of the solar panels, colonnade, brise soleil, soffits, entrance doors, curtain walling, signage gutters/rain pipes, boundary treatment should be secured by condition
- An on-site sample panel of external materials should be secured by condition

**6.20 Access Officer – Comments**

6.21 Revised/additional information required to suitably address accessibility requirements, as summarised below:

- Clarity over internal specifications, such as the height of the reception desk and the installation of suitable hearing loops
- There is a discrepancy between the number of accessible car parking spaces described on the application form and those shown on plan
- The colour contrast of the building decor and signage (including style) should support visually impaired people, people with certain learning

difficulties and people with certain conditions such as Parkinson's disease

- To support people with visual impairments, all glazing needs manifestations and areas that are receiving sunlight such as entrances need to be assessed for glare.
- There must be a strategy for fire evacuation from the upper floor
- The outside surfaces should be bonded aggregate or hard surfaces
- The play equipment must be accessible for wheelchair-using children and guardians, with a range of activities inclusive of all children

**6.22 County Archaeology – No objection**

6.23 No objections. Extract:

“I am writing to advise that the development area has already been subject to archaeological evaluation and that no further fieldwork is required in conjunction with development within the redline area indicated on the site plan ‘2392 00 DR 0001 REV P01’.”

**6.24 Sustainability Officer – No objection**

6.25 No objections, subject to conditions. Extract:

“The applicant has submitted a detailed Sustainability Strategy in support of condition 42 of this application. This outlines the applicants desire to use a bespoke approach to sustainable construction rather than the standard BREEAM certification required by this condition.

...The measures proposed [...] should ensure that the Northstowe community building is a good example of sustainable construction, going above and beyond basic policy compliance. I am happy with the approach the applicant has taken to delivering a sustainable building and believe the tailored measures deliver standards above those required by BREEAM 'Very Good', as required by Condition 42. I am therefore happy to recommend discharge of this condition.”

**6.26 Landscape Officer – Information required**

6.27 Revised/additional information required, although it may be possible to secure this by condition. Summary:

- The removal of car parking spaces and provision of cycle spaces at the northern edge during the determination period have led to more rectilinear planting areas, which better reflect the geometry of the building and civic character of the space
- Further improvements to the landscaping on the northern edge are required, to ensure that the tree planting relates to the geometry of the building and helps to screen and soften blank elements of the façade
- A condition should be used to secure details of the tree pits

- The proposed pergola over the walkway should be widened to improve accessibility
- A condition should be used to secure further detail on hard and soft landscaping, including in relation to the courtyard garden and the width of external paths
- A condition should be used to secure a clear public art strategy that connects the various elements of the community centre

**6.28 Ecology Officer – No objection**

6.29 No objections, subject to conditions. Extract:

“The recommendations provided within the Preliminary Ecological Appraisal are sufficient to remove any residual risk of harm or disturbance to protected and priority species during the construction phase.

No information regarding the installation of bat and bird boxes, or external lighting as per the recommendations made within the Preliminary Ecological Appraisal has been submitted. These details can be secured through condition if necessary.”

**6.30 Natural England – No comments**

6.31 Does not wish to comment.

**6.32 Tree Officer – No objection**

6.33 No objections. Extract:

“I have no arboricultural objections to this planning application. All landscape matters are consulted on by the LPAs Landscape Officers.

Trees on or adjacent to the site address have no legal protection.”

**6.34 Environment Planning – No objection**

6.35 No objections. Extract:

“My primary concern for an application of this nature would be the potential impact on various community uses that it may have on nearby sensitive receptors. It was therefore pleasing to see that an Event Management Plan (EMP) was submitted by the applicant, in support of the application.

The EMP considers how noise can be generated from community use and discusses various ways on how this can be mitigated. As can often be the case, EMPs should be reviewed regularly, and allow discussions / feedback with local stakeholders, which a commitment is seemingly made within the document.

Given the above, I feel it is unlikely that complaints will arise from the general use of this building (and should complaints arise, I am confident that they will be addressed accordingly).”

**6.36 Environment Planning (Air Quality) – No objection**

6.37 No objections. Extract:

“Matters relating to air quality were resolved on previous applications and there is no requirement for further information at this reserved matters stage.”

**6.38 Environment Planning (Land Contamination) – No objection**

6.39 No objections. Extract:

“Matters of land contamination have been agreed under previous planning applications and no further information is required at this reserved matters application stage.”

**6.40 Waste – No comments**

6.41 No comments received.

**6.42 Police Designing Out Crime Officer – Comments**

6.43 Comments, summarised as follows:

- Happy to see that ‘Secured by Design’ has been incorporated
- An external lighting plan is required for both safety and security reasons
- Access control should be considered alongside the fire strategy, to prevent unauthorised access and free flow throughout the building
- Commercial entrance doors should be certificated to one of several recognised standards
- Internal doors should be robust and fitted with locks complying with relevant standards
- Windows should be certificated to one of several recognised standards
- Evidence is required that the curtain walling system is secure
- A monitored alarm system should be installed
- The CCTV proposals are supported, subject to several detailed requirements
- Bin storage doors should be access-controlled for staff use only
- The front entrance/canopy will be well-lit and covered by CCTV but concerns remain regarding potential anti-social behaviour and nuisance for neighbouring properties
- The courtyard fence should be a minimum of 1.5 metres in height, to reduce the risk of it being used as a climbing aid

- The courtyard boundary should be well-lit, covered by CCTV and subject to a landscaping management plan that prevents obstructions to light and surveillance
- The proposed Sheffield cycle stands should be cemented into the ground and be positioned in visible, well-lit areas covered by CCTV
- Landscaping should be subject to a management plan that ensures clear views and surveillance over the site

#### 6.44 **Fire Authority – No objection**

6.45 Extract from comments:

“With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.”

#### 6.46 **Camcycle – Comments**

6.47 Initial objection revised following the submission of amended drawings. Further improvements identified as follows:

- Further detail required showing how cycle parking would be delivered, particularly in relation to the usability of cargo bike spaces
- Oversized cycle parking can also facilitate access by those with limited mobility so a small number of marked blue spaces close to the main entrance should be considered
- Cargo bike parking should be better dispersed

### 7.0 **Third Party Representations**

7.1 Neighbours were notified of the application by letter, a notice was displayed near the site and an advert was published in the local press. Four representations have been received.

7.2 Comments in opposition to the development include:

- The orange colour of window frames and signage is unappealing
- The geometric window surrounds lack harmony with the triangular building design
- The green external cladding does not meet expected aesthetic standards
- There should be no black elements to the building frontage and appearance because it is an oppressive colour
- Not enough car parking spaces would be provided \*
- The parking and servicing arrangements on Stirling Road would be detrimental to pedestrians and cyclists \*

\* Comment relates to details that have subsequently been amended by revised plans

7.3 Comments in favour of the proposal include:

- The temporary building fills a gap but the proposed permanent building is urgently needed
- The proposal is ambitious and has considered the needs of the community
- The exterior looks excellent, with good links to nature
- The interior of the building is well-designed
- The main hall is an exciting space and would be enhanced by provision of a stage
- Further improvements could be made – for example, a further activity room, more bike racks at the front of the building, car parking spaces next to the building rather than on-street and a more prominent entrance

7.4 The above issues are addressed in Section 10.0 (Assessment) of this report. Issues that are not material planning considerations are covered under the title Third Party Representations.

## **8.0 Member Representations**

8.1 None received.

## **9.0 Local Groups / Petition**

9.1 Not applicable.

9.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## **10.0 Assessment**

### **10.1 Principle of Development**

10.2 The application is for the approval of reserved matters so the principle of development has already been established by the outline planning permission for Northstowe Phase 1 (Ref: S/0388/12/OL).

10.3 The outline planning permission (as amended) and subsequent details approved under condition establish the following suite of details with which the development must comply (\* indicates requirement for a compliance statement):

- 05. Approved Plans
- 06. Development Limits
- 07. Phasing Plan (Ref: S/0218/15/DC)
- 08. Design Code (Ref: S/0845/14/DC) \*

- 09. Contamination reports (Ref: S/1328/14/DC, S/1958/14/DC, S/0183/15/DC & S/1074/16/DC)
  - 10. Unexploded Ordnance plan (Ref: S/1478/14/DC)
  - 12. Archaeology reports (Ref: S/0845/14/DC)
  - 21. Transport - Adoption Strategy (Ref: S/0522/16/DC)
  - 22. Transport - Electric Vehicle Charging Strategy (Ref: S/1116/14/DC)
  - 23. Drainage - Surface Water Drainage Strategy (Ref: S/1116/14/DC)
  - 24. Drainage - Surface Water Management (Ref: S/1116/14/DC)
  - 25. Drainage - Foul Water Drainage (Ref: S/1321/14/DC)
  - 33. Ecological Management Plan (Ref: S/0845/14/DC)
  - 37. Low Emissions Monitoring, Management and Review Strategy (Ref: S/0306/16/DC & S/2157/16/DC)
  - 38. Low Carbon Strategy (Ref: S/1116/14/DC) \*
  - 41. Water Conservation Strategy (Ref: S/1116/14/DC)
  - 30. Landscaping - Tree Protection
  - 32. EIA Mitigation
- 10.4 The application submission includes confirmation of compliance with these conditions. As set out throughout the relevant topic-based sections of this report, officers agree that the application is compliant with these conditions insofar as they apply.
- 10.5 In addition, conditions on the outline planning permission impose further information requirements relevant to this application, as set out below:
- 11. Fire Hydrants Scheme
  - 18. Transport - Walking & Cycling Routes
  - 28. Landscape Design and Specifications
  - 31. Detailed Construction Environmental Management Plan (CEMP)
  - 35. Noise impact assessment (Non-residential)
  - 36. External Lighting
  - 39. Energy Delivery Strategy
  - 40. Waste Management Strategy
  - 42. BREEAM Standards (Non-residential)
  - 43. Fibre Optic Telecommunications Infrastructure
- 10.6 This application seeks the partial discharge of conditions 11, 18, 28, 36, 39, 40 and 42. Separate applications for the discharge of conditions 31, 35 and 43 would need to be submitted and discharged prior to commencement of the development, as allowed for within the wording of those conditions.
- 10.7 Furthermore, the associated Section 106 agreement (as amended) requires compliance with the following approved details:
- CEMP Monitoring and Management Methods
  - Management and Maintenance Strategy

- 10.8 Where relevant, the above details are referenced under the appropriate sub-headings in this Planning Assessment.
- 10.9 It is noted that a Development Framework Document (DFD) and two addenda ('An exemplar of sustainable living' and 'Phasing and delivery strategy') were endorsed by the Northstowe Joint Development Control Committee on 20 July and 4 October 2012 respectively (Ref: S/0390/12/MP). The DFD remains a material consideration for all phases despite the three-yearly reviews not being implemented, albeit the content relevant to Phase 1 is generally superseded by the subsequently approved design code and phasing plan.
- 10.10 **Parameters and Phasing**
- 10.11 In accordance with the approved parameter plans, the proposed community centre would be located on the site of the identified Local Centre. The approved phasing plan anticipated construction of the community building around 2020 so it is acknowledged that the facility is overdue. The proposed building heights and movement network are consistent with the relevant parameter plans.
- 10.12 **Environmental Impact Assessment**
- 10.13 An Environmental Impact Assessment (EIA) was undertaken for the whole of Phase 1 under application S/0388/12/OL and necessary mitigation incorporated into the conditions of the permission – Condition 32 in particular. Taking into account the submitted EIA Statement of Conformity, it is considered that the impacts of the proposal are consistent with those anticipated at the time of granting outline planning permission. It is therefore considered that a further EIA of the project is not required.
- 10.14 **Community Facilities**
- 10.15 The Phase 1 S106 Agreement includes an Initial Community Building Specification, which covers matters such as the accommodation within the building, design principles, sustainability, car parking, external areas, access and management arrangements. The submitted Design and Access Statement explains how this has informed the design and been refined through engagement with potential end users. It is considered that the proposal broadly incorporates the specifications originally envisaged, albeit differences in the car parking provision are examined in the 'Cycle and Car Parking Provision' section of this Assessment.
- 10.16 It is noted that the County Education consultation response sets out detailed design requirements to facilitate the use of the Messy/Activity Space as an early years setting. However, while the flexible accommodation allows use by various users including playgroups, a formal early years setting is not proposed by the applicant or required by the Section 106 Agreement.



## 10.17 **Design, Layout, Scale and Landscaping**

- 10.18 Relevant policies for design, layout, scale and landscaping include SCLP Policies HQ/1, HQ/2, NH/2 and NH/6, NAAP Policies NS/2, NS/12, NS/14, NS/15 and NS/27 and NPPF paragraphs 126 and 128-135. Also relevant are the Sustainable Design and Construction SPD, District Design Guide SPD, Landscape in New Developments SPD, Public Art SPD, Trees and Development Sites SPD and the Phase 1 Design Code.
- 10.19 The Urban Design Officer has described the evolution of the design throughout the pre-application advice process, which included a review by the Cambridgeshire Quality Panel as outlined in Section 4.0 (Relevant Site History). The consultation response concludes that the proposal is acceptable in design terms, although highlights several areas where improvements could be made – in relation to the rear entrance, window proportions and the relationship between the main hall and courtyard, for example.
- 10.20 The Urban Design comments include a series of recommended conditions, two of which are considered an appropriate requirement for additional detail and could be incorporated within a comprehensive external finishes condition (**Condition 2 – External Finishes**). However, the suggested condition to restrict the height of the courtyard boundary treatment to 1.2 metres is considered inappropriate. While it is acknowledged that the lower height could help the courtyard to positively relate to future development in the Local Centre, it is not considered that the proposal would fail to achieve this and regard must also be had to security needs either out of hours or during certain events.
- 10.21 The Landscape Officer has identified a series of information requirements that could appropriately be secured by condition (**Condition 4 – Tree Pits, Condition 5 – Public Art Delivery Plan**). However, two of the identified issues require a more detailed assessment.
- 10.22 First, it has been suggested that the pergola at the front of the building should be widened to improve accessibility along the covered walkway. While this would be an improvement, the submitted drawings indicate that there would be reasonable space for people to pass and it is noted that the Access Officer has not raised this as a requirement.
- 10.23 Second, the Landscape Officer has suggested improvements to the landscaping on the northern edge of the site to ensure that the tree planting relates to the geometry of the building and helps to screen and soften blank elements of the façade. It is acknowledged that improvements could be made in this regard, although it is not considered that the design fails to meet policy requirements without them. Nevertheless, further detail on the hard and soft landscaping scheme is required and would be secured by condition (**Condition 3 – Hard and Soft Landscaping Scheme**) which would present the applicant with the opportunity to incorporate the suggested improvements.

- 10.24 Condition 28 of the outline planning permission requires that the application includes landscaping details and specifications complying with several criteria. The application provides some of these details and those that remain outstanding would be secured by the abovementioned landscaping conditions.
- 10.25 In terms of accessibility, the Access Officer has highlighted several areas where the application could be improved. While internal specifications are outside the scope of planning control, the suggestions will be added to the decision notice as an informative for the applicant to consider. The fire strategy comment is addressed in the 'Safety and Health' section of the Assessment, while other elements would be secured within the abovementioned design and landscaping conditions.
- 10.26 The Tree Officer raises no objection to the removal of existing trees, noting that they do not have the benefit of statutory protection.
- 10.27 It is considered that on balance the proposal represents high-quality design that successfully translates its sustainability credentials into a distinctive landmark development befitting its prominent location and civic function.
- 10.28 It is concluded that the proposal is consistent with the above policies and documents insofar as they relate to design, layout, scale and landscaping.
- 10.29 **Heritage Assets**
- 10.30 Relevant policies for heritage assets include SCLP Policy NH/14 and NPPF paragraphs 194-206. Also relevant are the archaeology reports approved under Condition 12 of the outline planning permission.
- 10.31 The proposal would not have a material impact on a conservation area or listed building, and the necessary pre-development archaeological work has already been secured by the outline planning permission.
- 10.32 It is concluded that the proposal is consistent with the above policies and documents insofar as they relate to heritage assets.
- 10.33 **Carbon Reduction and Sustainable Design**
- 10.34 Relevant policies for carbon reduction and sustainable design include SCLP Policies CC/1, CC/3, CC/4, CC/6 and HQ/1, NAAP Policies NS/23 and NS/24 and NPPF paragraphs 152, 154 and 157. Also relevant are the Sustainable Design and Construction SPD and the RECAP Waste Management Design Guide and SPD.
- 10.35 Conditions 38, 39, 40 and 42 of the outline permission require the submission of a Low Carbon Strategy compliance statement, an Energy Delivery Strategy, a Waste Management & Mitigation Strategy and a BREEAM design certificate. The application includes a Waste

Management Toolkit and Mitigation Strategy, while the other three requirements are addressed in the submitted Sustainability Statement.

- 10.36 Taking into account the comments of the Sustainability Officer, it is considered that the bespoke approach to sustainable construction set out in the Sustainability Statement is an appropriate alternative to the BREEAM certification anticipated by Condition 42. Furthermore, the energy delivery and low carbon requirements of Conditions 38 and 39 are addressed through a range of measures, such as a ground source heat pump, solar photovoltaics, low embodied carbon construction and circular economy targets. All measures would be secured by condition (**Condition 8 – Updated Sustainability Statement**).
- 10.37 The submitted Waste Management Toolkit and Mitigation Strategy demonstrates that appropriate bin storage capacity would be provided, with the necessary emphasis on recycling capacity compared with residual waste. It is considered that this meets the requirements of Condition 40 insofar as it relates to the proposed development.
- 10.38 The Water Conservation Strategy approved under Condition 41 seeks a 33-43% reduction in water use for non-residential buildings and the achievement of three BREEAM credits for water efficiency. The Sustainability Statement demonstrates how the proposed development would exceed this requirement, achieving a reduction of at least 55% from the BREEAM baseline and all five BREEAM credits for water efficiency.
- 10.39 It is concluded that the proposal is consistent with the above policies and documents insofar as they relate to carbon reduction and sustainable design.
- 10.40 **Biodiversity**
- 10.41 Relevant policies for biodiversity include SCLP Policies NH/4 and NH/6, NAAP Policies NS/16 and NS/17 and NPPF paragraphs 174 and 180. Also relevant is the Biodiversity SPD and the Sustainable Design and Construction SPD.
- 10.42 The application is supported by a Preliminary Ecological Appraisal, comprising a habitat survey, protected species scoping survey and desktop study of protected and notable sites and species in the area.
- 10.43 Taking into account the comments of the Ecology Officer, it is considered that the recommendations in the document are sufficient to remove any residual risk of harm or disturbance to protected and priority species during the construction phase. Further information on mitigation and enhancement measures is required and would be secured by condition (**Condition 7 – External Lighting Scheme, Condition 6 – Ecology Enhancement**).
- 10.44 It is estimated in the Sustainability Statement that the biodiversity net gain arising from the proposal would be 19%. This is significantly greater than

the 10% mandatory requirement in the Environment Act 2021 that will apply from early 2024, and close to the 20% aspiration in the Biodiversity SPD.

10.45 It is concluded that the proposal is consistent with the above policies and documents insofar as they relate to biodiversity.

10.46 **Water Management and Flood Risk**

10.47 Relevant policies for water management and flood risk include SCLP Policies CC/7, CC/8 and CC/9, NAAP Policy NS/21 and NPPF paragraphs 159, 167 and 169. Also relevant are the Sustainable Design and Construction SPD and the Cambridgeshire Flood and Water SPD.

10.48 The site is in Flood Zone 1 and is therefore considered at low risk of flooding. The submitted Drainage Statement proposes connections to the Phase 1 site-wide surface and foul water drainage systems.

10.49 The proposed surface water drainage strategy primarily relies on direct discharge to the Phase 1 drainage system, based on the 0% permeability (100% impermeable) assumed within the approved surface water drainage strategy and management details (Ref: S/1116/14/DC). Nevertheless, the proposed biodiverse roof and landscaped courtyard garden would improve permeability compared with this assumption and therefore reduce the volume of surface water discharged into the system.

10.50 Taking into account the Anglian Water comments, it is considered that the proposed foul drainage strategy is appropriate. The Sustainable Drainage Engineer initially commented that further detail on the surface water drainage strategy is required, although has not provided comments on the information subsequently submitted by the applicant. Nevertheless, it is considered that the information is suitably comprehensive and demonstrates that the strategy would be appropriate. Conditions would be required to secure compliance with the strategy, including the management plan at Appendix H (**Condition 16 – Drainage Strategy**).

10.51 It is concluded that the proposal is consistent with the above policies and documents insofar as they relate to water management and flood risk.

10.52 **Highway Safety and Transport Impacts**

10.53 Relevant policies for highway safety and transport impacts include SCLP Policies TI/2 and TI/6, NAAP Policies NS/10 and NS/11 and NPPF paragraphs 104, 110, 111, 112 and 113.

10.54 The site is located between Stirling Road and Pathfinder Way, and the main entrance of the community centre would face the connecting road adjacent The Green. During the determination period, the proposal has been amended so that it relies solely on existing car parking, vehicular access and servicing arrangements at The Green.

- 10.55 The site is well-connected to the Phase 1 cycle and pedestrian route network, which converges on The Green and therefore ensures that sustainable transport options are maximised. Paving would wrap around the perimeter of the community building site to allow users to move freely to the entrance upon arrival, including cyclists who could be parking their bikes at different locations around the building. The application provides a clear indication of how the development would relate to walking and cycling routes, thereby ensuring compliance with Condition 18 of the outline planning permission which requires such details.
- 10.56 The appropriateness of the proposed parking provision is addressed in the next section of this report. However, from a highway safety perspective, County Highways has suggested that no significant impact is anticipated and has recommended a condition to minimise any conflicts between on-street parking and nearby signalised junctions and cycleways (**Condition 11 – Parking Restrictions**).
- 10.57 It is noted that the site is in the Cambridge Airport Safeguarding Zone that applies to structures greater than 90 metres above ground level. The proposed development would not include a structure of such a height.
- 10.58 It is concluded that the proposal is consistent with the above policies and documents insofar as they relate to highway safety and transport impacts.
- 10.59 **Cycle and Car Parking Provision**
- 10.60 Relevant policies for cycle and car parking provision include SCLP Policies TI/2 and TI/3, NAAP Policy NS/11 and NPPF paragraphs 110-113. Also relevant is the approved Phase 1 Design Code.
- 10.61 The proposed cycle parking provision of 70 spaces (in the form of 35 Sheffield stands) meets the standards in Policy TI/3, which require a minimum of 67 spaces for the building's typical occupancy of up to 200 people. Among the 70 spaces are 12 specifically designed for oversized or cargo bikes. Nearby shared cycle spaces at The Green would provide additional capacity at times of peak usage.
- 10.62 Taking into account the comments of County Transport and Camcycle, it is considered that amendments to the cycle parking layout during the determination period have resulted in provision that is more convenient and better interspersed with landscaping. Furthermore, cargo bikes are better accommodated through the inclusion of several large spaces. Nevertheless, further design details would need to be secured by condition to confirm appearance, means of fixing to the ground and to rotate the spaces on the southern elevation to ensure usability from both sides (**Condition 12 – Cycle Parking Details**).
- 10.63 The starting point for calculating car parking provision is to review the indicative car parking standards in Policy TI/3, which suggest approximately 50 spaces for an assembly/leisure building with 200 users.

It is considered that this is significantly greater than would be expected for a community centre with the proposed local function and connection to excellent walking and cycling routes.

- 10.64 The submitted Transport Statement and Travel Plan explain how the expected demand for car parking has been calculated, applying an assumption that 90% of users would travel to the site by non-car modes. The result is an estimated demand of 13 spaces, closer to the 10 spaces originally envisaged in the Phase 1 Section 106 Agreement.
- 10.65 The application proposes no new car parking provision and, taking into account the comments of County Transport and Highways, this is considered appropriate for the following reasons:
- In the short term, shared spaces at The Green (four standard, three accessible, two electric vehicle) would be almost exclusively used in connection with the community centre before further developments populate the Local Centre. These nine spaces would be complemented by six shared spaces along Pathfinder Way, 23 in the Pathfinder Way car park and spare capacity in the 99-space Western Park Pavilion car park, all less than 400 metres away on safe and convenient walking routes.
  - In the longer term, further developments will come forward at the Local Centre and the appropriate parking strategy is likely to involve shared provision that efficiently meets demand without incentivising car travel when sustainable modes are possible. The concurrent application for amendments to the design code clarifies this commitment, to guide decision-making on future developments.
  - The County Highways comments confirm that no significant impact is expected from a highway safety perspective.
- 10.66 In accordance with the County Transport and Highways comments, conditions would be used to secure missing Travel Plan information (**Condition 14 – Travel Plan**), the monitoring of car parking and associated actions (**Condition 15 – Car Parking Monitoring**), the marking out of existing parking bays at The Green (**Condition 13 – Car Park Markings**) and on-street parking management measures (**Condition 11 – Parking Restrictions**).
- 10.67 It is noted that the Access Officer has highlighted a discrepancy in terms of the number of car parking spaces quoted on the application form. As explained above, the number of spaces (standard and accessible) has been carefully considered with the benefit of comments from County Transport and County Highways.
- 10.68 It is concluded that the proposal is consistent with the above policies insofar as they relate to cycle and car parking provision.

10.69 **Amenity**

10.70 Relevant policies for amenity include SCLP Policy HQ/1, NAAP Policy NS/2 and NPPF paragraph 130.

10.71 As the proposed building would be sited a considerable distance from the nearest dwelling, it is considered unlikely that any significant adverse effects would arise in terms of privacy, daylight, sunlight or overbearing impacts.

10.72 It is concluded that the proposal is consistent with the above policies insofar as they relate to amenity.

10.73 **Construction and Environmental Health Impacts**

10.74 Relevant policies for construction and environmental health impacts include SCLP Policies CC/6, HQ/1, SC/9, SC/10, SC/11, SC/12 and SC/14, NAAP Policy NS/24 and NPPF paragraphs 174, 183, 185, 186, 187 and 188. Also relevant is the Sustainable Design and Construction SPD.

10.75 Taking into account the comments of the three Environment Planning teams, it is considered that the main potential impact of the proposal would be in terms of noise nuisance to nearby sensitive receptors – principally, residential properties. The measures in the submitted Event Management Plan would suitably mitigate this impact and would be secured by condition (**Condition 17 – Event Management Plan**).

10.76 The Environment Planning comments confirm that the issues of land contamination and air quality have been addressed on a site-wide basis by the outline planning permission and its associated conditions and obligations.

10.77 Condition 36 of the outline permission requires submission of an external lighting scheme with the application. Sufficient comfort has been provided within the Design and Access Statement that the emerging lighting scheme is likely to be appropriate, although full details would be secured by condition (**Condition 7 – External Lighting Scheme**).

10.78 It should be noted that Conditions 31 and 35 of the outline permission continue to apply, such that details will need to be submitted for approval in respect of a detailed Construction Environmental Management Plan (CEMP) and a noise impact assessment.

10.79 It is concluded that the proposal is consistent with the above policies insofar as they relate to construction and environmental health impacts.

10.80 **Safety and Health**

10.81 Relevant policies for safety and health include SCLP Policies HQ/1 and SC/2 and NPPF paragraphs 92, 93, 97 and 130. Also relevant are the

Sustainable Design and Construction SPD and the Health Impact Assessment SPD.

- 10.82 Condition 11 requires that a fire hydrants scheme must be submitted with the application and implemented prior to occupation of the building. While the Planning Statement references a Fire Strategy, it has not been submitted for consideration. Therefore, taking into account the comments of the Fire Authority, it is considered that a condition would be appropriate to secure the information missing from the application (**Condition 10 – Fire Strategy and Hydrants**).
- 10.83 The Phase 1 Design Code refers to the application of Secured by Design (SBD) principles, albeit focuses on housing developments. Taking into account the comments of the Designing Out Crime Officer, it is considered that SPD principles have been incorporated within the proposed development. The concern around anti-social behaviour at the front of the building does not amount to an objection but is nonetheless noted. It is considered that suitable mitigation in terms of CCTV (**Condition 9 – CCTV**) and lighting would be secured, acknowledging that some residual risk may be inevitable for a civic building in a highly accessible location.
- 10.84 The design code also refers to the Health Impact Assessment (HIA) submitted with the outline application. The submitted Planning Statement highlights the recommendations in the HIA and demonstrates how these have been carried through to the proposed development.
- 10.85 It is concluded that the proposal is consistent with the above policies insofar as they relate to safety and health.
- 10.86 **Broadband provision**
- 10.87 Relevant policies for broadband provision include SCLP Policy TI/10, NAAP Policy NS/22 and NPPF paragraph 114.
- 10.88 Condition 43 of the outline permission continues to apply, such that details of fibre optic telecommunication infrastructure will need to be submitted for approval prior to commencement of the development.
- 10.89 It is concluded that the proposal is consistent with the above policies insofar as they relate to broadband provision.
- 10.90 **Third Party Representations**
- 10.91 All third-party representations have been addressed in the preceding paragraphs.
- 10.92 **Planning Balance**
- 10.93 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise



(section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

- 10.94 Through the use of appropriate conditions relating to design, landscaping, biodiversity, amenity, sustainable construction, safety, security and transport, it is considered that any potential harmful effects arising from the development could be suitably mitigated. The significant positive social benefits arising from addressing a recognised need for community facilities means the balance is in favour of the proposal.
- 10.95 Having taken into account the provisions of the development plan, the NPPF, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.
- 10.96 **Recommendation**
- 10.97 **Approve** the reserved matters application 23/03248/REM subject to the planning conditions as set out in Section 11 below with minor amendments to the conditions as drafted delegated to officers.
- 10.98 **Approve** the part-discharge of the following conditions under outline planning permission S/0388/12/OL:
- 11. Fire Hydrants Scheme
  - 18. Transport – Walking & Cycling Routes
  - 28. Landscape Design and Specifications
  - 36. External Lighting
  - 39. Energy Delivery Strategy
  - 40. Waste Management Strategy 42. BREEAM Standards (Non-residential)

## 11.0 Planning Conditions

### 1. Drawings

The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

### 2. External Finishes

Prior to commencement of works above slab level, details of all external finishes (including samples and/or photographs as appropriate) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an on-site sample panel to be retained for the duration of construction works, and shall support people with visual impairments through suitable colour contrast and

glazing manifestations. The development must be carried out in accordance with the approved details.

Reason: To ensure a high quality of design, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

### **3. Hard and Soft Landscaping Scheme**

Notwithstanding the submitted drawings and documentation, prior to commencement of works above slab level a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) proposed finished levels or contours; car parking layouts, cycle parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
- b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;
- c) boundary treatments (including gaps for hedgehogs) indicating the type, positions, design and materials of boundary treatments to be erected.
- d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out prior to first use of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the development is satisfactorily assimilated into the area, enhances biodiversity and provides an accessible environment, in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

#### **4. Tree Pits**

Prior to commencement of works above slab level, full details of all tree pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The tree pits shall thereafter be installed in accordance with the approved details.

Reason: To ensure proposals are in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

#### **5. Public Art Delivery Plan**

Prior to commencement of works above slab level, a Public Art Delivery Plan (PADP) shall be submitted to and approved in writing by the Local Planning Authority.

The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed other than in accordance with the approved maintenance arrangements.

Reason: To provide public art as a means of enhancing the development in accordance with Policy HQ/2 of the South Cambridgeshire Local Plan 2018 and Policy NS/6 of the Northstowe Area Action Plan 2007.

#### **6. Ecology Enhancement**

Prior to the commencement of development above slab level, a scheme of ecology enhancement shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include details of bat and bird box installation, hedgehog connectivity, and other enhancements as applicable and in line with the Greater Cambridge Biodiversity Supplementary Planning Document (2022). The approved scheme shall be fully implemented within a timescale contained therein.

Reason: To enhance biodiversity on the site, in accordance with Policy NH/4 of the South Cambridgeshire Local Plan 2018.

## **7. External Lighting Scheme**

Prior to first use of the development, an External Lighting Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall:

- a) Include details of the height, type, position and angle of glare of any final site lighting including horizontal and vertical isolux contours; and
- b) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging

All external lighting shall be installed and thereafter maintained in accordance with the specifications and locations set out in the approved Scheme.

Reason: To protect amenity and to ensure bats will not be disturbed or prevented from using their territory or having access to breeding sites and resting places, in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

## **8. Updated Sustainability Statement**

Notwithstanding the submitted Sustainability Statement, an Updated Sustainability Statement shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development. The Updated Sustainability Statement shall incorporate the measures in the submitted Sustainability Statement and the following additional item:

- Maintenance programme

The development shall be carried out and thereafter maintained in accordance with the approved Updated Sustainability Statement.

Reason: In the interests of reducing carbon dioxide emissions and making efficient use of water, in accordance with Policies CC/3 and CC/4 of the South Cambridgeshire Local Plan 2018.

## **9. CCTV**

Prior to first use of the development, a CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of CCTV coverage, image quality, storage and retrieval of recordings, and monitoring. CCTV shall be installed in accordance with the approved scheme prior to first use of the development.

Reason: In the interests of security, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

#### **10. Fire Strategy and Hydrants**

Prior to first use of the development, a Fire Strategy incorporating a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the Local Planning Authority. All measures identified within the Fire Strategy shall be installed/completed in accordance with a timetable contained therein.

Reason: In the interests of safety, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

#### **11. Parking Restrictions**

Prior to first use of the development, a detailed scheme of parking restriction(s) shall be submitted to and approved in writing by the Local Planning Authority. The extent of the scheme shall be defined within the submitted scheme information but would be expected to include:

- Pathfinder Way, Northstowe
- Links Lane, Northstowe; and
- Stirling Way, Northstowe

The scheme shall thereafter be implemented in accordance with the implementation programme contained therein.

Reason: To restrict inappropriate on-street vehicular parking, in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

#### **12. Cycle Parking Details**

Notwithstanding the submitted drawings and documentation, details of the design, layout and construction of the cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby permitted. The facilities shall be provided in accordance with the approved details prior to first use of the development.

Reason: To ensure appropriate provision for the secure and convenient storage of bicycles, in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

#### **13. Car Park Markings**

Prior to first use of the development, details of car park markings in relation to the existing parking spaces and loading bay shall be submitted to and approved in writing by the Local Planning Authority. The markings shall thereafter be installed in accordance with the approved details prior to first use of the development.

Reason: To ensure the car parking and servicing provision is legible, in accordance with Policies TI/3 and HQ/1 of the South Cambridgeshire Local Plan 2018.

#### **14. Travel Plan**

Notwithstanding the submitted Framework Travel Plan, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development. The Travel Plan shall incorporate the measures in the submitted Framework Travel Plan and the following additional items:

- a) Map and directions for parking and accessing the community centre
- b) Booking confirmation information
- c) Car parking monitoring programme, covering one year from first use of the development

The Travel Plan shall thereafter be implemented and monitored as approved.

Reason: To promote sustainable transport, in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

#### **15. Car Parking Monitoring**

Within 15 months of first use of the development, a car parking monitoring report shall be submitted to and approved in writing by the Local Planning Authority. The report shall include:

- a) Details of the car parking monitoring undertaken pursuant to the Travel Plan
- b) Conclusions on the need for additional car parking provision
- c) If additional car parking provision is required, details of the spaces to be designated within the Western Park Pavilion car park, signage to indicate the walking route to the community centre and the programme for implementation

Should additional car parking provision be required, it shall be provided in accordance with the approved details.

Reason: To ensure an appropriate level of car parking provision, in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

#### **16. Drainage Strategy**

All surface water and foul water drainage connections shall be installed and thereafter maintained in accordance with the Northstowe Phase 1 Community Centre – Drainage Statement (Rev 1) dated 2 Nov 2023.

Reason: To ensure that the development includes appropriate drainage infrastructure, in accordance with Policies CC/7 and CC/8 of the South Cambridgeshire Local Plan 2018.

**17. Event Management Plan**

The Event Management Plan (November 2023) shall be implemented and monitored as approved upon first use of the development.

Reason: To minimise adverse effects on the amenity of adjacent and nearby residents, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

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Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

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

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# Cambridgeshire Quality Panel

Community Building, Parcel 6, Northstowe

6 July 2023

Venue: Community Room, Northstowe Secondary College

Panel: Lynne Sullivan (chair)

Kirk Archibald

Steve Platt

David Taylor

Simon Carne

Luke Engleback

LPA: Trovine Monteiro – GCSP

Emma Lilley – GCSP

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

## Development overview

The applicant proposes the erection of a community building on part of the land known as 'Parcel 6' in Phase 1 of the Northstowe major development site. Full details of the proposal are provided in the applicant's briefing note.

Once the scheme has been designed, a formal application for the approval of all reserved matters in respect of the site will be submitted to Greater Cambridge Shared Planning. The relevant outline planning permission is that for Phase 1 (Ref: S/0388/12/OL).

The requirement for a community building derives from the Phase 1 outline planning permission and its associated Section 106 agreement. The approximate location was fixed through the parameter plans and design code, which were secured by conditions of the permission.

The main reference document for the Panel is the design code, which sets out site-wide requirements for Phase 1 and design objectives for the Local Centre (or 'Mixed use centre') of which the community building will be a part.

It should be noted that the spatial extent of the proposal is limited by the parameter plans to the area shown in red below (known as 'Parcels 2 and 6').



Pre-application engagement has been sought in the past relating to the wider Local Centre and Enterprise Zone but that masterplanning exercise did not reach a conclusion. Therefore, the approved parameter plans and design code remain the key documents governing the relationship between the site and its surroundings.

## **Presenting team**

The scheme is promoted by South Cambridgeshire District Council with the design team lead by AR Urbanism. The presenting team comprised:

- Riccardo Bobisse, project director, AR Urbanism
- Agata Podgajna, project manager, AR Urbanism
- Amanda Reynolds, AR Urbanism, peer review
- Adam West, lead architect, CZWG
- Rani Izhar, lead landscape architect, OKRA
- Rapa Surajaras, landscape architect, OKRA
- Andrew Komarnycky, sustainability lead, Expedition
- Andrew Black, planning lead, ABC
- Kirstin Donaldson, SCDC
- Sarah Lyons Sarah, SCDC
- Sharon Witton, EA, Henry Riley

## **Local authority's request**

### Key issues

The applicant and Local Planning Authority are partway through a programme of pre-application engagement. Various issues have been identified, some of which have been resolved and others remain outstanding. Some of the key issues that the Panel may wish to consider include those described below.

### *Siting*

The design code includes an indicative location for the community building. The alternative location represented in the submitted scheme does not represent a conflict with the code due to its flexibility but the Panel may wish to consider the appropriateness of the building's position.

### *Layout, access and movement*

As the first building within the Local Centre, the community building must be both a high-quality scheme in its own right and suitably future-proofed to take place-making opportunities when the remainder of Parcel 6 is designed. For example, as a pavilion

building with no 'rear' entrance, it should not rely on the future scheme to create a high-quality public realm on its side/edges.

Consideration also needs to be given to the provision of routes, even if temporary, across the vacant part of Parcel 6 because there will be strong 'desire lines' for those walking and cycling from the south and east.

#### *Scale and appearance*

The choice of materials is still a 'work in progress.' While a building that expresses its sustainable credentials is accepted (for example, materials with low embodied energy and low maintenance cost), focus must now turn to the detailed implications of its material choices on the physical appearance.

The main entrance needs to be integrated into the elevational design, which needs more emphasis and appears as an afterthought. It should not rely on its name on the frontage to identify its presence.

#### *Sustainable construction*

The sustainability credentials of the building are driving its built form, roofscape and architecture in terms of daylight, ventilation, mitigation against overheating etc.

#### *Landscaping*

The pergola feature and landscape provide the potential for good interface with any future public space. More gated openings could be provided to build in flexibility to accommodate wider capacity or spill over into a larger space should this be required or possible in the future. Similarly, the hall should have more openings spilling into the courtyard.

Consideration should be given to the inclusion of street trees along the Stirling Road frontage. If this is not possible due to other constraints, climbers within planting areas next to the building could help add height and softening to this frontage, which features the less active functions of the community building.

#### *Parking*

The parking strategy remains unresolved, pending further justification from the applicant. There is a shared ambition to promote sustainable transport choices,

particularly for a local facility in a town with good walking and cycling links, but the proposed car parking provision (8 dedicated spaces) is far below the indicative parking standards in SCLP Policy TI/3 (50 spaces). Suitable justification may yet be provided but the Panel may wish to contribute its thoughts on the importance of determining the right level of provision.

In terms of cycle parking, a minimum of sixty-seven spaces is required and these will need to be designed appropriately. For example, pre-application drawings have shown cycle parking consuming valuable space in the external courtyard, which the Local Planning Authority suggests should be avoided.

**Community – “places where people live out of choice and not necessity, creating healthy communities with a good quality of life”**

The Panel queried how the building might be used and by whom. Creating a sense of community from scratch is complex and takes time, however it needs to be encouraged if the new town is to be successful. The provision of the community building is critical to creating the sense of community. Reference was made to the lessons learnt from Cambourne where the key facilities, notably the community and health centre were not delivered early in the development. Whilst the community building is to be welcomed here it is a concern that it is so late in the development.

The community building is important as it will be the symbolic heart of this part of Northstowe and therefore the design will be key as it will set the character for the buildings that will be around it. It will set the bar for design and sustainability.

The building will be used by a wide range of people and organisations so it is important that the design addresses the needs of these diverse groups.

It was suggested that the temporary building could be retained and repurposed as a resource for Northstowe in the future.

**Connectivity – “places that are well-connected enable easy access for all to jobs and services using sustainable modes”**

The disconnect between Northstowe and the Park and Ride is problematic. The current link is not satisfactory and this phase of the development must facilitate and celebrate an enhanced link between the two.

Parcel 6 is a typical urban block of approximately 100m x 100m. The Panel considered that the building was dense compared to the surrounding development and this creates a tension in its relationship with the remaining parts of Parcel 6. It appears that both the block and the building are in the client's control and it would be worth expanding the brief to include the whole block. This would help resolve the constraints that are generated in the current design that will become prerequisites for future developments. These need to be defined in terms of a block code. The current design addresses its own issues, such as servicing and cycle parking within the red line but the relationship to the rest of the parcel's development needs to be further defined to ensure the success of the community centre proposition.

The Panel supports the approach to car parking by not following inflexible planning policy standards. It would be useful in terms of viability to relate the parking strategy to the wider business case for the building to ensure that it can manage the high use activities that may attract substantial vehicles from beyond Northstowe. At the same time, the parking strategy for the rest of Plot 6 could impinge on the current proposal and needs to be clarified.

**Character – *“Places with distinctive neighbourhoods and where people create ‘pride of place’***

Landscape

The Panel welcomed the positive approach adopted to water management within the building.

It was noted that the building will incorporate several features such as bat and bird boxes as part of the biodiversity strategy. Whilst this is to be encouraged it needs to be based on evidence that the surrounding development and the wider area will also create the conditions for support habitats, such as foraging routes for bats.

There is a real opportunity to increase the biodiversity value of the building further. For example, the detailing of the green roof should include micro topography and different substrates which will encourage a wider range of habitats.

There is a concern that the wrap around pergola on the main elevation will require the removal of the already established trees, which is unfortunate, as well as reducing threshold space in front of the building. It was suggested that the pergola could

incorporate roof trees to create a living pergola. This would provide the enhanced biodiversity impact but will also function as brise soleil for this glazed elevation of the building. The cycle parking in the pergola along the courtyard elevation renders the layout of the courtyard subservient to cycle parking access.

It is not considered that the most efficient use is being made of the very small space in the courtyard. Is it a green oasis in the centre of an 'urban' block? There seems to be too much hard surface, and more detail needs to be explored. Is the children's play area in the right place? Could the inclusion of a water feature and productive areas for food growing such as espaliered fruit trees or vines be considered?

### Architecture

Lacks all the usual functions of a community building and suggests a limited palette of opportunities for different uses. (It was clarified by SCDC that a civic hub with a wider range of services will be provided in the town centre of Northstowe).

The building is not big enough to cover the full range of community-based activities that it could host. Thought should be given to how the structure could be future proofed to allow it to be expanded as the demand for it increases over time.

Consideration should be given to creating "meanwhile" uses in the balance of Parcel 6, such as an allotment garden.

The Panel felt that the proposals for the courtyard were a missed opportunity. It was suggested that it should be kept clean and simple it would have more potential to function as a garden rather than trying to cater for too broad a range of activities. The courtyard should be decluttered and be more accessible from the gathering spaces by removing or relocating the current garden room which compromises the impact of a green space to the surrounding uses. A greater focus on structural planting in the space was recommended to provide the microclimatic benefit to the space.

It was unclear whether the courtyard was intended to be an enclosed secluded space only accessed from within the building or open and providing free access from anywhere outside the perimeter.

The Panel felt that the proposed building materials palette was appropriate and the way the building is expressed as a function of rooftop solar generation and with the

courtyard garden internally makes a lot of sense. The main hall is the big element and gives clarity compared with the other elements which are tending to clutter. The demarcation of the main entrance should be obvious from the building form and flow, not needing signage.

**Climate – “Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact”**

The Panel applauded the approach adopted to allow the sustainability to drive the design.

The north facing high level windows are good and are serving a useful purpose to allow light to enter.

It would be useful to know what calculations have been done to determine what yield the Photovoltaics will generate to cover the operational use of the building.

It was encouraging to see the use of ground source heat pumps that will be used to cool in addition to heat. Could consideration be given to designing the system to service the whole of Parcel 6.

There should be something in the proposal to demonstrate how the building can be used to educate people about sustainability.

It is unclear why the cycle parking is located where it is and whether electric cycling charging will be provided. Is there any scope to locate cycle parking onto the green.

The ambitious target that has been set for embodied carbon was noted and supported. It was noted that the structure and especially the use of sawn timber will contribute to achieving a better embodied carbon rating.

Will EV charging be provided and could this be linked to the establishment of a car club for Northstowe?

## **Summary**

The Panel thanked the design team for a thorough presentation of the proposals and welcomes the delivery of a desperately needed community centre at Northstowe.

The Panel recommended that the client takes on board the issues raised by the Panel relating to the building's redline boundary in relation to the rest of Parcel 6.



For the courtyard to work from multiple access points it needs to be safeguarded in some way from the build out from the adjacent plots. Some principles need to be established, possibly a block code, which set out the parameters for the future development of the remaining plots.

The building needs to embrace the green to the front and enable it to inform the character.

The Park and Ride is a strong desire line from the building and the enhancement and greening of the route needs to be a priority.

There needs to be more analysis of the background biodiversity in the wider area to determine what mitigations and enhancements are incorporated into the building.

There is more work to do on the courtyard and the garden room. The climate resilience could be strengthened with a more robust tree planting strategy for the courtyard.

Consideration should be given to the future expansion of the building.

The setting of ambitious embodied carbon targets is supported by the Panel.

### **Contact details**

For any queries in relation to this report, please contact the panel secretariat.

Author: Colum Fitzsimons

Issue date: 11 July 2023

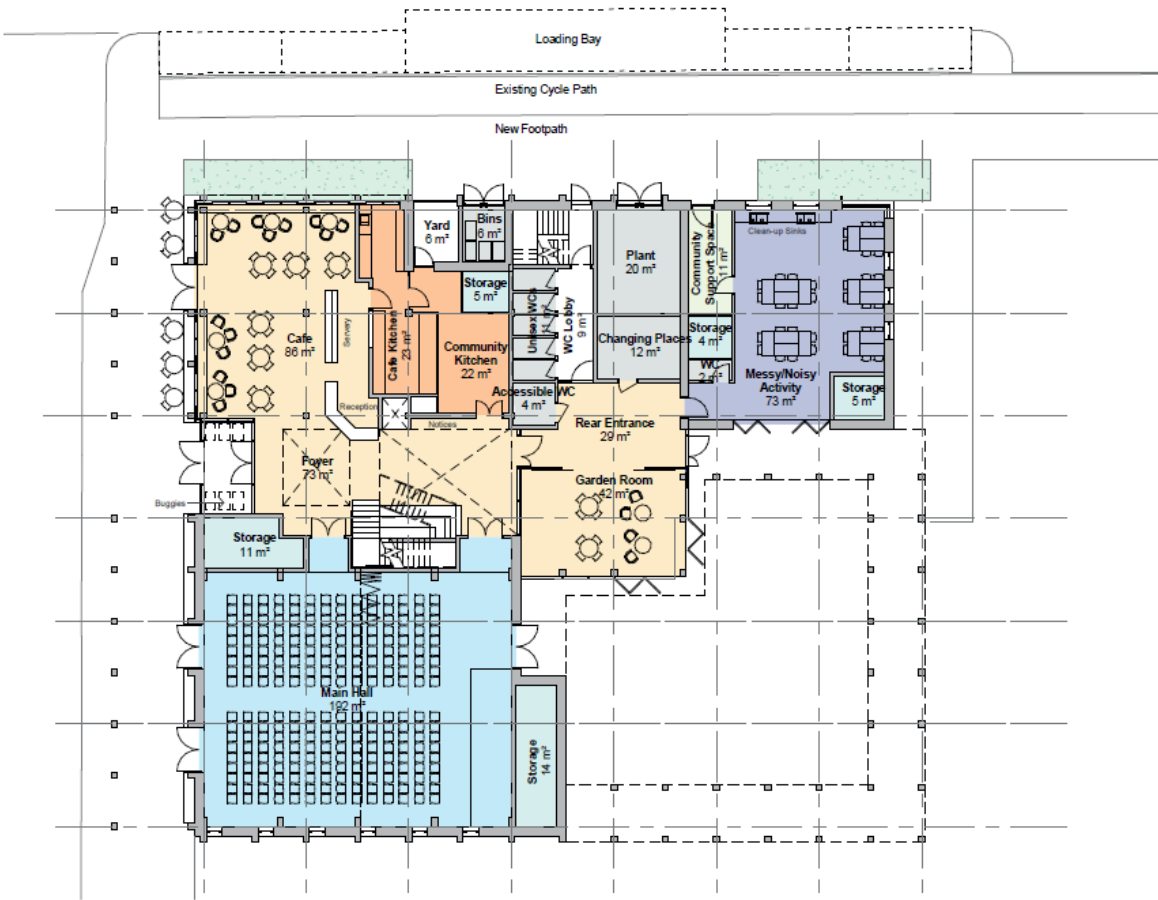
### **Appendix A – Background information list and plan**

- Main presentation
- Local authority background note

Documents may be available on request, subject to restrictions/confidentiality.

1.3 Ground Floor Plan

Stirling Road



COURTYARD PLAN

# Agenda Item 5



<b>Planning Committee Date</b>	13 <sup>th</sup> December 2023
<b>Report to</b>	South Cambridgeshire District Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	22/05427/FUL
<b>Site</b>	Land to the south of 86 Chrishall Road, Fowlmere
<b>Ward / Parish</b>	Fowlmere
<b>Proposal</b>	Erection of 32no dwellings, including 26 no affordable dwellings and 6 no private market dwellings representing a rural exception site with associated landscaping, play area, and access (Re-submission of 21/05640/FUL)
<b>Applicant</b>	Mr Colin Blundell
<b>Presenting Officer</b>	Tom Gray
<b>Reason Reported to Committee</b>	Application raises special planning policy or other considerations
<b>Member Site Visit Date</b>	6 <sup>th</sup> December 2023
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Proposal's location/scale</li><li>2. Housing need</li><li>3. Impact upon the countryside/landscape</li><li>4. Other matters</li></ol>
<b>Recommendation</b>	Refusal

## 1.0 Executive Summary

- 1.1 The application seeks planning consent for the erection of 32no. dwellings including 26no. affordable dwellings and 6no. private market dwellings representing a rural exception site with associated landscaping, play area, and access.
- 1.2 Whilst the proposed development would meet the vast majority of existing demand for affordable dwellings within Fowlmere, the proposed development's scale would be inappropriate to the size and facilities within the village. In addition, the development's location would neither adjoin the village's development framework nor be well related to the existing built-form.
- 1.3 Moreover, the proposed development would result in a gradual encroachment into the open countryside and a loss of best and most versatile agricultural land.
- 1.4 The proposed development's density, layout, height and appearance, in addition to residential amenity impacts, tree impacts, biodiversity, highway safety/parking, flood risk/drainage and other matters are considered acceptable and in compliance with local plan policies.
- 1.5 In conclusion, whilst the proposal would make a significant contribution to affordable housing within Fowlmere, comprising housing of highly sustainable design and construction, which would also bring economic benefits during construction, the proposed development would fail to comprise a 'small site', be appropriate in terms of its scale and location in relation to the village nor preserve the character or appearance of the local area.
- 1.6 Therefore, on this basis, the harm resulting from the proposed development would on-balance outweigh the benefits, and the application is recommended for refusal.

## 2.0 Site Description and Context

Outside the Development Framework	X	Tree Preservation Order	X
Surface Water Flooding	X	Flood Zone 1	X
Best and Most Versatile Agricultural Land	X	Opposite Green Belt land to the east	X

\*X indicates relevance

- 2.1 The application site is located outside of the Fowlmere Development Framework. This development framework is located approximately 100 metres north of the application site. The site comprises Best and Most Versatile Agricultural Land (BMVAL) and is within the open countryside. Green Belt land is located on the opposite side of Chrishall Road.
- 2.2 Although the site is within Flood Zone 1 (lowest fluvial flood risk), surface flood risk has been identified within parts of the site.
- 2.3 Statutory protected trees (TPOs) and hedgerows are sited on the eastern and western boundaries of the application site.

### **3.0 The Proposal**

- 3.1 The application seeks consent for the erection of 32no. dwellings including 26no. affordable dwellings and 6no. private market dwellings representing a rural exception site with associated landscaping, play area and access.
- 3.2 The application has been amended since initial submission to address representations and further consultations have been carried out as appropriate.

### **4.0 Relevant Site History**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
21/05641/OUT	Outline planning application for 15no self- build dwellings with details pursuant to access and layout, and all other matters including appearance, scale and landscaping reserved for subsequent approval	Refused, at Appeal
22/02870/OUT	Outline planning application for 15no self- build dwellings with details pursuant to access and layout, and all other matters including appearance, scale and landscaping reserved for subsequent approval	Refused, at Appeal
21/05640/FUL	Erection of 32no dwellings including 26no affordable dwellings and 6no private market dwellings representing a rural exception site	Withdrawn

with associated landscaping, play area, and access

- 4.1 Sixteen affordable dwellings under entry-level exception criteria were permitted under application 20/01209/FUL, situated to the north of the application site. The housing tenure approved was split between 9 rented and 7 'rent to buy' properties.

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

### **5.2 South Cambridgeshire Local Plan 2018**

Policy S/1 – Vision

Policy S/2 – Objectives of the Local Plan

Policy S/3 – Presumption in Favour of Sustainable Development

Policy S/4 – Green Belt  
 Policy S/5 – Provision of New Jobs and Homes  
 Policy S/6 – The Development Strategy  
 Policy S/7 – Development Frameworks  
 Policy S/10 – Group Villages  
 Policy CC/1 – Mitigation and Adaptation to Climate Change  
 Policy CC/3 – Renewable and Low Carbon Energy in New Developments  
 Policy CC/4 – Water Efficiency  
 Policy CC/6 – Construction Methods  
 Policy CC/7 – Water Quality  
 Policy CC/8 – Sustainable Drainage Systems  
 Policy CC/9 – Managing Flood Risk  
 Policy HQ/1 – Design Principles  
 Policy NH/2 – Protecting and Enhancing Landscape Character  
 Policy NH/3 – Protecting Agricultural Land  
 Policy NH/4 – Biodiversity  
 Policy NH/8 – Mitigating the Impact of Development In and Adjoining the Green Belt  
 Policy H/8 – Housing Density  
 Policy H/9 – Housing Mix  
 Policy H/11 – Rural Exception Site Affordable Housing  
 Policy H/12 – Residential Space Standards  
 Policy SC/7 – Outdoor Play Space, Informal Open Space and New Developments  
 Policy SC10 – Noise Pollution  
 Policy SC/11 – Land Contamination  
 Policy TI/2 – Planning and Sustainable Travel  
 Policy TI/3 – Parking Provision  
 Policy TI/8 – Infrastructure in New Developments  
 Policy TI/10 – Broadband

### **5.3 Supplementary Planning Documents**

District Design Guide SPD – Adopted March 2010  
 Biodiversity SPD – Adopted February 2020  
 Trees & Development Sites SPD - Adopted January 2009  
 Sustainable Design and Construction SPD – Adopted January 2020  
 Cambridgeshire Flood and Water SPD – Adopted November 2016  
 Affordable Housing SPD – Adopted March 2010  
 Annex 11: Affordable Rents Policy – July 2021

### **6.0 Consultations**

#### **6.1 Parish Council – No Objection**

6.2 Updated Comments: Note Housing Strategy Team’s report on the amended scheme only opposes the application on the grounds of location and scale. Previous comments and suggested conditions should still apply.

- 6.3 Previous comments: No objection. If consent is granted, then would like a condition to address the possibility of the well-insulated buildings overheating in the summer which does not reduce the effectiveness of insulation and winter thermal gains. Strongly encourages compliance with a design code. Preservation of the woodland and appropriate public access would be welcome.
- 6.4 **Sustainable Drainage Officer – No Objection** subject to Environment Agency agreement.
- 6.5 **Local Lead Flood Authority – No Objection**
- 6.6 Updated comments: The amended document (Foul and Surface Water Drainage Strategy, 7 Engineering Consultancy, 07190/R01 Rev3, August 2023) demonstrates that surface water from the proposed development can be managed through the use of permeable paving and private garden infiltrating structures. Recommend conditions.
- 6.7 Previous comments: Objection. Additional information required.
- 6.8 Previous comments: Objection. Requires clarity on change to impermeable area as a result of this proposed development when compared to previously supported applications and a demonstration of how surface water from this development will enter into the wider drainage system.
- 6.9 **Environment Agency – No Objection.** No comments.
- 6.10 **Local Highways Authority – No Objection.**
- 6.11 Updated Comments: Recommend conditions including bound material vehicular access road for a minimum distance of 15 metres, falls and levels, traffic management plan, inter-vehicle visibility splays, parking spaces with two pedestrian visibility splays, proposed arrangement for future management and maintenance, and informative.
- 6.12 Confirm that they will not seek to adopt any part of this development in its present format as the proposed layout is unacceptable to the Local Highways Authority, nor would they seek to adopt any trees or grass verges (unless they later serve a highway function e.g. they form part of an inter-vehicle visibility splay) within the proposed development.
- 6.13 To achieve the required inter-vehicle visibility splays as detailed in submitted Dwg. No. VS01, Rev B, sections of hedgerow may need to be removed/reduced in height along Chrishall Road.
- 6.14 The Local Highway Authority would recommend that the extension of the 30mph as stated in the Transport Statement, page 17, item 6.12, and in



- Dwg No. PL02, Rev B (Proposed Gateway Feature) is implemented in partnership with Fowlmere Parish Council, outside of the planning process
- 6.15 Previous comments: Objection. Both sides of junction shall be laid out with 6 metre radii kerbs. Standalone refuse swept path analysis drawing required.
- 6.16 Previous comments: Objection. Additional vehicles would have a detrimental effect on the public right of way in terms of the public's enjoyment of the public right of way and would restrict and limit its use. Would not comply with Policy TI/2.
- 6.17 Environmental Health Officer – No Objection.**
- 6.18 Recommend construction environmental management plan, construction hours and informatives.
- 6.19 Contaminated Land Officer – No Objection.** Informative recommended.
- 6.20 Air Quality Officer – No Objection.**
- 6.21 Ecology Officer – No Objection.**
- 6.22 Updated comments: The additional ecology information is welcome. However, it does not change the conditions that have been previously recommended.
- 6.23 Previous comments: No objection subject to construction ecological management plan, ecological enhancement and biodiversity net gain plan.
- 6.24 Natural England – No Objection.** Recreational pressures should be considered.
- 6.25 Trees Officer – No Objection.**
- 6.26 Landscape Officer – Objection.**
- 6.27 Updated comments: Previous points largely unchanged. LVA has identified that there would be some effects of differing scales and magnitudes dependent on location of the viewpoint. The additional view submitted has also been reviewed. Overall, it is agreed that the village enjoys strong visual buffering through vegetation, both along Chrishall Road and along development boundaries. The proposals will seek to buffer the southern, eastern and western edges reducing the overall visibility, however, it will have an urbanising effect on formerly open land adjacent to the greenbelt and outside the development framework of the village, ultimately extending the village southwards along Chrishall road.
- 6.28 Amendments made to the access to units 27- 31 is improved and area acceptable.

- 6.29 Previous comments: Objection. Adjoins the green belt and alternative sites have not been considered. View of application site looking northwards has been overlooked. Historic character is houses lining the road directly over Chrishall Road and therefore the proposed modern estate would not be in character with the village type or scale. Site lacks any connectivity between it and other parts of the village for pedestrians and cyclists. No details provided as to how access will continue over private land. Poor parking layout as parking provision and allocation of all the various houses is illegible and confusing. Cycle storage is located a distance from the front doors. Visitor parking in 6 laybys is not supported. Shared driveways for shared units must be at least 6.6 metres wide. Clear separation between market and affordable housing. Access to unit 30 is awkward. End of cul-de-sac is poor and would encourage rogue parking.
- 6.30 Urban Design Officer – No Objection.**
- 6.31 Disappointing that the housing is not tenure blind. Low density development. Design points have been addressed since the last scheme. Recommend hard and soft landscaping drawing to be conditioned. Heights and scale are supported. Meets residential space standards. Privacy and overlooking have been addressed. Distances from some plots' front elevations have been increased to reduce vehicular noise and light. Public open space is supported. Details of Local Areas of Play should be conditioned. Pedestrian connectivity with new path has been improved. Disappointing that connectivity with woodland had not been addressed. Houses appearance are supported subject to materials palette to be conditioned.
- 6.32 Housing Officer – Objection.**
- 6.33 Updated comments: Not within the scale of sustainable development. Scheme size would not be appropriate within a Group Village. Confirmation of affordable rent rate required.
- 6.34 Previous comments: Not within the scale of sustainable development. Scheme size would not be appropriate within a Group Village. Request that a third party review viability information and housing be reconsulted. Request that a third party review viability information and housing be reconsulted. Housing need should be assessed once the adjacent scheme has been completed and as yet allocated.
- 6.35 Scheme identifies plot 25 and 26 for M4(3). Properties have been maximised which help to provide options for those in need of affordable properties. Scheme's design and appearance is acceptable, but market units are larger per size.
- 6.36 Sustainability Officer – No Objection.** Recommends conditions.

- 6.37 **Archaeological Officer – No Objection.** Archaeological potential. Recommend pre-commencement condition.
- 6.38 Health Development Officer – Objection.**
- 6.39 Footpath not clear. 60 mph zone passes site. Contribution should be made to improve pedestrian connectivity. Housing design should be attractive for older population and ideally meet M4(3). Active travel should be encouraged. Application site is heavily reliant on private car. Concerned about isolated location resulting in poor mental health. Challenging distance to village amenities. S106 contribution for existing footpath to the village. Limited bus services. Suggest communal allotment.
- 6.40 Ambulance Service – No Objection.** Developer contribution sought.
- 6.41 Cambridgeshire and Peterborough Integrated Care System – No Objection.** Primary Health Care developer contribution sought.
- 6.42 County Council Children’s Services, Strategic Waste and Education – No Objection.** Developer contributions required for early, primary and secondary education, and libraries, and S106 monitoring fee.
- 6.43 S106 Officer. No Objection.** Developer contributions required.
- 6.44 Architectural Liaison Officer – No Objection.** Requests lighting plan, shed/cycle/bin storage, suggestions for visibility of on-plot and visitor parking, footpaths to side/rear of houses, open space and lighting.
- 6.45 Anglian Water – No Objection.** Obligated to accept foul water flows.
- 6.46 Shared Waste Officer – No Objection.**
- 6.47** Updated comment: Suggestion for positioning of collection point.
- 6.48** Previous comments: Objection. Refuse strategy is not clear. Tracking information is required.
- 6.49 Cambridgeshire Fire and Rescue Officer – No Objection.** Request fire hydrants to be conditioned.
- 6.50 Access Officer – No Objection.** Recommends accessible homes, pavements, signage and accessible play equipment.
- 6.51 Policy Officer –** No comments received.
- 7.0 Third Party Representations**
- 7.1 Representations from 6 addresses have been received (2 in objection, 5 in support).

7.2 Those in objection have raised the following issues:

- Inappropriate large development outside of the development framework.
- Does not adjoin the development framework boundary.
- Potential for traffic accidents with creation of new junction.
- Land supply has been secured so this is unnecessary.
- Alien development to nearby landscape.
- No such proven need nor enough locals fulfilling the criteria.

7.3 Those in support have given the following reasons:

- Would contribute to the long-term sustainability of the school.
- Will meet future affordable housing need especially for the young.
- Potential sites also outside the development framework.
- Does adjoin the developed village boundary.
- Would actively build affordable homes.
- Excellent sustainability credentials.
- Current entry level exception site will not meet affordable housing need.
- Local resident within the village is investing.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## **8.0 Assessment**

### **8.1 Principle of Development**

8.2 The application seeks consent for the erection of 32no. dwellings including 26no. affordable dwellings and 6no. private market dwellings representing a rural exception site with associated landscaping, play area and access. The parcel of land is currently an open field and is approx. 3.39 hectares. The application site is located approximately 100 metres to the south of the development framework and connected by Chrishall Road, which has a speed limit of 60mph by the entrance of the site for the first 50 metres as you enter into the village whereby it is then reduced to 30mph, it should also be noted that this section of Chrishall Road does not contain a public footpath.

8.3 The overall LPA spatial strategy is set out in Policy S/6 of the Local Plan. The need for homes and jobs is to be met mainly on the edge of Cambridge, and at new settlements, with limited development in the rural area focused on designated Rural Centres and Minor Rural Centres. The application site is not within or adjacent to any of these locations.

- 8.4 Paragraph 78 and 79 of National Planning Policy Framework 2023 (NPPF) states that to promote sustainable development in rural areas, housing should be located where it would enhance or maintain the vitality of rural communities.
- 8.5 Policy S/2 of the Local Plan 2018 states that amongst other objectives, the vision of the Local Plan will be secured (c) to provide land for housing in sustainable locations that meets local needs and aspirations, and gives choice about type, size, tenure and cost; and (e) to ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.
- 8.6 Policy S/6 (4) of the Local Plan 2018 states that development in the rural area will be limited, with allocations for jobs and housing focused on Rural Centres and Minor Rural Centres, and rural settlement policies providing for windfall development for different categories of village consistent with the level of local service provision and quality of public transport access to Cambridge or a market town.
- 8.7 Policy S/7 of the adopted Local Plan (2018) states outside development frameworks, only allocations within Neighbourhood Plans and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside, or where supported by other policies in this plan, will be permitted.
- 8.8 The applicant submits that the Policy H/11 supports the proposed development.
- 8.9 Policy H/11 states that affordable housing developments to meet identified local housing needs on small sites adjoining a development framework boundary will be permitted subject to:
- (a) The number, size, design, mix and tenure of affordable homes are confined to, and appropriate to, meeting identified local needs;
  - (b) The development is of a scale and location appropriate to the size, facilities and character of the settlement;
  - (c) For sites at settlements within or adjoining the Green Belt, that no alternative sites exist that would have less impact on Green Belt purposes;
  - (d) That the affordable homes are secured for occupation by those in housing need in perpetuity. Mortgagee in Possession clauses will be allowed where demonstrated to be necessary to enable development to proceed.

- 8.10 Third party comments concerning the location and scale of development are acknowledged. It is now necessary to assess whether the proposed development meets this policy requirement and its relevant criteria.

*Development's scale*

- 8.11 Policy H/11 states that affordable housing developments to meet identified local housing needs on small sites adjoining a development framework boundary will be permitted subject to:
- (b) The development is of a scale and location appropriate to the size, facilities and character of the settlement;
- 8.12 The proposed development would be sited in an area of land measuring approximately 3.39 ha in size and seeks consent for the erection of 32.no dwellings (26 affordable dwellings and 6 private market dwellings).
- 8.13 The applicant considers that the application site comprises a small site. Fowlmere is a Group Village defined under Policy S/10. Within the policy text, it is stated that Group Villages are less sustainable locations for new development than that of Rural Centres and Minor Rural Centres and have fewer services and facilities for the day-to-day requirements of locals.
- 8.14 Paragraph 2.53 (Strategy for the rural area) of Policy S/7 states that the Local Plan classifies villages into four groupings (including Group Villages), to reflect their relative sustainability. This is an important element of the sustainable development strategy, helping to direct housing to the most sustainable locations and control the level of windfall development that takes place in the least sustainable areas of the district whilst enabling the recycling of land and delivering new homes to meet local housing needs. Villages were classified following a review of the services and facilities, education, public transport and employment available at each settlement.
- 8.15 Policy S/10 states that Residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings will be permitted within the development frameworks of Group Villages, as defined on the Policies Map. Development may exceptionally consist of up to about 15 dwellings where this would make the best use of a single brownfield site.
- 8.16 Paragraph 6.6 of the Affordable Housing SPD 2010 states that it is not appropriate to define a particular number of dwellings that will be considered to be "small" for all rural exception sites. The appropriate scale of development will be influenced by the category of village at which it is proposed as defined in the Core Strategy, the size and character of the built-up area of the individual village concerned, and the level of services and facilities available in the village in terms of achieving sustainable development. Therefore, it could be expected that a rural exception site at a Rural Centre may be larger than one at an Infill village. However, even at a Rural Centre, a site should be of a small scale. As an indication, rural exception sites that have been approved in South Cambridgeshire since

the requirement for “small” sites, having regard to local circumstances, typically range from about 6 to 20 dwellings.

- 8.17 Whilst the application site is located outside the development framework boundary it should be noted that a scheme of this size would not be appropriate within Group Villages based on the settlement hierarchy.
- 8.18 Fowlmere is estimated to contain approximately 1500 people, distributed across 564 residential properties. The proposed development would result in a 5.6% increase in household size to the village. The applicant has referred to two appeals in Worcestershire in which the Inspector took the view that a 6% and 9% increase respectively over the village size constituted a ‘small site’, however, in this instance, Policy H/11 refers to additional criteria, namely whether the development is of a scale appropriate to the size, facilities and character of the settlement. The South Cambridgeshire Affordable Housing SPD also helps in defining the size of a ‘small site’.
- 8.19 Fowlmere is a village with a recreation ground, pub, restaurant, village hall, primary school and a church which are located within 1km. It is noted that there is no village shop and therefore residents would have to travel out of the village for their day-to-day needs.
- 8.20 There is a bus stop located along Chrishall Road, which has service 31 operating one bus Mondays to Saturdays to and from central Cambridge and surrounding villages with 3 others to and from Addenbrookes Hospital on the edge of Cambridge and surrounding village. The other central bus stop in the village has service 26 from Cambridge to Royston and surrounding villages 5 times per day.
- 8.21 When taking into account the size of the settlement and the facilities contained within Fowlmere, the proposed scale of development is considered to be excessive. The recommended ‘exceptional circumstances’ that would make the best use of a single brownfield site inside the framework boundary is for 15 units, and the proposed scheme is more than double this. Whilst the application site is located outside the development framework boundary, on the basis of the spatial strategy for the district, a scheme of this size would not be appropriate for within the development boundary in a Group Village and in this instance would represent a substantial increase in the number of dwellings.
- 8.22 The applicant has referred to a rural exception site being permitted outside the development framework of Foxton (S/2658/14/FL), however, in that case, the number of dwellings (15 in total) was considered to be of an appropriate scale for a group village, comprising 100% affordable housing and was permitted under the previous local plan. Therefore, there were considered several material considerations when allowing this scheme.
- 8.23 Whilst the applicant states that a scheme of 39 dwellings in Barrington was approved under S/0005/07/O, the officer report advised that

committee members were to consider whether there was a case to allow a larger number of dwellings in that particular instance. Notwithstanding this, this referenced site is considered to be well-related to surrounding built-up land and is centrally located within Barrington to allow for easy access to facilities and services. Therefore, it is not considered that this referenced site sets any precedent in this instance.

- 8.24 Additionally, the applicant refers to rural exception sites in Willingham (22 dwellings) and Fulbourn (14 dwellings) respectively, which are designated as minor rural centres, with residential development within these development frameworks allowed up to 30 dwellings. Therefore, these other previously consented schemes do not set a precedent in this instance.
- 8.25 Taking all this into account, the proposal's scale would fail to accord with Policy H/11 of the Local Plan 2018, and therefore conflicts with Policy S/7 of the Local Plan 2018. The proposal would therefore represent a significant scale of development which would neither meet the definition of 'small sites' nor be of a scale appropriate to the size, facilities and character of the settlement.

#### *Development's location*

- 8.26 As already set out above Policy H/11 states that affordable housing developments to meet identified local housing needs on small sites adjoining a development framework boundary will be permitted subject to: (b) The development is of a scale and location appropriate to the size, facilities and character of the settlement;
- 8.27 Paragraph 7.49 of Policy H/11 states that an exception site is a site that provides affordable housing located within (for villages without a development framework boundary), or adjoining but outside a development framework boundary, as an exception to normal planning policy.
- 8.28 Paragraph 6.7 of the Affordable Housing SPD 2010 states that in order to minimise visual impact and provide reasonable access to local services and facilities, rural exception sites should be situated within or physically adjoining (i.e. abutting) the development frameworks of settlements as defined on the LDF Proposals Maps and be reasonably accessible to village services and facilities. Sites that are remote from a settlement framework will not normally be permitted for rural exception sites.
- 8.29 However, in this instance, as third parties note, the proposed scheme lies outside of the development framework boundary and does not adjoin the existing framework which is expected for an exception site as stated within paragraph 1 of the Policy H/11.
- 8.30 Whilst the applicant states that a rural exception scheme was granted not adjoining the development framework of Foxton, this was considered to be



well related to the built-up area of the village that was considerably different to the relationship with built form on the application site. This contrasts with the application site in which the Fowlmere Development Framework is situated approximately 100 metres away to the north. Whilst there is built form to the west of Chrishall Road, the closest dwelling to this would still be at a distance of 40 metres and would not be well related in terms of its proximity nor its spatial extent to either the development framework nor the existing built form which extends beyond this. Therefore, on this basis, this referenced application granted in 2015, in a different village and approved under the previous local plan does not set a precedent in this instance.

- 8.31 Policy TI/2 states that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.
- 8.32 Paragraph 2.3 of the Spatial Strategy within the Local Plan states that the emphasis will be on providing quality homes for all, including affordable housing to meet local needs, located where it has good access to services and facilities by sustainable modes of transport, to ensure the creation of sustainable and balanced communities.
- 8.33 The recent appeal decision at nearby Land North of Thriplow Road, Fowlmere (APP/W0530/W/22/3313661) was dismissed on several grounds including the lack of sustainable location and reliance on private car. The Inspector stated that although a pedestrian route for some residents would provide a shorter journey into Fowlmere, the level of services in the settlement would not prevent journeys to other local locations.
- 8.34 As discussed in the previous section, given the limited services/facilities found within the village and the limited availability of public transport, future occupiers of the application site would rely heavily on the use of private car.
- 8.35 Given the application site would neither adjoin the development framework boundary nor be well related to built form further north, and taking into account that the village of Fowlmere cannot be classed as one of the district's more sustainable locations, the proposal would fail to be in an appropriate location to comply with Policy H/11 of the Local Plan 2018.
- 8.36 On the basis of the scheme's inappropriate location and excessive scale, the proposed development fails to accord with Policy H/11 of the Local Plan 2018.
- 8.37 Given the limited services/facilities within the village and the limited public transport available for residents to travel to surrounding villages, it is not considered that the village can be classed as the district's more sustainable location and therefore is not in accordance with S/2, S/6, S/7, S/10 and TI/2 of the Local Plan 2018. These policies seek to provide land

for housing in sustainable locations and reduce the need to travel, particularly by car.

*Other criteria*

- 8.38 The Landscape Officer's comments regarding its siting in close proximity to Green Belt land are noted. In this instance, the applicant has submitted an alternative site search which demonstrates that there are no alternative sites within and on the edge of Fowlmere that are available and deliverable for affordable housing of the quantum proposed. Therefore, it is considered that Policy H/11 (c) is fulfilled.
- 8.39 Policy H/11 (d) in terms of securing housing need, it is considered that this can be addressed as part of any S106 obligation and the Housing Officer has no objection to this element.
- 8.40 The principle of the development does therefore not accord with policies S/6, S/7, H/11 and T1/2 of the South Cambridgeshire Local Plan 2018. However, the lack of compliance with these policies needs to be balanced against the benefits of bringing forward 26 affordable dwellings.

*Affordable housing need and proposed housing mix*

- 8.41 Policy H/11 affordable housing developments to meet identified local housing needs on small sites adjoining a development framework boundary will be permitted subject to: (a) The number, size, design, mix and tenure of affordable homes are confined to, and appropriate to, meeting identified local needs.
- 8.42 The SCDC Housing officer has commented that there are currently (October 2023) 25 applicants on the housing register who specifically require affordable or social rent housing in Fowlmere (see table 1 below); 9 applicants not on the original 2020 register but require affordable/social rented properties; and 9 applicants who require shared ownership/rent to buy properties as evidenced by the Housing Needs Survey 2020 (see table 2).

Table 1: Housing Register (October 2023)

Bedrooms	Total	Percentage %
1	11	44%
2	7	28%
3	5	20%
4	2	8%
Total	25	100%

- 8.43 It is important to note that the housing register continually fluctuates, with January 2023 having 27 applicants and May 2023 having 22 applicants, however, based on these months of reporting, the housing need in the village has remained generally the same and is not noticeably on the rise.

It is also the case that applicants can be on multiple housing registers and do not necessarily have to have a local connection to Fowlmere to register, unlike the housing needs survey. Notwithstanding this, currently, the highest need in Fowlmere is for one-bedroom properties, noting there is now a higher need for 1 and 3 bed homes compared to the housing register in 2020.

Table 2: Local Authority Housing Needs Survey (2020)

Bedrooms	Rent (Affordable/social rent)	Intermediate Tenure (Shared Ownership/Rent to Buy)
1	2	
2	4	3
3	1	5
4	2	1
Total	9	9

- 8.44 It is noted that the recently approved and constructed application on adjacent land to the north under 20/01209/FUL can fulfil the vast majority of affordable/social rent need for 2 bedroom properties (as shown in table 3, below) and the need for 2 bedroom 'rent to buy' properties. Whilst the Council's Housing Officer has suggested that the true housing need be re-assessed when this adjacent scheme's properties are allocated, it is considered that there is sufficient information on current need to assess this application.
- 8.45 Whilst the application at the adjacent site under 20/01209/FUL was determined under entry-level exception criteria, it will meet some of the housing need for Fowlmere and as part of the S106 agreement for this adjacent site it prioritised those with a local connection to Fowlmere with priority given to fulfilling a known local need first before cascading out. On this basis, this has been included as fulfilling some of the need for Fowlmere's affordable housing provision in the below calculations. Unfortunately, the affordable rented dwellings have as yet not been allocated. Notwithstanding this, even if the 2-bedroom need of those with a local connection was not totally fulfilled through this nearby site, the remaining need would be greater than that shown within the below table.

Table 3: Combination of 2020 Housing Needs Survey, 2023 Housing Register and with development at 20/01209/FUL

Bedrooms	2020 Local Housing Needs Survey		Housing register October 2023	Dwellings @ Shaw Close (20/01209/FUL)		Total remaining SR/AR need	Total remaining SO
	SR/AR	Intermediate Tenure		SR/AR	SR/AR		
1	2	0	11	0	0	13	0
2	4	3	7	9	7	2	3
3	1	5	5	0	0	6	5
4	2	1	2	0	0	4	1
	9	9	25	9	7	25	9

8.46 Those not on the housing register in 2020 but on the local housing needs survey and those on the latest housing register in October 2023 have been added together in table 3. This provides a truer picture of the housing need for the village. The table above (table 3) demonstrates that there is a remaining need for 25 SR/AR (Social/Affordable Rent) properties and 9 SO (Shared Ownership) properties, with the greatest rental need for 1 and 3 bed properties.

8.47 The proposed development seeks to address this need with the development comprising 26 affordable dwellings (18 SR/AR and 8 SO). The proposed tenure mix is shown in table 4 below, the proposal would fulfil the vast majority of need for 1 and 4 bedroom SR/AR dwellings, and fulfil the need for 3 bedroom properties.

Table 4: Proposed development housing tenure mix

Bedrooms	SR/AR	Shared ownership
1	9	0
2	1	2
3	6	5
4	2	1
	18	8

Table 5: Proposed housing size mix

Tenure	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
Social Rent				1 x 4 bed bungalows (99m <sup>2</sup> ); 1 x House (106 sqm)	
Affordable Rent	9 x 1 bed houses (58m <sup>2</sup> )	1 x 2 bed house (79sqm)	6 x 3 bed house (93 sqm)		
Shared Ownership		2 x 2 bed house (79 sqm)	5 x 3 bed house (93 sqm)	1 x 4 bed house (106 sqm)	
Market House				3 x 4 bed (170 sqm)	3 x 5 bed (200 sqm)

- 8.48 It is noted that there is a potential for an element of double counting between the local housing needs survey 2020 and the Council's housing registers. In Officers' view, however, the provision of a single 2-bedroom SR/AR house within the proposed development is acceptable given that the need for this type of housing continually fluctuates, whilst allowing for an element of double counting, and on the presumption that the development under 20/01209/FUL would be allocated to those either on the Fowlmere housing register or on the housing needs survey.
- 8.49 The development to the north (20/01209/FUL) contains seven 'rent to buy' 2-bedroom units and whilst these are classified as an 'intermediate tenure', these units are not affordable housing in perpetuity and so on this basis, the potential need for shared ownership properties (which would not allow occupiers to staircase out) remains to be fulfilled. In this instance, the two x 2-bedroom shared ownership properties proposed is considered to provide potential occupiers more choice of 'intermediate tenure' housing and would largely fulfil the housing need for 2-bedroom dwellings.
- 8.50 As shown in table 5, the proposed development would provide a good variety of housing comprising differing sizes of accommodation to provide options for those in need of affordable properties.
- 8.51 According to the Affordable Housing Statement, the affordable rented (AR) properties would be set at 80%. Whilst the policy change in 2021 requires this to be set at 70%, where homes are of higher energy efficiency to reduce utility costs, 80% is justified. In this instance, the proposed dwellings would exceed sustainability and renewable energy requirements with an estimated reduction of 40% on household energy bills and therefore the 80% of market rate is acceptable.

- 8.52 Taking all this into account, the number, size, mix and tenure of affordable homes are confined to, and appropriate to, meeting Fowlmere's local housing need in accordance with Policy H/11 (a) of the Local Plan 2018. The design of the housing will be discussed later within this report.

#### *Viability analysis*

- 8.53 Policy H/11 of the Local Plan 2018 states that in order to facilitate the delivery of significant additional affordable housing the Council will consider allowing some market housing on rural exception sites on viability or deliverability grounds. In this instance, the proposal would comprise less than 100% affordable homes and a viability assessment has been provided to justify the six market houses to facilitate the development. The viability assessment has been reviewed by an independent consultant which includes a sensitivity analysis to establish the impact of S106 contributions which generates a marginal deficit.
- 8.54 On this basis, the proposed scheme which comprises 6 market houses is considered acceptable in viability terms and would allow for contributions via S106 agreement. The details of these planning obligations are discussed later in this report.

#### *Conclusion on housing provision*

- 8.55 The proposed development would make a significant overall contribution to the affordable housing provision within Fowlmere in accordance with Policy H/11 (a) of the Local Plan 2018.
- 8.56 Whilst this is the case, the provision of affordable housing has to be balanced against the proposed quantum of units which is considered to be excessive given the size, facilities and services found within Fowlmere. Moreover, the proposed development would neither be located adjacent to the development framework, nor be well-related to existing built form. Therefore, the proposal is contrary to the requirements of Policy H/11 as a whole and specifically criteria (b).

#### **8.57 Housing density and accessibility**

- 8.58 Policy H/8 states that housing developments, including rural exception sites, will achieve an average net density of: a. 30 dwellings per hectare (dph) in Rural Centres, Minor Rural Centre villages, and Group villages; and b. 40 dph in urban extensions to Cambridge and in new settlements. The net density on a site may vary where justified by the character of the locality, the scale of the development, or other local circumstances.
- 8.59 The site has an overall area of 3.39 hectares with a developable area of 1.9 hectares. This equates to a housing density of 17 dwellings per hectare. The proposed development therefore accords with policy H/8 of the Local Plan 2018. However, the principle of development on the site

remains in conflict to core policies of the Local Plan as set out in the previous sections of this report.

- 8.60 Policy H/9 states that 5% of homes should be built to the accessible and adaptable dwellings M4(2) standard rounding down to the nearest whole property. This provision shall be split evenly between the affordable and market homes in a development rounding to the nearest whole number. Whilst the Health Development Officer and Access Officer comments are acknowledged, the proposed development would provide two dwellings (both affordable dwellings) that would be built to accessible and adaptable dwellings M4(2) in accordance with Policy H/9 of the Local Plan 2018.

### **8.61 Character and Appearance of the local area**

- 8.62 The proposed site is located to the south of the village of Fowlmere. The site is bounded by a dense row of trees and Chrishill Road to the east. The northern site boundary with Lanacre house is a treed boundary to the site. The existing site is currently disused agricultural land with fragmented soft vegetation to the south boundary and there is a large area of existing conifer woods to the southwest.
- 8.63 Policy HQ/1 sets out detailed criteria to ensure high quality design is delivered as part of new development, seeking to ensure development is appropriate to its context in terms of scale, mass, form, design, siting, landscaping and materials.
- 8.64 Policy NH/2 states that the development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located.
- 8.65 The application site is located to the south of the village of Fowlmere. It is acknowledged that the site has some existing mature planting surrounding the site along the eastern boundary. There are only a few existing sparsely distributed trees on the south boundary and the 'Indicative land use plan' (drawing ref. 0124) suggests that this boundary will be reinforced with more trees planted to provide a buffer to visually screen the site from the countryside to the south.
- 8.66 Although the tree line and planting will provide some degree of screening, the development is located at approximately 100 metres away from the development framework boundary and 40 metres from the built form to the north. It is acknowledged there is a form of some built development existing to the north of the site and although by its very nature a rural exception site will amount to some urbanisation on the edge of a village, in this instance however, the proposed development will project considerably further south and indeed west into the open countryside, extending the village considerably. Therefore, the development would encroach into the countryside creating an urbanising effect and would erode the rural character.

8.67 The undeveloped nature of the application site and the open fields contributes positively to the rural setting on the edge of the village. Whilst it is acknowledged that through the submitted landscape visual appraisal and submitted views that with screening, the visual impacts and impacts upon the nearby Green Belt can be mitigated over time, it is considered that the proposed development would result in a gradual encroachment of built development into the open countryside further to the south and west beyond the established development framework of Fowlmere, causing harm to the rural character and appearance of the open countryside, contrary to policies S/7, HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018.

#### **8.68 Loss of agricultural land**

8.69 Policy NH/3 states that planning permission will not be granted for development which would lead to the irreversible loss of Grades 1, 2 or 3a agricultural land unless: a. Land is allocated for development in the Local Plan; b. Sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land.

8.70 The application site is located on agricultural land, albeit it is not currently in production. 1.63ha (50%) of the application site is either Grade 2 or Grade 3a quality land, and therefore classified as best and most versatile (BMV). Whilst the application site is not allocated for development within the Local Plan, the proposal would contribute to fulfilling a housing need. However, in this instance, the application site is not located within a sustainable location as it would rely heavily on the use of car, and therefore on this basis, it does not override the value of the land. It is therefore considered that the development is contrary to Policy NH/3 of the Local Plan 2018.

#### **8.71 Layout, height and appearance**

8.72 The site will have a single vehicular access, from the north-east corner of the site, using an existing access off Chrishall Road. A new spine road is proposed, running east-west and then there are further roads, running to the south of the site, servicing plot numbers 1 to 26. All dwellings are correctly facing the roads at the site. A large area of Public Open Space and play area are proposed at the centre of the site and these details could be conditioned along with hard and soft landscaping on any planning consent granted.

8.73 Whilst it is acknowledged that market houses are sited to the west and affordable homes located to the east of the application site and therefore both tenures are not dispersed through the site, given that the application is for a rural exception site, Policy H/10 does not strictly apply and there is no objection from the Urban Design Officer nor Housing Officer regarding the overall layout and tenure mix.



- 8.74 Whilst the Landscape Officer comments concerning the proposed parallel road to Chrishall Road is acknowledged, the site to the north has undertaken a similar arrangement and therefore the character of the immediate vicinity has changed somewhat and therefore there is no objection to this.
- 8.75 Whilst the Landscape Officer comments concerning the lack of pedestrian/cycling connectivity to the village is acknowledged, it is noted that a path is proposed to the north of the site to connect with the development approved under 20/01209/FUL currently under construction and within the ownership of the same applicant. This adjacent private road connects with a footway on the opposite side of Chrishall Road. Therefore, the on-site connectivity is supported and could be conditioned on any planning consent granted.
- 8.76 Whilst cycle storage is some distance away from some properties, overall, it is considered that this aspect is supported, and details/siting could be conditioned to ensure that these sheds are located in more accessible locations. There is also sufficient width in shared driveways to allow cycle stores to be accessible. Other aspects of the layout including the design of turning heads, are noted to be sufficient for refuse vehicles to turn within the cul-de-sac.
- 8.77 Whilst the proposed car parking arrangement would rely on a mixture of on-plot parking and parking to the side of dwellings along the road, on balance, the arrangement is not considered to be inconvenient for future occupiers. Shared driveways are proposed that would allow access beside parked cars.
- 8.78 Therefore, overall, it is considered that the proposed layout is supported.
- 8.79 The 'proposed building heights strategy' drawing indicates that 2-storey dwellings are proposed on the east side, and single storey and one and a half storey dwellings proposed to the north and west sides of the site. Following a formal consultation with the Urban Design Officer, there are no objections to the height of the proposed dwellings.
- 8.80 Eight house types are proposed. Whilst the Parish Council seeks a design code for the developer to follow, Officers have no objections to the traditional architecture proposed. Eight house types are proposed in brick or render to provide variety to the streetscene. Subject to details of external materials which could be conditioned on any planning consent granted, it is considered that the appearance of the proposed development is supported.
- 8.81 For these reasons, the proposed development's layout, height and appearance is in accordance with Policy HQ/1 of the Local Plan 2018.

## **8.82 Tree impacts**

- 8.83 Policy HQ/1 of the South Cambridgeshire Local Plan 2018 requires new development to conserve or enhance important natural assets.
- 8.84 There is no objection from the Council's Trees Officer. There are a number of trees within and adjacent to the site, some of which are the subject of Tree Preservation Orders (TPOs). There is also boundary hedging which may qualify as important hedgerows under the Hedgerow Regulations 1997 and would therefore have statutory protection. There are additional trees of value not currently protected by TPO. It is agreed that, given the extent of trees retained, tree removals proposed will not have a significant impact on the overall contribution to site makes to amenity.
- 8.85 Notwithstanding the preliminary tree protection information submitted in the Arboricultural Impact Assessment (AIA), a more detailed and site-specific tree protection methodology would be required prior to any works starting on site and could be conditioned on any consent granted in accordance with policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

#### **8.86 Residential Amenity**

- 8.87 The application site is located to the west of Chrishall Road. As such there is no existing neighbouring properties located to the east, west and south of the boundaries of application site. There are some existing residential properties located to the north and Pipers Close. Plots 27, 28, 1, 2 and 14 would be located at the closest distance to the neighbouring properties such as Appleacre Lodge and Lanacre. However, there is still a distance of approx. 40-50 metres separation from the proposed development to existing nearby dwellings and therefore the development will not lead to any material harm to these neighbouring amenities by virtue of loss of light, overlooking and overbearing effects.
- 8.88 Officers consider that the distances between dwellings and between habitable rooms and rear/side facing elevations are acceptable and would be in accordance with Policy HQ/1 of the Local Plan 2018 and the guidance within the District Design Guide SPD 2010.
- 8.89 The proposed floor plans comply with the technical space standards requirements in accordance with Policy H/12 of the Local Plan 2018.
- 8.90 Each two bedroom property would have at least 65 sq metres of garden space, whilst each three/four bedroom property would have at least 95 sq metres. Therefore, the proposals are in accordance with the District Design Guide SPD 2010. In addition, the proposed development proposes a good sized informal open space and a modestly sized local area of play (LAP) within the application site itself, which are considered to meet the requirements of Policy SC/7.

- 8.91 The proposed scheme identifies plot 25 and 26 to meet M4(2) building regulations. Although these plots are affordable housing tenure, given the larger proportion of these compared to market homes, it is considered that the provision is in accordance with Policy H/9 of the Local Plan 2018.
- 8.92 The Council's Environmental Health Officer has no objections on the application subject to suggested conditions and informative, such as no construction or site machinery and a construction environmental management plan, which is considered to be reasonable in this instance in accordance with Policy CC/6 of the Local Plan 2018.
- 8.93 Therefore, it is considered that the proposed development does not result in detrimental impacts upon the residential amenity on account of significant overlooking, loss of light or overbearing impacts in accordance with policies HQ/1 and H/12 of the Local Plan 2018.

#### **8.94 Highway Matters/ Parking**

- 8.95 The applicant has submitted amended information following the initial Local Highway Authority comments. Whilst third party comments concerning highway safety at this junction are noted, following these amended plans, no objection is raised by the Local Highway Authority. Therefore, subject to the recommended compliance conditions including bound materials for the first 15 metres, falls and levels, inter-vehicular visibility splays, in addition to the pre-commencement traffic management condition and future management and maintenance of proposed streets, it is considered that the proposed development is compliant with HQ/1 of the Local Plan 2018 and the NPPF 2023 in terms of highway safety and the safe operation of the highway.
- 8.96 Whilst the request for pedestrian visibility splays for parking areas are acknowledged, given that the Local Highway Authority have stated that they will not adopt the roads due to the layout, this request is not considered reasonable. The proposed parking areas are generally set back from the pedestrian footways and acceptable pedestrian visibility are considered achievable where driveways are adjacent to footways.
- 8.97 The majority of the units will have two car parking spaces with the exception of five of the one-bedrooms units which will have one car parking spaces; and three of the four bedrooms, and the three five bedrooms properties have four car parking spaces. There will also be five visitor car parking spaces for the site as a whole. The application proposes plots 7, 8, 15, 16, 17 and 21 car parking spaces to be located along the street and therefore not within these plots' curtilage. Given the unsustainable location of the site and the lack of public transport, users would heavily rely on the use of private car for their day to day needs.
- 8.98 Policy T/3 requires indicative car parking provisions to allow 2 spaces per dwelling and – 1 space to be allocated within the curtilage. Given this, the provisions do not meet the requirements set under Policy T/3 as not all

dwellings have two spaces and a single space within the residential curtilage.

- 8.99 Whilst this is acknowledged, the on-road parking spaces are considered to be conveniently located and accessible to future occupiers and therefore on balance, there is considered to be adequate provision of car parking provision with reference to Policy TI/3 and HQ/1 of the Local Plan 2018.
- 8.100 There is also sufficient space within the plots to provide adequate levels of cycle storage and it is considered reasonable and necessary to secure such details by planning condition if planning consent is granted, in accordance with Policy TI/3 of the Local Plan.
- 8.101 The site is accessed from an existing access off Chrishall Road to the northeast of the site. Footways are proposed for the residential streets to aid pedestrian safety and details of this pedestrian link can be secured via condition in accordance with Policy TI/2 of the Local Plan 2018.

### **8.102 Flood Risk & Drainage**

- 8.103 The application is located within flood zone 1 (low risk) with some surface water risk identified on the application site. The application has been subject to formal consultation with the Council's Sustainable Drainage Officer, the Lead Local Flood Authority (LLFA) and the Environment Agency. Following a revised foul and surface water drainage strategy and clarifications sought by the LLFA and a further consultation, there is no objection to the proposed development subject to conditions including details of foul and surface water drainage.
- 8.104 Anglian Water comments stating that they do not have the capacity to treat the flows of the developments site are noted, however as they are acknowledged, they are obligated to accept foul water flows.
- 8.105 Therefore, taking all this into account, Officers are satisfied that the development would not result in an increased flood risk or harm in drainage terms in accordance with policies HQ/1, CC/7, CC/8 and CC/9 of the Local Plan 2018.

### **8.106 Biodiversity**

- 8.107 Policy NH/4 of the South Cambridgeshire Local Plan 2018 states that new development must aim to maintain, enhance, restore or add to biodiversity.
- 8.108 Following a formal consultation with the Council's Ecology Officer, it is considered that there is sufficient biodiversity information to determine the application. In addition, the biodiversity net gain plan which shows an 20% increase in habitat units is supported. Natural England comments are acknowledged. There would be considerable informal and formal open space within the application site for residents and therefore it is not

considered that that there would be any recreational pressure on nearby designated sites. Therefore, subject to a construction ecological management plan, ecology enhancement and biodiversity net gain plan, the proposal is supported in accordance with Policy NH/4 of the Local Plan 2018.

### **8.109 Sustainability**

8.110 Fowlmere Parish Council comments concerning overheating and request for winter thermal gains are acknowledged, however, this is not required in policy terms. Nevertheless, the applicant has submitted an Energy & Sustainability Statement in support of this application which details the aspirations for the development. The Sustainability officer confirmed if the development was built to the recommended standards, then it should achieve high standards of sustainable construction and meet the requirements of the relevant Local Plan Policies. Conditions could be imposed as part of any consent granted to require a maintenance programme for the renewable/low carbon technologies and compliance with the water efficiency specification, which is considered to be reasonable if the application was recommended for approval in accordance with Policy CC/3 and CC/4 of the Local Plan 2018.

### **8.111 Contamination**

8.112 The Council's Contaminated Land Officer comments that that there are no immediately evident environment constraints that would attract a contaminated land condition. However, the proposed development is a sensitive end-use and therefore if approved an informative is suggested to cover the eventually of any unforeseen contamination for the application to be in accordance with Policy SC/11 of the Local Plan 2018.

### **8.113 Developer Contributions**

8.114 The application has been subject to consultation with the Council's S106 Officer, Cambridgeshire County Council, East of England Ambulance Service and Primary Health Care.

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

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

The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.

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

8.117 The consultations response from Cambridgeshire County Council Growth state the following summary of the s106 contributions which would be sought on an approval:

Table 6: S106 contributions – summary table				
	Contribution	Project	Indexation date	Trigger
Early Years	£59,290	Additional Early Years Places in Fowlmere	1Q2020	100% prior to commencement
Primary	£204,604	Expansion of Fowlmere Primary School	1Q2020	
Secondary	£178,034	Expansion of Melbourn Primary School	1Q2020	
Libraries	£800	Enhance of mobile library provision in Fowlmere	1Q2021	100% prior to occupation of 50% of the development
Monitoring Fee	£150			
Total	£442,878			

8.118 Following a formal consultation with the Council's S106 Officer, planning obligations on behalf of the District Council would be sought for:

a) Public Open Space

(i) Formal sports in the form of offsite contribution of £34,446.32 to help fund new or improved sports facilities including new goals,

football pitch improvements, flood lighting, running track, basketball court, resurfacing of tennis courts, remodelling of tennis courts to convert to multipurpose facility.

(ii) Formal children's play space in the form of an offsite contribution of £42,440.78 to help fund new play equipment at Butts Recreation Ground and/or Village Hall and/or Savile Way, new skate park at Village Hall

(iii) Informal children's play space in the form of onsite open space.

(iv) Informal open space in the form of onsite open space.

(v) Allotments and community orchards in the form of a contribution of £3,200 to help fund new allotment plots in the village

b) Indoor Community Space in the form of a contribution of £15,647.75 to help fund improvements to Fowlmere Village Hall including bike racks, rigging infrastructure for performance equipment, acoustics, controlling curtains, meeting room refurbishment, car park extension.

c) Green Infrastructure in the form of a contribution of £25,562 to fund improvements to both Fowlmere Ring Moat and Fowlmere Nature Reserve.

d) Burial provision in the form of a contribution of £6,720 to fund the expansion and upgrade of a cemetery extension.

e) Indoor Sports Space in the form of a contribution of £14,018 to improve the indoor sports courts at Melbourn Sports Centre and £15,631 to improve swimming facilities and Melbourn Sports Centre.

f) Monitoring Fees being a contribution of £2,700.

8.119 The NHS Cambridgeshire and Peterborough Integrated Care System has commented on the application stating a developer contribution would be required to mitigate the impacts of this proposal. The CAPCC calculates the level of contribution required, in this instance to be £22,500, which is considered to be acceptable and proportionate.

8.120 Finally, the East Ambulance service seeks a developer contribution of £11,869 to mitigate the impacts of the proposal on its emergency services.

8.121 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010 and are

in accordance with Policy TI/8 of the South Cambridgeshire Local Plan (2018). The developer contributions would be secured by a S106 agreement if the application was recommended for approval, and the principle of the total £637,612.85 sought has been agreed by the developer.

### **8.122 Other Matters**

#### *Broadband*

8.123 Policy TI/10 of the South Cambridgeshire Local Plan 2018 states that all new development will as a minimum be expected to provide suitable ducting to industry standards to the public highway that can accept fibre optic cabling or other emerging technology. A condition could be attached to any consent granted.

#### *Crime*

8.124 The Architectural Liaison Officer recommendations to reduce the risk and vulnerability to crime are noted. Details of external lighting and cycle/bin storage could be conditioned on any planning consent granted. Further improvements could be made to ensure better natural surveillance and visibility and could also be incorporated into any hard/soft landscaping scheme to be submitted via condition.

#### *Health Impact Assessment*

8.125 The applicant has submitted a rapid health impact assessment. Whilst the Council's Health Development Officer concerns are noted, as discussed above, a footpath is proposed to the north whilst the 60mph zone would be moved to the east. Notwithstanding the relatively isolated location of the site, it is considered that these comments have been addressed as part of the submission documents.

#### *Waste services*

8.126 Amended plans have been provided demonstrating a policy compliant refuse strategy. Whilst suggestions have been made by the Shared Waste Officer, the collection points and swept path analysis demonstrates that waste could be collected efficiently with appropriate drag distances in compliance with the RECAP Waste Guidance.

#### *Other*

8.127 Parish Council comments regarding the public access to the woodland are noted. The woodland on the southwestern edge would be preserved in accordance with the ecology management strategy and it is understood to prohibit foot traffic.



- 8.128 The Fire and Rescue Officer request for fire hydrants are acknowledged and could be conditioned on any consent granted. There is no objection raised by the Council's Air Quality Officer.
- 8.129 There is no objection from the County Council's Archaeological Officer to the proposed development, however, given the site's potential archaeology potential, pre-commencement conditions could be attached on any planning consent granted to ensure surveys are carried out prior to any works.
- 8.130 The Access Officer's comments are noted. The accessibility of the dwellings has been covered previously. Ensuring pavements are appropriate for visually impaired pedestrians could be included as part of the landscaping scheme to be submitted under condition. No play equipment would be provided as discussed previously.
- 8.131 Whilst several third party comments in support of the application are acknowledged, including the long-term sustainability of the school, it is not however considered that the application site is an appropriate location for the proposed scheme as discussed in this planning assessment.
- 8.132 The adjacent site currently undergoing construction (20/01209/FUL) within referred to part of the application site being for drainage and biodiversity. Subsequently, the relevant drainage and biodiversity conditions have been discharged and do not need this area of land for the development to be achieved.

### **8.133 Conclusion**

- 8.134 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 8.135 The application site lies outside of the development framework. The proposed development would provide significant affordable housing which meets identified local need. This is attributed substantial weight in the planning balance.
- 8.136 The proposed dwellings would achieve a high level of sustainable construction above policy requirements, which is attributed minor weight.
- 8.137 The proposal would make a useful contribution to the local economy and support services including the school and employment within the village. This is attributed minor weight.
- 8.138 However, the scale of development would be excessive for a group village and the limited services/facilities contained within Fowlmere, whilst there is limited public transport available to surrounding villages. Therefore, it is considered that there would be a heavy reliance on car-use, contrary to

the spatial strategy for the district. Moreover, the proposed development would fail to be small scale in its nature and its location would neither adjoin the Fowlmere Development Framework nor would it relate well to existing built form, therefore failing to accord with the requirements of Policy H/11 for a rural exception site. This is attributed substantial weight against the development.

- 8.139 In addition, whilst tempered with the fact that the proposed development comprises a rural exception site which by its nature is located outside development frameworks, nonetheless, the proposal would result in encroachment of built form into the open countryside, harming the character and appearance of the area, which is attributed moderate weight.
- 8.140 The proposal would result in a loss of BMV agricultural land, however, this is tempered by the limitations of the site to bring the land back into agricultural production. Therefore, this is attributed limited weight.
- 8.141 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is on-balance recommended for refusal.
- 8.142 There are no material considerations which indicate the planning application should be determined other than in accordance with the Development Plan.

### **8.143 Recommendation**

REFUSE for the following reasons:

- 8.144 By virtue of its excessive scale, the proposal would neither meet the definition of 'small sites' nor be of a scale appropriate to the size and facilities of the settlement. Given the application site would neither adjoin the development framework boundary nor be well related to the settlement's built-form and taking into account the limited facilities and services within the village of Fowlmere, the proposal would fail to be in an appropriate location to comply with Policy H/11 of the Local Plan 2018. The proposal is therefore contrary to policies S/2, S/6, S/7 and TI/2 of the Local Plan 2018. These policies seek to provide land for housing in sustainable locations and reduce the need to travel, particularly by car.
- 8.145 By virtue of the presence of significant built development encroaching into the open countryside further to the south and west, beyond the established development framework, and the resultant loss of grade 2 agricultural land, the proposal would cause harm to the rural character and appearance of the open countryside and the loss of best and most versatile agricultural land, contrary to policies HQ/1, NH/2 and NH/3 of the Local Plan 2018.

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Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

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

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# Agenda Item 6



<b>Planning Committee Date</b>	13 December 2023
<b>Report to</b>	South Cambridgeshire District Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/03293/HFUL
<b>Site</b>	24 West Street, Comberton CB23 7DS
<b>Ward / Parish</b>	Comberton
<b>Proposal</b>	Replace existing outbuilding with 2 bay single storey cart lodge style garage with low profile monopitch roof, and additional landscape planting.
<b>Applicant</b>	Mr Alistair Funge
<b>Presenting Officer</b>	Adam Dzimidowicz
<b>Reason Reported to Committee</b>	Application submitted by an officer of the Council
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	1. Character and Appearance and Impact on Heritage Assets 2. Neighbour Amenity
<b>Recommendation</b>	<b>APPROVE</b>

## 1.0 Executive Summary

- 1.1 The application seeks planning permission for the demolition of an existing outbuilding, erection of a 2 bay single storey garage with mono pitch low profile roof, and additional landscape planting. This application represents an amended scheme on the site; the previous scheme being refused at planning committee in June 2023.
- 1.2 This proposal would have an acceptable impact on the setting of the Grade II Listed Buildings and would preserve the character of the Conservation Area.
- 1.3 Due to the siting of the garage in relation to windows within Nos.14 and 18 West Street, the garage would not result in an unreasonable sense of enclosure and therefore, would be acceptable.
- 1.4 Officers recommend that the Planning Committee approve the application.

## 2.0 Site Description and Context

None relevant		Tree Preservation Order	
Conservation Area	X	Local Nature Reserve	
Listed Building	Adj	Flood Zone	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

- 2.1 The application relates to a two storey, detached dwelling house located to the North of West Street. The render and tile dwelling is set back from the road by over 17 metres of hardstanding and soft landscaping.
- 2.2 The site lies within the Comberton Development Framework and Conservation Area. It is adjacent to Grade II Listed Buildings at Nos.14 and 18 West Street.

## 3.0 The Proposal

- 3.1 The application is seeking planning permission for the demolition of an existing outbuilding and erection of a 2 bay single storey garage with mono pitch low profile roof.

- 3.2 The proposed garage would be located in front of the existing dwelling, approximately 1.5 metres from the boundary with Nos.14 and 18 West Street and approximately 6.6 metres from the front boundary. It would have a width of 7 metres and a depth of 6 metres. It would be characterised by a mono-pitched roof with a maximum height of 3 metres.
- 3.3 The site plan includes a new gate to the front however, this does not form part of the application as it is considered to be permitted development as confirmed under 21/01633/CL2PD.

#### 4.0 Relevant Site History

Reference	Description	Outcome
23/00375/HFUL	Replacement of existing outbuilding with 3 bay single storey garage with mono pitch low profile roof.	Refused Permission 20.06.2023 (currently subject to appeal)
21/01633/CL2PD	Certificate of lawfulness under section 192 for the construction of a concrete base for the siting of a caravan within an existing residential planning unit, erection of 2 metre high gates and boundary fence and construction of a permeable gravel parking area.	Certificate Granted 05.08.2021
4.1	A certificate of lawfulness for the construction of a concrete base for the siting of a caravan in a similar location to the proposed garage has been granted.	
4.2	A previous application for a larger 3 bay garage has been refused and is currently the subject of an appeal.	

#### 5.0 Policy

##### 5.1 National

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2019

Circular 11/95 (Conditions, Annex A)

## 5.2 **South Cambridgeshire Local Plan 2018**

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/7 – Development Frameworks

HQ/1 – Design Principles

NH/14 – Heritage Assets

## 6.0 **Consultations**

### 6.1 **Parish Council – Object**

#### 6.2 Concerns regarding:

- Proximity to the listed building and light to ground floor of these neighbouring properties;
- Dampness to the neighbouring properties resulting from close proximity;
- Drawings provided not giving a full informative basis of the proposed development, and the Parish Council requesting for drawings that will provide more detail (i.e. an eastern elevation drawing of the garage with listed building elevations in the background, and dimensions of the existing site and dimensions of the proposed site with the garage).

### 6.3 **Conservation Officer – Object**

6.4 The new proposals for the outbuilding are not supported as the site for the garage would affect the setting of the adjacent listed buildings and therefore have a negative impact on the character and appearance of the conservation area. As with the previous application, it is noted that there are currently no views of the west elevation of the listed building due to the 3.2m high hedge. However, as this could easily be removed, it is not considered to be a permanent feature in the streetscene, and the listed building elevation could be appreciated from the public highway.

6.5 The applicant is proposing to remove an existing shed and replace it with the new garage, however the shed is further back in the site and being smaller in scale has less of an impact on the heritage assets that the new outbuilding would. The scale and massing of the proposed garage would bring the built form closer to a greater expanse of the elevation of the listed building, having a negative impact on its setting.

6.6 The location of the garage should be reconsidered so that it is not directly adjacent to the neighbouring properties, for example to west of the site.



## **7.0 Third Party Representations**

7.1 Two neighbour representations have been received objecting to the proposal, raising the following issues:.

- Impact on Listed Buildings and Conservation Area;
- Impact on light to ground floor windows to neighbouring properties;
- Dampness to listed buildings resulting from close proximity;
- Concerns about proximity of the garage to the existing oil tank;
- Requests for clarification on what the exact distance of the new garage would be from the rear of No. 18 West Street as plans are not considered to be clear;
- Concerns regarding the location of the garage impeding the ability of the neighbouring properties to conduct maintenance work on the walls or roofs of these properties.

## **8.0 Assessment**

### **Design, Layout, Scale and Landscaping and Impact on Heritage Assets**

- 8.1 Policy HQ/1 'Design Principles' provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context.
- 8.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area. Para. 199 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification. Policy NH/14 of the South Cambridgeshire Local Plan (2018) requires development affecting heritage assets to sustain or enhance the character and distinctiveness of those assets.
- 8.3 The application site is located within the Comberton Village Conservation Area and is characterised by a large open frontage which includes a small shed. There is a yew hedge located on the eastern front boundary which provides some screening of the existing dwelling and its front garden. The dwellings along West Street have varying setbacks and it is noted that some are built to the back edge of pavement, making such dwellings prominent features within the streetscene. This is the case for no's 14 and 18 West Street (Grade II Listed Buildings) which lie adjacent to the site. They and other nearby listed buildings (9, 10, 13 and 17 West Street),

form a cluster of dwellings which are sited up to the back edge of pavement. Their prominent siting mean they are prominent features which contribute positively to the character and appearance of this part of the Conservation Area. Outbuildings within front gardens are not considered to be a characteristic feature of the streetscene.

- 8.4 The proposed garage would have a maximum height of 3m and a footprint of 42m<sup>2</sup>, which is significantly larger than the existing shed. The garage would be sited in close proximity to the Grade II Listed Buildings at Nos.14 and 18 West Street, at 1.5 metres away.
- 8.5 It has been argued in the past that there are currently no views of the west elevation of the listed buildings at 14-18 West Street from the west along West Street due to the existing 3.2m high hedge at the application site; and that the hedge is not a permanent feature of the streetscene. This application proposes to retain the existing hedge and add additional landscape planting to the front boundary. In addition, the applicant has agreed that, in the event of approval, the existing hedge will be subject to a condition that will mean it will be retained in perpetuity, and separately that proposed landscaping will be subject to a pre-commencement condition which will require details to be submitted to and be approved in writing by the Local Planning Authority.
- 8.6 Due to the conditions described above, it is considered that while the garage would be in a visually prominent location, as it would be effectively screened there would be limited impact on the street scene. Furthermore, because of the proposed retention of the hedge and enhancement of vegetated screening, it is considered that the development wouldn't allow for harm to the character of the Conservation Area.
- 8.7 Notwithstanding the hedge to the front of the site, which has been acknowledged to restrict views of the west elevation of the adjacent listed buildings from the street scene, the proposed development has sought to reduce its impact on these adjacent heritage assets through a reduction in its proposed scale and mass compared to the previously refused proposal. The application proposes the erection of a detached single storey two bay garage, with a mono pitched roof. The proposal, by virtue of its now reduced and therefore modest scale, and low roof profile, is considered to respect the value of the adjacent heritage assets. Where views of the two elements would exist, the proposal is not considered to dominate or diminish the setting of the listed buildings and to represent an acceptable built form in this instance.
- 8.8 Therefore, the proposed garage and associated landscaping is considered to be acceptable in the context of the area as the proposal will avoid harm to the setting of the Listed Buildings or the character of the Conservation Area. As such, the proposal would therefore preserve the setting of the Listed Buildings and preserve the character and appearance of the Conservation Area. The proposal is therefore compliant to the NPPF,

Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan (2018) and the provisions of the Planning (LBCA) Act 1990.

### **Amenity**

- 8.9 Policy HQ/1 (n), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.
- 8.10 The proposed garage would be located 1.5 metres from the neighbouring properties at No's.14 and 18 West Street and have a mono pitched roof sloping away from the neighbouring properties, with a height of 2.5 metres to the eastern side and a height of 3 metres to it's western side. The plans demonstrate that these properties have ground floor windows facing the application property. These are positioned on the flank boundary. The ground floor window of No. 14 serves a bedroom / study(as confirmed during the assessment of planning application reference number: 23/00375/HFUL) and the ground floor window of No. 18 serves a bathroom (as confirmed by comments made by No. 18 for this application).
- 8.11 Officers consider that, given the reduction in length of the proposed garage to 2 bays and the relationship of the proposed development to the windows of No. 14 West Street in relation to the path of the sun, that no sunlight would be lost to this ground floor window. In light of this, and the comments received, the officer has conducted an overshadowing study in line with the requirements of BRE guidance. This shows that there would be no impact on the identified ground floor window of No. 14 West Street.
- 8.12 Officers consider that, due to the position of the garage in relation to the ground floor window of No. 18 West street, there would be loss of light and overbearing impacts to this window. However, as outlined in comments made by No. 18, this window is confirmed to serve a bathroom. Regulation 19 of Part Two of the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 defines habitable rooms as any rooms used or intended to be used for sleeping or living which does not include bath or toilet facilities, service rooms, corridors, laundry rooms, hallways or utility rooms. As such, it is not considered to be habitable space. Therefore, whilst it is accepted that there will be some loss of light/overbearing impact to this room, it is unreasonable to refuse the application on these grounds as the room is not habitable space.
- 8.13 As such, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is compliant with Policy HQ/1 of the South Cambridgeshire Local Plan (2018).

### **Other Matters:**

- 8.14 The applicant has obtained a certificate of lawfulness (21/01633/CL2PD) for a proposed development which includes the provision of a concrete slab within the front garden. At the time of the application, the applicant indicated that the purpose of this concrete slab was to allow the positioning of a caravan within the front garden. The applicant indicated that the caravan would be 16.3m long, 6.8m wide, 3m high to the ceiling (with a further 3m high pitched roof); 6m overall in height. Although this certificate was obtained in August 2021, no caravan has been placed on the site. However, the applicant considers this to be a fallback position which carries material weight in considering the proposal for the garage.
- 8.15 However, this certificate of lawful development only confirms that a concrete base can be constructed, not the caravan itself. The siting of a caravan on the land is not operational development and therefore, does not require planning permission. A caravan, by definition, is moveable and this is materially different to the erection of a building. As such, the placing of a caravan on the land is not considered to provide a credible fallback position which carries material weight when assessing the proposal for a building.

### Third Party Representations

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

<b>Third Party Comment</b>	<b>Officer Response</b>
Impact on Listed Building and Conservation Area	Discussed in paras 8.4 to 8.9
Impact on light	Discussed in paras 8.11 to 8.13
Dampness issues from rainwater run off towards numbers 14-18 West Street and maintenance issues	These are civil matters between different landowners in which the local planning authority has no role. The Party Wall Act 1996 governs the process by which party walls and associated disputes are handled.
Oil Tank	Officers consider that this is covered by Building regulations, including the Building Regulations 2010 as amended, and as such is a matter for Building Control.
Scalable drawings and informative explanation in relation to neighbours	Officers consider that the drawings are scalable and provide enough detail for an application of this nature. As such, it is considered that the drawings provided are considered to be acceptable in an application of this type.
Siting of a caravan now blocks the window and impacts	The siting of the caravan within a garden area is not considered as a permanent building. Planning permission is not needed to site a caravan within a garden area – unless it is being used as a self-

character of listed building	contained home. Therefore it would not be a considerations in terms of impact on outlook / light. This is a civil matter between the two neighbours.
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### 8.17 Planning Balance

- 8.18 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 8.19 The scale, scale, and design of the proposed scheme is considered to be appropriate for the application site, and avoids harm to adjacent Listed Buildings and the surrounding Conservation Area. The development is therefore compliant with South Cambridgeshire Local Plan (2018) policies HQ/1 and NH/14.
- 8.20 Due the location of the development in relation to the windows of adjacent dwellings, and what they serve, it is considered that the scheme will not result in any additional adverse impact on the amenity of neighbouring occupiers that would indicate that planning permission should be refused.
- 8.21 The development is not considered to allow for any adverse impact on highway safety or drainage.
- 8.22 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is considered compliant with policies HQ/1 and NH/14 and is recommended for approval.

### 8.23 Recommendation

- 8.24 Members are recommended to Approve subject to the conditions as set out below, with minor amendments to the conditions, as drafted, delegated to officers.

#### **Conditions**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. The existing hedge along the front boundary of the site (detailed as Yew Hedge on plans) shall be retained at a height of at least 2.5m in perpetuity, except at the point of access, as set out on the approved drawings entitled 'site block plan as proposed' and 'existing and proposed access'.

If the identified Yew Hedge is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

Reason: To safeguard the character of the area and setting of LB in accordance with Policy NH/4 of the South Cambridgeshire Local Plan 2018.

4. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

a) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

b) a landscape maintenance and management plan, including maintenance schedules for the landscape areas.

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

5. The materials to be used in the external construction of the development, hereby permitted, shall follow the specifications in accordance with the details specified within the application form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

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# Agenda Item 7



<b>Planning Committee Date</b>	13 December 2023
<b>Report to</b>	South Cambridgeshire District Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	S/4329/18/COND21
<b>Site</b>	Wellcome Genome Campus, Hinxton
<b>Ward / Parish</b>	Duxford / Hinxton
<b>Proposal</b>	Submission of details required by condition 21 (Strategic Design Guide) of outline permission S/4329/18/OUT
<b>Applicant</b>	Urban&Civic Ltd
<b>Presenting Officer</b>	James Tipping (Principal Planning Officer)
<b>Reason Reported to Committee</b>	Application raises special planning policy or other considerations.
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Framework Plan</li><li>2. sustainability</li><li>3. Movement and Access</li><li>4. Landscape and Biodiversity</li><li>5. Land uses, dwellings and buildings</li><li>6. Design, Layout and Scale</li></ol>
<b>Recommendation</b>	<b>APPROVE</b> the full discharge of planning condition S/4329/18/COND21. subject to: <ol style="list-style-type: none"><li>i. Minor amendments to the Design Guide post committee decision that are not material to the outcome of the document delegated to officers.</li></ol>

## **1.0 Executive Summary**

- 1.1 The application seeks the full discharge of condition 21 which relates to the Strategic Design Guide of outline planning permission S/4329/18/OL for up to 1,500 dwellings, 150,000 square metres of flexible employment use, conference facility, hotel, primary school, community uses, shops, restaurants, cafes, bars, leisure uses, public realm and open space.
- 1.2 There is an opportunity to create a place that will be, in some respects, unlike any other. Reflecting on the world's leading research/education, Campus-based institutions, as well as the very best of historic and contemporary garden/landscape design, the Design Guide will assist in delivering in highly sustainable and well designed schemes. The Campus is to be retained in the control of Wellcome who will influence the high quality of design that will be achieved. Opportunity, given the role of Wellcome, to create a place that is unlike many others. The delivery model requires a site wide framework, focusing on strategic design matters relevant to the broad character and quality of development.
- 1.3 The conditions contained within the outline planning permission allow for an interpretation of how the Design Guide and Development Briefs can be pursued. The development and the District Council agreed that a site wide Strategic Design Guide will be effective in securing the necessary design quality and vision across the Campus. This is a Guide and not a Code but does include design requirements and parameters as well as illustrative material to help convey the design intent. The Guide will be supplemented by Development Briefs for individual components of the development.
- 1.4 The Design Guide has been discussed with the Councils officers as part of detailed pre-application work which has been undertaken since early 2022, and which has been a collaborative process. As part of the dialogue there have been a number of developer led pre-application meetings held with the local community. In addition, the Design Guide has been presented to the Cambridgeshire Quality Panel. A developer led presentation was made to the South Cambridgeshire Planning Committee on the 19 May 2023 along with a follow up officer led briefing to members on the 4 July 2023 (briefing was mainly focused on the OPP associated with the proposed Design Guide).
- 1.5 The Design Guide sets out the vision for the expansion land. It seeks to create a vibrant, high quality and distinctive extension to the existing Wellcome Genome campus reflecting and enhancing the special character of the surrounding areas whilst working in synergy with the campus. The Design Guide establishes additional parameters by setting out the key structuring elements that future development will need to follow, including built development (Land Use), landscape, Movement, and Built Form.
- 1.6 A number of interim drafts of the Design Guide have been reviewed by Officers with a collaborative approach to evolving the document. The significant editing that was undertaken on the pre-submission draft Design

Guide in terms of the text, key diagrams and carefully refinement of the mandatory 'musts' and recommended 'shoulds' language, has resulted in a high quality, well-structured document that systematically addresses key place shaping elements. Key spatial site wide structuring elements and networks are fixed, with supporting text establishing strategic outcomes for topics and providing clear instructions which are for the most part mandatory. The Urban Design Officer has stated that this document will provide a good quality baseline for future Development Briefs and reserved matters, while still allowing flexibility for future innovative schemes that will need to demonstrate how they can either meet or exceed the requirements of the Guide.

- 1.7 Amendments have been made during the application process to address consultee concerns including those relating to movement, landscaping and urban form.
- 1.8 Officers recommend that the Planning Committee approve the application.

## **2.0 Site Description and Context**

- 2.1 The application site covers land adjacent to the existing Wellcome Genome Campus, known as the expansion land to the east, and which is associated with the OPP (reference S/4329/18/OL).
- 2.2 The existing Campus, adjacent to the expansion land, is a relatively modern collection of employment buildings which have developed over the last 25 years and which are orientated east-west, having developed southwards on the site over time from the landscaped setting of Hinxton Hall in the northern part of the site. The existing Campus comprises three main elements: a conference centre associated with Hinxton Hall and associated visitor facilities (and nursery) to the north; two academic institutes: the Wellcome Sanger Institute and the European Bioinformatics Institute (EMBL-EBI) and supporting amenities in its centre; and the EMBL-EBI South building, Ogilvie Building (home to the 100,000 Genomes Project) and BioData Innovation Centre (BIC) to the south, the most recent additions to the Campus.
- 2.3 To the north west of the site is the village of Hinxton, to the southwest the village of Ickleton and to the south the village of Great Chesterford. The villages of Duxford and Whittlesford lie a short distance to the north, on the western side of the River Cam. The existing Campus and villages nearby are set within a mature landscape, forming a settlement pattern which follows the Cam valley and is framed by rising ground in an open, arable, semi-rural landscape.
- 2.4 Separated from the existing Campus, the proposed Expansion Land, permitted under reference S/4329/18/OL, comprises a triangular shaped piece of arable farmland of approximately 113.5HA. It is defined by the northern boundary of Tichbault Road to the north, the A11 to the east and the A1301 to the west to a southerly point where it intersects with junction 9 of the M11. It is in agricultural use for the growing of cereals and onions in association with Hall Farm. It is generally open in character, comprising fields which face westwards as the land gradually rises from 35m AOD in the NW corner of the site adjacent to the A1301 to 58m AOD in the NE corner of the site adjacent to the A11(23m rise). The topography of the Expansion Land is of a subtle rounded chalkland landform rising and undulating from the Cam valley.
- 2.5 The red line boundary of the Outline Planning Permission (OPP) extends to include a long stretch of the A1301 close to junction 9 of the M11 to North End Road in Hinxton and a short stretch of New Road where it meets the southern extent of High Street, Hinxton. These works amount to approximately 4.2 ha of land. The access to the existing Campus is currently taken from the A1301 road via a three-arm roundabout.

### **3.0 The Design Guide**

- 3.1 OPP for the Land within and adjacent to the Wellcome Genome Campus, Hinxton was granted in December 2020 for OPP with all matters reserved for a phased mixed use development comprised of residential, employment uses, retail and leisure, conference uses and a hotel, public realm and landscaping (planning application reference S/4329/18/OL). Detailed matters of appearance, landscape, layout and scale are reserved matters to be agreed.
- 3.2 The requirement for a Design Guide(s) (condition 21) was conditioned as part of the outline planning approvals, forming the next important step in the planning and delivery of creating an expansion of the existing campus. This requirement applies only to the Expansion Land component of the OPP (not Development Area 2). The purpose of the Design Guide is to bridge the gap between the OPP, Development Briefs and reserved matters applications. It was agreed between the developer and the District Council that a 'Strategic Design Guide' would be prepared to address the requirement of Condition 21. The expansion land is owned by the Wellcome Trust. U&C are a wholly owned subsidiary of the Wellcome Trust, and as an experienced master developer, will manage the delivery of the Campus expansion. The Design Guide is an important site wide design control tool for both the Council and the Wellcome Trust, to secure and safeguard a collective commitment to quality and sustainability, holistically. It provides a comprehensive framework to inform subsequent stages of planning and design.
- 3.3 A key component of Wellcome's vision is to create two bridges linking the Campus across the A1301. As the bridges specifically, were not envisaged as part of the OPP, Into support and provide the basis for the vision in the Design Guide, a full application was submitted and subsequently approved at Planning Committee on the 9 August 2023 under reference 23/00482/FUL for the two bridge across the A1301. The proposed bridges are an integral part of the wider vision for both the existing campus and the expansion land. In addition, the proposed bridges become fixes within the Framework Plan of the Design Guide. Furthermore, the highways works associated with the development of the site, namely the realignment of the A1301 were approved as part of the reserved matters application, reference 22/03615/REM. The realignment works to the A1301 include two new roundabouts and an additional vehicular access that would serve the expansion land. These vehicular accesses also feature on the Framework Plan and are also fixed elements.
- 3.4 The Design Guide has been discussed with the Councils officers as part of detailed pre-application work which has been undertaken since early 2022, and which has been a collaborative process. As part of the dialogue there have been a number of developer led pre-application meetings held with the local community. In addition, the Design Guide has been presented to the Cambridgeshire Quality Panel. A developer led presentation was made to the South Cambridgeshire Planning Committee on the 19 May 2023 along

with a follow up officer led briefing to members on the 4 July 2023 (briefing was mainly focused on the OPP associated with the proposed Design Guide).

- 3.5 The Design Guide was submitted in July, where there was an extensive period of engagement, including with the benefit of emerging Reserved Matters details for the first phase infrastructure proposal which helped to test the Guide. As a result, significant updates to the design framework were made to ensure the most appropriate design solution was determined, as agreed collectively with all relevant stakeholders, and the Guide was then subsequently re-submitted to reflect these agreed changes in October 2023.

#### 4.0 Relevant Site History

Reference	Description	Outcome
S/4329/18/OL	Up to 1,500 dwellings, 150,000 square metres of flexible employment use, conference facility, hotel, primary school, community uses, shops, restaurants, cafes, bars, leisure uses, public realm and open space	Approved
S/4329/18/COND38	Condition 38 (Site Wide Climate Resilience Strategy)	Approved
S/4329/18/COND45	Condition 45 (Strategic Surface Water Drainage Strategy)	Approved
S/4329/18/COND24	Condition 24 (Site Wide Lighting Strategy)	Approved
S/4329/18/COND47	Condition 47 (Foul Water drainage)	Approved
S/4329/18/COND30	Condition 30 (Restorative Sustainability & Soil Health Strategy)	Approved
S/4329/18/COND28	Condition 28 (Early Landscape Works)	Approved
22/03615/REM	Improvement works along the A1301 including new and upgraded junctions, carriageway realignment; new footways/cycleway, pedestrian crossing points; etc.	Approved
23/00482/FUL	Construction of two bridges and all associated structures, ramped walkways, stairs,	Approved

lifts, boundary wall, footway  
and cycle paths, etc.

- 4.1 The outline planning permission is the principle consent in which the current discharge of condition application falls within. Several other discharge of condition applications associated with the outline planning permission have been submitted and determined, as listed above. The approved bridges are now an integral part of the wider development going forward and of the Strategic Design Guide.

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2021  
National Planning Practice Guidance  
National Design Guide 2021  
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design  
Environment Act 2021  
Equalities Act 2010  
Technical Housing Standards – Nationally Described Space Standard (2015)  
ODPM Circular 06/2005 – Protected Species  
Circular 11/95 (Conditions, Annex A)

### **5.2 South Cambridgeshire Local Plan 2018**

S/3 – Presumption in Favour of Sustainable Development  
S/5 – Provision of New Jobs and Homes  
CC/1 – Mitigation and Adaption to Climate Change  
CC/3 – Renewable and Low Carbon Energy in New Developments  
CC/4 – Water Efficiency  
CC/7 – Water Quality  
CC/8 – Sustainable Drainage Systems  
CC/9 – Managing Flood Risk  
HQ/1 – Design Principles  
HQ/2 – Public Art and New Development  
NH/2 – Protecting and Enhancing Landscape Character  
NH/4 – Biodiversity  
NH/6 – Green Infrastructure  
NH/14 – Heritage Assets  
H/8 – Housing Density  
H/9 – Housing Mix  
H/10 – Affordable Housing  
H/12 – Residential Space Standards  
SC/2 – Health Impact Assessment  
SC/4 – Meeting Community Needs  
SC/6 – Indoor Community Facilities

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

### **5.3 Neighbourhood Plan**

N/A

### **5.4 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016

5.5 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Health Impact Assessment SPD – Adopted March 2011  
Landscape in New Developments SPD – Adopted March 2010  
District Design Guide SPD – Adopted March 2010  
Open Space in New Developments SPD – Adopted January 2009  
Public Art SPD – Adopted January 2009  
Trees and Development Sites SPD – Adopted January 2009

## **6.0 Consultations**

### **6.1 Hinton Parish Council**

6.2 1<sup>st</sup> comment – objection. Amendments and clarification required to the document relating to light spillage along the A1301 frontage; agroforestry provision; cycle/pedestrian movement; and built form.

6.3 2<sup>nd</sup> comment – objection. The Parish Council still raise concerns over lighting and quantum of residential development, along with parking provision.

### **6.4 Duxford Parish Council**

6.5 1<sup>st</sup> comment – support the application.



**6.6 Ickleton Parish Council**

6.7 1<sup>st</sup> comment – no comments on the application.

**6.8 County Highways Development Management**

6.9 1<sup>st</sup> comment – County Highways acknowledge that the internal roads within the expansion land are not to be adopted and therefore not to adoptable standards. Comments have only made in respect of section 5.6 of the SDG referencing clarification and further consideration on footways, shared paths, cycle paths and carriageways.

6.10 2<sup>nd</sup> comment – County Highways again raise comments only in respect of 5.6 of the SDG. Refence is made to carriageway widths and interaction between cyclist and motorists with most of the main points addressed.

**6.11 County Transport Team**

6.12 1<sup>st</sup> comment – made reference to the SDG providing a clear, concise, creative and informative network of cycle and pedestrian routes, and which is comprehensive. All matters relating to movement and access are agreed subject to minor points of specific pedestrian/cycle routes.

**6.13 County Education**

6.14 1<sup>st</sup> comment – confirmed that the location of the primary school as shown within the framework plan is acceptable. Added comments were made in respect of the connectivity and access around the school land.

6.15 2<sup>nd</sup> comment – Satisfied that the substantive matters raised previously have been addressed. School location remains in the same position.

**6.16 Lead Local Flood Authority**

6.17 1<sup>st</sup> comment – recommend discharge of Condition 21.

6.18 2<sup>nd</sup> comment – recommend discharge of Condition 21.

**6.19 Communities Officer**

6.20 1<sup>st</sup> comment – the team made reference to the need for a youth and play strategy and for further consideration as to how GI/play provision will be met. Other references are made in relation to sustainability requirements and community provision such as allotments.

6.21 2<sup>nd</sup> comment – play provision is reiterated within the response. Sustainability objectives and targets are referenced along with other community provision, though most of the substantive comments have been addressed and can be overcome as part of the other submissions.

## **6.22 Anglian Water**

6.23 No comments received.

## **6.24 Urban Design Officer**

6.25 1<sup>st</sup> comment – the urban design officer has identified refinements to the SDG covering topics such as accessibility, useability, framework master plan, movement framework, cycle and parking standards.

6.26 2<sup>nd</sup> comment – most of the previous comments have been addressed with some matters remain though minor is their amendments to the SDG. The response is therefore considered supportive of the SDG.

## **6.27 Access Officer**

6.28 A dedicated pre-application meeting was held with the Access Officer to discuss the inclusive access within the wider expansion as part of the SDG. The approach to inclusive design is given at Appendix D (inclusive Access Principles) of the Design Guide and includes comments made by the Access Officer as part of the pre-application engagement.

## **6.29 Conservation Officer**

6.30 No comments received.

## **6.31 Historic England**

6.32 1<sup>st</sup> comment - Historic England provides advice when our engagement can add most value. In this case we do not wish to offer advice.

6.33 2<sup>nd</sup> comment - Historic England provides advice when our engagement can add most value. In this case we do not wish to offer advice.

## **6.34 Senior Sustainability Officer**

6.35 1<sup>st</sup> comment – generally supportive of the standards they are proposing for the development of the campus, with several points raised on sustainability. The Strategic Design Guide indicates that the sustainability proposals generally align with the previously approved strategy for the site. I am therefore happy to discharge condition 21 and recommend the applicant take on board the points made.

6.36 2<sup>nd</sup> comment – Further comments are added on several specific points in response to the applicants Briefing Note (see **Appendix C**).

6.37 3<sup>rd</sup> comment - The amendments provided by the applicant have been assessed, and the sustainability officer welcomes the improved standards and full commitment to achieving these within the Design Guide. The sustainability officer offers their full support for the scheme from a sustainable construction point of view.

### **6.38 Landscape Officer**

6.39 1<sup>st</sup> comment – the landscape officer has raised no objections to the SDG though has provided several comments around landscape matters, specifically on the landscape section of the document and on the planting strategy.

6.40 2<sup>nd</sup> comment - Reviewed the responses to original queries and therefore satisfied with the amendments. No further comments to make in this regard.

### **6.41 Ecology Officer**

6.42 1<sup>st</sup> comment – The ecology officer has noted that they would like to see details for provision of integrated bird, bat and insect boxes and hedgehog friendly fencing within the SDG.

6.43 2<sup>nd</sup> comment - Following my colleagues comments (09/08/2023) the resubmitted document has included provision green and biodiverse roofs, inclusion of integrated bat and bird boxes within dwellings, and hedgehog friendly fencing. There is sufficient ecological information to discharge Condition 21.

### **6.44 Tree Officer**

6.45 1<sup>st</sup> comment – No objections raised. Deferred to the landscape officer's comments.

### **6.46 Health Development Officer**

6.47 1<sup>st</sup> comment – the Health Development Officer has raised no objections to the SDG and is supportive of the document though has offered some comments of clarification and further consideration on specific health related matters.

6.48 2<sup>nd</sup> comment - I've had an opportunity to read the responses and am pleased that each query raised has been addressed satisfactorily.

### **6.49 Environmental Health**

6.50 1<sup>st</sup> comment – no objections raised.

6.51 2<sup>nd</sup> comment – no objections raised.

## **6.52 Cam Cycle**

6.53 1<sup>st</sup> comment – no objections were received against the SDG though several points were raised in respect of movement and access for particular uses groups such as cyclists.

## **6.54 British Horse Association**

6.55 1<sup>st</sup> comment – No objections raised. The British Horse Association (BHA) made reference to access of equestrian use of the wider public access network, specifically how rights of way should be afforded for such use. The BHA note that there are existing PROW routes located to the south and north west of the expansion land, and would prefer to see further PROW routes connecting through the site.

6.56 2<sup>nd</sup> comment – The BHA raised no further objections though referred to some previous comments which related to PROW access.

## **6.57 Cambridgeshire Quality Panel Meeting of 26<sup>th</sup> April 2022**

6.58 The concept masterplan and draft Guide were presented at an early stage of conception. It was noted that the vision was focused on the Green and on the science park and tech campus approach.

6.59 A copy of the review letter is attached in full at **Appendix A**.

## **6.60 Cambridgeshire Quality Panel Meeting of 25<sup>th</sup> April 2023**

6.61 The Panel welcomed the ambition and vision for the scheme and recognised the amount of work already undertaken in bringing forward what is a significant and important development of the WGC site. The one campus approach to the guide, supporting by a consistent landscape-led approach is supported.

6.62 A copy of the review letter is attached in full at **Appendix B**.

## **7.0 Third Party Representations**

7.1 None received.

## **8.0 Member Representations**

8.1 None received.

## **9.0 Local Interest Groups and Organisations / Petition**

9.1 None received.

9.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website. In addition, the applicant has provided a tabulated Briefing Note on how the SDG responds to the comments provided to the first draft SDG. This Briefing Note is attached at **Appendix C**.

## **10.0 Assessment**

### **10.1 Planning Background**

10.2 The South Cambridgeshire Local Plan was adopted in 2018. The submission of the outline planning application was made in late 2018, with the site not an identified allocation within the adopted Local Plan for housing or additional commercial uses. The outline planning application was approved at Planning Committee in December 2019 and subsequently permitted with a signed Section 106 legal agreement in December 2020.

10.3 Since early 2022 officers from the Shared Planning Service Strategic Sites and Urban Design teams have been working in close collaboration with the developer team to prepare the Design Guide over the past year, and where Officers have endorsed the approach taken to the document, its structure and relationship with development briefs. Though the design document is a Guide and not a 'Code', the process of preparation has drawn upon officer's experience of shaping other similar documents, and has also been shaped, to some degree, by the National Design Guide.

10.4 The Design Guide process has included focused workshops with various technical consultees, presentations to the Cambridgeshire Quality Panel, and an in-depth detailed review of the draft guide at pre-application stage that also involved a focussed page turning session with the applicant's design team, to take them through officer's comments and suggested changes.

10.5 The Greater Cambridge Shared Planning Service (GCSPS) is currently in the process of preparing a new emerging Local Plan which will cover both Cambridge City and South Cambridgeshire District. The joint plan is at an early stage and cannot currently be given any weight in planning terms.

10.6 The Design Guide (Revision 2, dated October 2023) which has been submitted to discharge planning condition 21 of the OPP, sets out the spatial structure of the site through a series of thematic layers, working from the

strategic site wide elements to the more specific character areas requirements.

10.7 Under Annexure C of the OPP, there is a 'Design Guide Specification'. Under the specification it states that '*A Design Guide for each Development Area or sub area shall be prepared in accordance with the principles established by this planning permission. The following sets out the requirements of the Design Guide which shall provide both strategic and detailed elements...*'. The details required within the specification are an absolute and are required to be provided within the Design Guide. In this instance, the Design Guide has been provided which covers the whole of the expansion land in order to fully address the slight amendments to the Parameter Plans within the OPP.

10.8 The key themes are described in the document as follows, though fully address the requirements of Annexure C of the OPP:

- Vision (Page 11 - 14)
- Purpose and Scope (Page 23-30)
- Sustainability (Page 33 – 42)
- Structuring Elements:
  - Landform (Page 46)
  - Sustainable Drainage and Water Design (Page 50 - 58)
  - The development areas and parcels (Page 60 - 61)
  - Land use (Page 62)
  - Landscape (Page 66 - 98)
  - Access and movement (Page 110 - 132)
- Parcel Design:
  - Edges and Surfaces (Page 136 - 145)
  - Massing Layout (Page 146 - 156)
- Detailing the Place:
  - Roofscape and building services (Page 162)
  - hard landscape materials and furniture (Page 163)
  - Wayfinding and Public Art (Page 164 - 170)
  - Planting Strategy (Page 172 - 180)
  - Biodiversity and Habitat (Page 184)

## **10.9 Pre-application engagement**

10.10 The Design Guide process has included focused workshops with various technical consultees, presentations to the Cambridgeshire Quality Panel, and an in-depth detailed review of the draft Guide at pre-application stage that also involved a focussed page turning session with the applicant's design team, to take them through officer's comments and suggested changes.

10.11 Specifically, proposals in the Design Guide have been discussed with the Councils officers as part of detailed pre-application work which has been undertaken since early 2022, and which has been a collaborative process. As part of the dialogue there have been a number of developer led pre-

application meetings held with the local community. In addition, the Design Guide has been presented to the Cambridgeshire Quality Panel. A developer led presentation was made to the South Cambridgeshire Planning Committee on the 19 May 2023 along with a follow up officer led briefing to members on the 4 July 2023 (briefing was mainly focused on the OPP associated with the proposed SDG).

- 10.12 In terms of other stakeholder engagement, the SDG is supported by a Conformity and Engagement Statement which sets out at Schedule C of the document the engagement activity that has taken place with stakeholders. In particular, work on the revised masterplan had been undertaken in April and August 2022 with Historic England; education matters with CCC education in July 2022; transport matters with CCC transport in September and October 2022. Hinxtton Parish Council were engaged on the proposed SDG in April and May 2023.
- 10.13 It is evident that the evolution of the Design Guide and the supporting Framework Plan has been appropriately considered and informed by the Local Planning Authority and other key stakeholders, including the local community. As such, the pre-application engagement that has been undertaken fully adheres to the Council's Statement of Community Involvement (SCI), and Section 122 of the Localism Act 2011.

#### **10.14 Framework Plan**

- 10.15 As part of the Design Guide a detailed Framework Plan has been incorporated and is the main reference plan and key to the Guide. Condition 5 allows for approved documents (as part of the OPP) to be superseded or expanded by Development Briefs, Design Guide or Reserved Matters Applications. The Framework Plan reflects design development from the OPP.
- 10.16 Under Condition 4 (approved drawings) it states that the development shall be carried out in accordance with the Parameter Plans '*...save for only minor variations where such variations do not deviate from this permission or are not predicted to lead to any additional or materially different significant environmental effects to those assessed in the Environmental Statement...*'. The Framework Plan and the supporting details contained within the Design Guide are considered design development and minor variations to the Parameter Plans and not requiring further assessments as to the environmental effects as detailed within the Environment Statement to the OPP. Moreover, the planning permission seeks to mitigate the environmental impacts of the proposal through the imposition of planning conditions relating to the use of design guide(s), amongst other matters. Accordingly, as the Framework Plan within the Design Guide does not deviate from the OPP, condition 4 is satisfied in this regard.

## **10.17 Vision**

- 10.18 The Design Guide sets out the vision for the site. It seeks to create a vibrant, high quality and distinctive extension to the existing Wellcome genome Campus reflecting on the character of the surrounding areas both in built form and wider countryside setting. The Masterplan has therefore set two layers of sustainable design approaches broadly covering the 'new typology of place' and 'landscape led character'.
- 10.19 Officers support the overall masterplan vision, as it emphasises the need to take an integrated approach to aspects of building design, design in the public realm, movement and sustainability. Along with considering the need for it to appreciate the existing area and local features. This vision would be in accordance with broader development principles contained within the outline planning permission (OPP).

## **10.20 Sustainability**

- 10.21 The Design Guide establishes a comprehensive sustainability framework, reinforce existing targets from the OPP but also seeking to exceed these with stretch targets, this includes encouraging a considerable exceedance of the water conservation requirements from those set in the OPP and requiring that Passivhaus principles should be applied. Sustainability is integral and inherent in the Masterplan. It seeks to ensure the development is energy efficient within consideration of restorative sustainability and future proofing from the outset. Climate change resilience will be built-in with buildings and green spaces that avoid overheating and conserve water (water saving fittings and appliances) and energy resources by design. The Design Guide seeks to have residential units achieving 90 l/p/d as a minimum, with all non-residential buildings achieving no less than four BREEAM WAT01 credits. These targets will be considered industry leading.
- 10.22 Passivhaus principles Residential units must be designed to Passivhaus principles unless there is a rationale that in doing so it contravenes achieving other design principles contained within the Design Guide. The Councils Sustainability Officer is supportive of the integrated approach to sustainability contained within the document.
- 10.23 In addition, within the OPP there are several conditions which ensure that sustainability, energy and climate change are submitted as a strategy for approval or fully addressed within future reserved matters submissions. These conditions cover the following:
- Condition 38 – Climate Resilience Strategy
  - Condition 39 – Climate Resilience (RM's)
  - Condition 40 – Review of Sustainability Strategy and Targets
  - Condition 41 – Renewable Energy and District Heating Network
  - Condition 42 – Water Conservation
  - Condition 43 – BREEAM



- Condition 44 – Wellness Standard

10.24 In terms of integration of services, precise details of utility boxes, air source heat pumps, cables wires etc will come forward as either within Development Area Briefs or as part of reserved matters submissions.

10.25 For EV charging, the Design Guide requires that all on-plot residential units must include provision for charging for electric vehicles. There will also be a requirement within the Design Guide to provide around 30% of employment car parking as EV charging points. This provision will need to reflect that of the Site Wide Occupation Parking Strategy required under condition 64 of the OPP, effectively reinforcing the requirement for EV charging points.

10.26 The Design Guide has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to several points being raised relating to carbon reduction technologies and water efficiency.

10.27 The applicants have suitably responded on the issues raised by the Sustainability Officer which are contained within **Appendix C** and within subsequent discussions with the applicant. In addition, the OPP ensures that there are suitable and robust sustainability that must be achieved through specific conditions as noted at Paragraph 1022. Accordingly, it is considered that the Design Guide is compliant with Local Plan policies HQ/1, CC/1, CC/3, CC/4 and TI/3 of the South Cambridgeshire Local Plan, the Greater Cambridge Sustainable Design and Construction SPD 2020, and the OPP.

## **10.28 Movement and Access**

10.29 The Design Guide takes an innovative approach to street design to ensure the most appropriate pedestrian / cycle provision which has evolved as a result of extensive engagement with Officers and stakeholders. As a result a different approach is now being pursued, made possible through the commitment of Wellcome to maintain control and not be restricted by adoption standards.

10.30 The design Guide requires the internal roads to have low speed (max 20mph), tree lined streets and cycle lanes forming a network of routes through the site and beyond. All the streets will prioritise walking, cycling and use of public transport. Streets will also encourage social interaction with focal points for people including places to sit and doorstep play. A clear movement network plan and planting strategy plan has been set out in the document showing an interrelation between these features.

### *Pedestrians*

10.31 The expansion land is closely related to the existing campus which is located to the west and to the other side of the A1301. Given the close relationship to the existing there is a focus on pedestrian movement as well as cycle movement. Policy HQ/1 of the South Cambridgeshire Local Plan requires developments to '*Achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings and existing and proposed facilities and services, focusing on delivering attractive and safe opportunities for walking,...*'. The Design Guide sets out a clear movement strategy for pedestrians which adheres to Policy HQ/1 in that regard.

#### *Cycle Parking*

10.32 The cycle parking requirements and guidance within the Design Guide requires adherence to Policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan. The Guide re-enforces policy TI/3 by stating that Cycle parking numbers **must** be provided in accordance with the Local Authority's minimum cycle parking standards. Specifically, Section 5.6.21 (Cycle Parking) sets out more detail of cycle parking provision as part of the 'requirements and guidance'.

10.33 In addition, precise details as to how cycle parking will be incorporated within strategic infrastructure and as part of individual buildings will come forward as part of either Development Area Briefs or Reserved Matters submissions.

#### *Car parking*

10.34 Details of car parking provision residential and non-residential have been included and has its own specific section within the Design Guide. In addition to this, there will be a site strategy on parking provision which will provide more details. There will be a main car park located under the Green and fronting the A1301, though will not be visible insofar that there will be terraced landscaping to the road frontage.

### **10.35 Landscape and biodiversity**

#### *Landscape*

10.36 The Design Guide seeks to secure well designed and accessible public spaces through good street design that creates spaces for nature and people. The key green infrastructure is identified on the Framework Plan and principally identified as the Green, Green Spine, Green Spokes along with various formal and informal green spaces located around and within building parcels.

10.37 Section 5.5.3, Table 4 of the Design Guide identifies the amount of public open space on offer which totals 17.7 Hectares. This includes allotments

and community gardens, outdoor sports (e.g. 3G pitch and tennis courts), children's formal and informal play space, and informal open space. Throughout the pre-application process landscape officers have discussed the open space provision and landscape strategy for the expansion land. Full details of the open space provision and any associated landscaping will come forward and be better understood at the Reserved Matters stage.

- 10.38 Comments have been made by the Sustainable Communities Officer in relation to the landscape and play provision. However, these details can be carried through to discussions on future Reserved Matters applications which will be submitted to the Local Planning Authority in due course.
- 10.39 Overall, his part of the Design Guide is considered to accord with policies HQ/1, NH/2, NH/4 and NH/6 of the South Cambridgeshire Local Plan, and of the OPP and Development Principles.

### *Biodiversity*

- 10.40 The Design Guide seeks to secure habitat and biodiversity into all aspects of the design approach, with section 7.5 of the Guide identifying a masterplan for biodiversity net-gain habitat types. This will help create an integrated network of natural habitats, sustainable urban drainage, and tree planting, along with increased quality of life for future residents and occupants. For the strategic infrastructure (outside of the development areas), this should deliver at least the minimum of 10% BNG, stretching to a target of 25%.
- 10.41 One of the Development Principles (12.1) of the OPP makes clear that '*The approach to ecology and biodiversity will be to establish a landscape that is functional and attractive*', with Development Principle 12.2 stating that '*A Landscape and Ecological Management Plan for a relevant stage of the development must be prepared and submitted to the Local Planning Authority prior to occupation of that stage.*' Both development principles are captured by the Design Guide in forming supportive requirements and guidance throughout the document.
- 10.42 The Site Wide Biodiversity Net Gain framework captured by the Guide provides the basis for substantial exceedance of the required 10% - demonstrating that 22% can be achieved without the inclusion of individual parcels. In addition, the need for detailed information on landscape and biodiversity will be captured as part of the Development Area Briefs and Reserved Matters.
- 10.43 Overall, this part of the Design Guide is considered to accord with policies HQ/1, NH/2, NH/4 and NH/6 of the South Cambridgeshire Local Plan, and the OPP Development Principles.

### **10.44 Land uses, dwellings and buildings**

- 10.45 The OPP secured several uses on the site to support the expansion of the existing Wellcome Genome Campus, which will encourage innovation, social interaction and bring people together. This includes leisure facilities, health provision, nursery and a primary school, community and retail uses. The Design Guide includes a section on uses and land use budget to ensure they are delivered in a planned way and where consistency and quality of the build form and landscaping can be applied similar to that on the rest of the site. Also, the guidance within the document provides flexibility with more focus on the illustrative composition and precedents.
- 10.46 The provision of dwellings across the site is made clear within the Framework Plan and is supported by other sections within the Design Guide. There are four Land Use Areas as identified within the Framework Plan. This is expanded on within section 5.4 of the Guide, with Table 3 setting out more details as to what uses will be compatible within the relevant Land Use Area/Zone. Precise details on housing mix and tenure are more clearly defined as part of Schedule 4 of the Section 106 to the OPP and will come forward as part of the Reserved Matters submissions, which are expected to adhere to the Local Plan policy requirements. It should be noted that there are no 'market' dwellings associated with this development, with all dwellings being associated with a 'campus related worker' only. In addition, the OPP makes clear at condition 26 that '*Not less than 10% (ten per cent) of the dwellings shall be designed and constructed as wheelchair adaptable housing (Category M4(3))...*'. Also, condition 27 states that '*All residential development shall be designed in accordance with the Space Standards as set out by the DCLG document 'Technical housing standards – nationally described space standards' (March 2015) or subsequent updates.*'
- 10.47 The Design Guide also seeks to impose various ways of climate change mitigation and adaptation. In section 4.1 (Sustainability), the design guide requires that there is a tiered approach for all buildings to be designed to a high level of sustainability.
- 10.48 Overall, this part of the Design Guide is considered to accord with policies HQ/1, H/8 and H/9 of the South Cambridgeshire Local Plan, and the OPP and associated Development Principles.
- 10.49 Design, Layout, and Scale**
- 10.50 The Design Guide provides for a generous and exceptional landscape framework which will drive the character of the place, with a highly sustainable movement network, leisure opportunities and exceptional architecture all embedded.
- 10.51 The roofscape of the building and building groups will be a variety of pitched and flat roofs with some variations as to how the flat roofs will function, and ensuring there is an appropriate design response given its relationship with its immediate and wider setting. Details of roofscape are provided at section

7.1 of the Guide. Details such as materiality for elevations, windows, doors/entrance doors, roofs are provided as a palette and feature throughout the document. The materials are purposely not detailed within the document as these are expected to come forward as either within the Development Area Briefs or the Reserved Matters submissions.

- 10.52 The proposed expansion land will reflect heavily on it being a more university campus style character with buildings providing innovation and social interaction. The heart of the campus is focused around the central Green, with a physical and visual relationship to the existing campus. This will be the centre of activity. The more residential development focused part of the site to the north heads towards open countryside and will therefore be at a lower density form of development.
- 10.53 The Councils Urban Design Officer is generally supportive of the landscape led approach to create an exceptional setting for built form that is being established through the Design Guide. The development principles along with additional 'requirements and guidance' will help establish some degree of variation across the site along with providing a mix of housing typologies, though with a high design standard. An illustrative layout has been provided within the Design Guide which demonstrates that the block structure is sufficiently robust and flexible for a range of house types.
- 10.54 Overall, this part of the Design Guide is considered to accord with policies HQ/1, H/8 and H/9 of the South Cambridgeshire Local Plan, and the OPP and associated Development Principles.

### **10.55 Planning Balance**

- 10.56 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 10.57 The site wide elements correspond with the ten characteristics of a well designed place as set out in the National Design Guide (2021). The key themes of 'Living Landscape' and 'Living Buildings' group the relevant '10 characteristics of a well-designed place', show how these good characteristics can work together and support each other on this site.
- 10.58 What sets this Guide apart from others, is the holistic and integrated design approach to landscape, that creates the conditions for public spaces to facilitate social interaction, makes space for nature and to some extent innovation resulting from the genomic works that will continue as part of Wellcome Trust.
- 10.59 The significant engagement that was undertaken on drafting a new framework plan for the expansion land and the pre-submission draft in terms

of the text, key diagrams and careful refinement of language, is considered to result in a high quality, well-structured document that systematically addresses key place shaping elements. Key spatial site wide structuring elements and networks are generally fixed though still allow flexibility for the site to respond to commercial requirements, with supporting text establishing strategic outcomes for topics and providing clear instructions which are for the most part mandatory. This will provide a good quality framework for future Development Area Briefs and reserved matters, while still allowing flexibility for future innovative schemes that will need to demonstrate how they can exceed the requirements of the Guide.

10.60 Having taken into account the provisions of the adopted South Cambridgeshire Local Plan, supporting SPDs, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations identified within the report, the proposed Design Guide is recommended for approval.

## 11.0 Recommendation

- 11.1 **Approve** the full discharge of condition application reference S/4329/18/COND21 subject to:
- i. Minor amendments to the Design Guide post committee decision that are not material to the outcome of the document delegated to officers.

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### Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

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



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# Cambridgeshire Quality Panel

Wellcome Genome Campus

Tuesday 26<sup>th</sup> April 2022

Virtual Meeting

Panel: Meredith Bowles (chair), John Dales, David Prichard, Fiona Heron, Amy Burbidge, and Ashley Bateson.

Local Authority: Fiona Bradley (GCSP), Bana Elzein (GCSP), Anne Marie de Boom (GCSP) Sarah Chenge (GCSP) Claire Shannon (GCSP) Tam Parry (CCC)

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

## **Development overview**

Outline Planning Permission (OPP) with all matters reserved was granted on 18 December 2020 for:

*A phased mixed use development comprised of up to 150,000 square metres of Gross External Area (GEA) of flexible employment uses including research and development office and workspace and associated uses falling within Use Classes B1 (office laboratories light industry) B2 (general industrial) and B8 (Storage) uses up to 1,500 residential dwellings (Use Class C3 and C4 (Houses in Multiple Occupation)) supporting community uses and social infrastructure including a nursery (Use Class D1) conference facility (Use Class D1) and associated hotel (Use Class C1) retail uses including shops (Use Class A1) restaurants and cafes (Use Class A3) and bars (Use Class A4) leisure uses (Use Class D2) landscape and public realm including areas for sustainable urban drainage and biodiversity enhancements energy centre and utilities site access (vehicular cyclist and pedestrian) car and cycle parking and highways improvements early landscape and enabling works and associated works.*

## **Presenting team**

The scheme is promoted by Urban & Civic supported by Churchman Thornhill Finch, David Lock and Wilkinson Eyre. The presenting team is:

Caroline Foster (Urban and Civic) Richard Hepworth (Urban and Civic ) Stafford Critchlow ( Wilkinson Eyre) Tony Musson (Wilkinson Eyre) Chris Arrowsmith ( Churchman Thornhill Finch) Julia Foster (David Lock) Helen Pearson-Flett (David Lock)

## **Local authority's request**

The local authority has asked the Panel to focus on access to the central car park; shape of the common; movement, including routing, legibility and bridges; A1301 design - set back and character.



## **Cambridgeshire Quality Panel summary**

The Panel welcomed the new team on board, and noted that there have been two previous reviews, which outline the issues that remain critical to the success of the scheme. The Panel appreciate that the applicant has brought the scheme forward to review at an early stage, and appreciate that some areas are better developed than others,

The most significant barrier to a well-integrated scheme remains the crossing of the A-road. Overall, the Panel considered that the current proposals have made a clear decision to bridge the road, rather than attempt to design a 'street' fronting the road to lower driving speeds. There remain some questions about the retained at-grade crossings.

The integration of the two sides of the campus into one masterplan and experience is an improvement, although the conceptual notion of a united landscape with an central axial relationship was considered less successful; the central crossing at grade with a traffic island being an impediment to the implied unity of the plan.

The character of the development as a whole would benefit from further thought on the integration of the housing and the 'campus'. At present the vision is dominated by the central common and the non-residential spaces, which lean heavily on 'science park' or 'tech campus' precedents. There is no sense of what kind of a place this would be to live, and what character the housing and surrounding landscape would have. A successful vision would describe and integrate these two sides of the development.

The presentation had no mention of sustainability, although we understand that the Welcome Institute have high ambitions. Given that the development will take place over many years, a carbon strategy surely should be a central guiding principle? This would encompass aspects such as building principles, orientation, form factor, integrated transport strategy, biodiversity, home delivery etc, which in turn would guide the masterplan.

These views are expanded upon below, and include comments made in closed session.

**Character – “Places with distinctive neighbourhoods and where people create ‘pride of place’**

The character of the proposed masterplan is strongly derived from the consideration of the development as an extension of the existing research campus, with the ‘identity’ of the development framed around the formal central space, as opposed to the more relaxed ‘common’ from the previous scheme. The formal presentation – beaux arts in planning- is uncertain in the way it is then applied to the whole site. The extensive area of housing to the west has some oval shapes superimposed onto the housing arranged around a linear park, which is lost within the stronger move. The ‘California tech park’ feeling of the main space is clear and strong, and the remainder (the majority) of the development feels it is awaiting a clear organising structure.

It is hoped that the development of the ‘lived experience’ in the future place will play a part in shaping the vision: pathways to the school, routes to the pub, cycle tracks and dog walking, amazon deliveries, future car clubs and bus pick-up points. The Panel also notes that the underground car park also forms the ‘gateway’ to the development- this is for many the arrival point to work or home- and care must be taken for this experience not to be a disappointing start to living in the countryside. The vegetation on the top of the car park is currently shown as grass, suggestions about incorporating some trees and making the apertures physically bigger were made. What the arrival sequence of this place feels like needs further work.

There is a danger that the scale of the spaces between the buildings as well as the scale of the oval central space could feel too open and potentially bleak spaces to walk through. Previous comments suggested covered routes or other forms of shelter. Is the view west to the other campus obscured by trees? To what extent is the ‘axial’ relationship key? How can the landscape ‘cross’ the road’; at the moment the route through at grade seems to reinforce the bisection by the A1301.

The Panel were not convinced by the character that the ‘public art’ within the enclosed spaces suggests, which suggest a larger scale of development or a more urban context. In comparison tree planting would provide longevity and have a more universal appeal.

Will the masterplan impose a 'style? The illustrations suggest a formal unity. Or will there be much more expression between the buildings, and a greater play of materials and shapes? What are the intended common rules - curved or faceted building lines, primary entrances off the arena frontage, fixed skyline heights, compatible materials, a colonnade (e.g., Paternoster Square)? 3D studies would help to understand the arena's ability to cope with variety rather than uniformity of its enclosure. In the closed session the Panel noted that nearly all illustrated buildings are curved in plan; is this intended?

In addition to the advanced planting planned as part of the scheme, the Panel suggested an onsite tree nursery for stock provision of other spaces being created within the site.

**Community – “places where people live out of choice and not necessity, creating healthy communities with a good quality of life”**

The experience of living on this site was questioned by the Panel. There are two different communities that will share the site, the community of people living on campus itself and the wider community that will need to access the site and will benefit from the new facilities.

The changes made following the last review were welcomed by the Panel: having the primary school on site is a positive move, if this is eventually needed by the County Council, and this should be the focal point for the community. The location of the primary school should discourage the use of cars and drop off points. Examples at Waterbeach Primary School, also by Urban & Civic, can be looked at.

Concerns about crossing the A1301 were raised by the Panel, how children attending the primary school will cross the road if not using the bridges? Or how people will get safely to the pub in Hinxton? How does this journey feel at night-time?

The idea of having travel hubs so different points can be created within the plan for the transfer of different type of movements is welcomed but it needs further work. The

Panel made the following questions, are the travel hub points in the right places? What do they offer? If the housing is car-free, what form does the housing take?

The Panel welcomed the connection of the main green infrastructure and the common. However, the masterplan has lost some of the implied intimacy of some of the spaces between houses. How will these spaces become a street? What will they feel like, and how will they be used?

The vision housing isn't as articulated as the remainder of the scheme. The character of the housing could be distinct from the main space, informed by topography, desire lines, vistas, and defined uses, rather than an extension of the formal expression of the centre.

***Climate – “Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact”***

The Panel noted that there are several studies that need to be done to meet the planning conditions such as for the circular economy, the approach to climate resilience and the approach to the carbon strategy. However, the Panel urged the applicant to consider these as early as possible so they can influence the building form and orientation of the buildings. A Carbon Strategy may produce a set of guidelines for all future development, driven by carbon targets, which could have far-reaching implications for building form and materials. For example, having basements have a high embodied carbon compared to building upper floor. Other things to consider how nature can mitigate carbon impact, ventilation strategy and daylight strategy approach to reducing carbon.

***Connectivity – “places that are well-connected enable easy access for all to jobs and services using sustainable modes”***

The principle of the bridges crossing the A1301 was supported by the Panel, but consideration should also be given to the road crossings, whether this is a 30mph or 40mph road. How people will be crossing the road and what the experience is like? Perhaps signalised crossing will be necessary. The character of this stretch of road is still uncertain; what would make it feel like a 30mph environment? Or should pedestrians be excluded from the central section? Diagrams showing journeys and desire lines would have been helpful, especially those at night-time visiting the pub.

Even if most of the journeys are done using the bridges there will be still people that will cross the road and that needs to be planned for. There is a need to take a holistic view of what a 30mph road will feel and look like. The quality of the crossing is essential for the success of the scheme.

Given that the pedestrian crossing of the road is unlikely to be a pleasant experience, would it not be better to put efforts into crossings at grade at each end, where cars have to slow to navigate the roundabouts? The decision to use the slope of the site to disguise and raise the landscape over the road prioritises the two connections at either side of the central space, making the formal central axis somewhat redundant, and the central crossing a minor event.

It would be sensible to consider future expansion to the north and ensure infrastructure and movement network could accommodate this.

The Panel urged the applicant to push for this to be a world class mobility hub, rather than an underground car park. How does it really work? Are people going to use cars? It could accommodate a club car, electric scooters, and electric bikes, that work 24/7. What is the mobility proposition and what can be done from day one?

Calling all primary and secondary roads 'streets' would be beneficial for better place-making, emphasising that these are for people, not travel corridors.

### **Specific recommendations**

- Expand the vision of a unified research campus to a vision for a new place to live, that includes the character and functionality of the residential areas
- Consider the arrival sequence, how you exactly arrive to the site and experience of arrival. How can the underground car park be improved upon? What are the routes on from here?
- Think about the scale of the housing and the spaces between the buildings, both in terms of scale and use (*my street, my place, my neighbourhood*).

- Consider the scale of the green spaces in addition to the central green spine: community gardens, spaces for kids, doorstep play etc.
- Is there a change needed to the conceptual diagram to reflect the reality of the experience of crossing to one site to another? The vision of the road needs to be thought through and how the sites are interconnected. How are the crossing points going to be dealt with?
- The spaces between building are very wide. Should there be more intimate spaces, and more shelter for colder and wetter days?
- Embodied carbon should be part of the strategic vision, which would influence the design the buildings.
- Roads within the site should be treated as streets to create a sense of place.

The opportunity for ongoing engagement with the developer and design team would be welcomed as the scheme develops.

### **Contact details**

For any queries in relation to this report, please contact the panel secretariat via [growthdevelopment@cambridgeshire.gov.uk](mailto:growthdevelopment@cambridgeshire.gov.uk)

Author: Judit Carballo

Issue date: 13<sup>th</sup> May 2022

## **Appendix A – Background information list and plan**

- Local authority background note
- Applicant's briefing
- Presentation
- Drawing B - masterplan

Documents may be available on request, subject to restrictions/confidentiality.

### **Illustrative Masterplan**



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# Cambridgeshire Quality Panel

Wellcome Genome Campus Expansion, Hinxton

Session 2: Strategic Design Guide

Tuesday 25<sup>th</sup> April 2023

Pompeii Room - Wellcome Genome Campus

Panel: Robin Nicholson (chair), Simon Carne, John Dales, Lindsey Wilkinson, Steve Platt, and Kirk Archibald.

Local Authority: James Tipping (GCSP), Claire Shannon (GCSP), Annemarie de Boom (GCSP)

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

## **Development overview**

A draft of the Wellcome Genome Campus (WGC) Strategic Design Guide is currently being finalised (draft v12 – dated 17 April 2023).

The document provides a site wide framework for the delivery of the WGC expansion and focuses on the strategic design matters for establishing a framework for the development. Detailed guidance will be provided by Development Area Briefs (in conjunction with Reserved Matters submissions) as proposals for parcels and plots come forward.

The Guide prescribes, where necessary, and/or guides other aspects of the design. It deals only with the strategic matters which are of importance to deliver the broad character and quality of development articulated in the Vision, illustrated in the Master Plan, and prioritised through commitment to Strategic Design Principles.

## **Presenting team**

The design guide is promoted by Urban & Civic and supported by David Lock Associates, Wilkinson Eyre, Stantec and Churchman Thornhill Finch. The presenting team was:

Nigel Hugill, (U&C) Stella Yip (U&C), Julia Foster (David Lock Associates), Helen Pearson-Flett (David Lock Associates), Tony Musson (Wilkinson Eyre) and Andrew Thornhill (Churchman Thornhill Finch)

## **Local authority's request**

Greater Cambridge Shared Planning (GCSP) have asked the Panel to focus on the purpose of the Guide and how it controls/directs the quality of the document over its lifetime; structure, language, and presentation; The Design vision, Overarching Principles, Sustainability & Framework Plan; Structuring Elements landform, SuDS, land use and landscape; Built Form – Public Realm, Townscape and Built Development and Detailing of the place.

## **Cambridgeshire Quality Panel summary**

The Panel welcomed the ambition and vision for the scheme and recognised the amount of work already undertaken in bringing forward what is a significant and important development of the WGC site. The one campus approach to the guide, supporting by a consistent landscape-led approach is supported.

These views are expanded upon below, and include comments made in closed session.

### ***Community – “places where people live out of choice and not necessity, creating healthy communities with a good quality of life”***

It is forecast that over 10,000 people could be living and working at the WGC, comprising of approximately 8,000 employees and 3,500 residents. Around 400 residents from Hinxton village may also be using the proposed facilities.

A £150M infrastructure upfront cost is needed due the construction of the bridges. Phase 1 will be formed by buildings surrounding The Green and some residential blocks (c.350 units). Residential dwellings will be to rent and managed by the WGC with staff from existing businesses amongst the first occupiers of these units.

The Panel considered that with a typical 7-year employee churn, it may be difficult to establish and create a mature community. Therefore, opportunities for socialisation and provision of community spaces will be crucial especially as there may be a high proportion of overseas workers that do not form part of an established community. There is a danger this place may lack a sense of identity. The Panel suggested a need for flexible spaces for hobbies and groups, sharing equipment etc. The applicant responded that the first phase will include shops and community facilities.

Chance encounters between buildings should be encouraged, especially on the green, central spine and bridges where movements are concentrated. Enabling serendipity is a key ambition of the applicant.

There is some uncertainty about the demographic of the emerging population, and how the expansion site will provide for groups, such as spaces for teenagers. Could space be provided along the eastern boundary by creating a place that is not too “manicured” as opposed to the rest of the WGC?

It is important to get the balance right between the scientific community and providing social amenity for all site users.

The Panel noted that event marquees and pop-up restaurants are proposed during the summer periods on The Green, as currently happens on the existing site. The Green Spine is an open space and there would be space there for a pop-up market and other events.

There will be important lessons to be learnt once the expansion is completed, therefore the Panel strongly supported the benefits of committing now to post occupancy evaluation surveys throughout the process.

**Connectivity – “places that are well-connected enable easy access for all to jobs and services using sustainable modes”**

The Panel asked about how expected car use will change over time and questioned whether there will be any limitation on car usage to encourage cycling and walking. Integrating the mobility package so people don't feel the need to own a personal car is important. How car clubs might work and whether they should form part of the civic space and transport hub and/or spread across the wider expansion site were raised. If cars are self-driving in the future, how will the development future proof itself for advancements in technology?

The Panel debated the demands of differing bus companies on the width of the road and were not convinced that they need to be 6.5m wide. They urged the team to follow LTN 1/20 standards making sure that 3.5m width shared paths are designed to avoid potential conflicts between pedestrians and cyclists. Should cyclists travel in the carriageway given the low volumes of traffic expected at most times?

Further consideration should be given to the pedestrian and cycle route to and from Hinxton village and how this route be enhanced to feel safe and the obvious choice of route. Other extended cycle routes should be shown.

**Character – “Places with distinctive neighbourhoods and where people create ‘pride of place’**

The overall landscape strategy combining the existing and proposed new site should be strengthened.

The Panel encouraged the use of appropriate language within the guide; for instance, is “the Green” the right word to describe what the central space is trying to achieve? What’s the role of that space, what will it be used for? Use of ‘shared space’ should be avoided. There should be a “whole campus” language with consultation with current campus users.

The Panel asked for a landscape management plan as this will be an important document for the ecological management of the site that will influence the future character of the campus.

The place will change over the day and seasons and in response to the daily shift from a place of work to a place to live. Will it feel and be perceived as safe at night?

How can planners relate the parameter plan and framework plan? The applicant explained that the parameter plan forms part of the outline planning application, that has already been approved, but the framework plan allows for some flexibility to modify the parameter plans.

The Panel were not as concerned about maximum building heights if it constrains character. The applicant explained that heights are generally fixed due to the outcome of the Landscape and Visual Impact Assessment (LVIA) and light and pollution impacts. If a company wants to build a higher building, then that could be considered and consult on with the LPA. Usually, 3 to 4 storeys are the maximum height for most campus research buildings.

The Panel recommended exploring a variety of heights to enhance legibility and strengthen the identity of the place. The changing levels across the site provide opportunities.

The spaces between buildings need to be defined within the guide. More sections are important to understand the site, for example a section across different parts of the former railway line including the bund would be helpful. The Panel supported the retention of the trees near the bund.

The Panel queried the principle of separating building form and landscape. While advising against 'overcoding', the guide needs to define the relationship between buildings.

Further consideration should be given to the bridges' landing points, the civic square and elevations to the green. Is the civic space a civic space or should it be called something else?

The Panel understood the need for flexibility for building form, because of the way in which the site will come forward, but the first building on site should set the standard and precedent for following buildings.

A set of rules and illustrations on the potential for what could go wrong would be helpful. There needs to be consistency on how orientation is managed; if each building form is different, it could be chaos and therefore coordination between the parcels is essential.

As the illustrations of building forms only show pictures of individual buildings, the Panel suggested pictures that show a collection of buildings that deal well with frontage are provided.

Further detail wording on entrances from the green or primary road is needed and how people using the bridges to enter buildings such as the health centre.

The Panel asked about how standards are guaranteed and whether the LPA will have confidence to refuse a planning application if the desired design standard is not achieved. The applicant responded that they remain as the landowner which gives them a strong position to ensure this.

A diagram showing the existing character zones and how the new and the old sites relate would be helpful, especially in relation to the existing woodland parkland and the new landscape areas.

There are concerns about how the quality of the public realm is guaranteed across all places and its cohesion; how is this managed and maintained over time? There is a threat to how legibility in new buildings is retained.

Fruit orchards and community vegetable gardens should be a must-have in the design guide and a wall garden should be considered. Timber arisings should be used on site. Allow for some less tidy parts in the landscape.

**Climate – “Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact”**

The Panel suggested describing within the design guide what is meant by zero carbon and how this is achieved. Target settings should be detailed in the development brief and explain how these will perform over time. Sustainability must be placed up front to make sure net zero targets are transparent and open. Embodied carbon calculations need to be included in the overall ambition for Net Zero.

It was welcomed that soil restoration is already part of the guide so that embodied carbon is kept within the soil. The Panel understood that topsoil will be retained.

The Panel highlighted the importance of using natural and traditional materials and asked if there was any access to clunch, which if protected from the worst elements, will last well. The applicant explained that they were looking for local clunch but had not found any yet.

The Panel supports the use of water in the landscape and wondered if on-site water might be recycled? It is preferable to use raingardens rather than concrete rills.

The biodiversity and habitat section set out the biodiversity targets and each parcel would need to make their own contribution for biodiversity gain.

The Panel was unclear about the energy strategy, although it was understood there is an intention to use an “ambient loop” for residential dwellings and potentially commercial buildings. It was recommended anticipated energy use calculations are prepared, bearing in mind the significant amount of power to be used in some of these buildings.

The Panel invited the consideration of maximising the energy production on the site, and the location of suitable battery storage.

The potential of overheating should be modelled for all buildings.

## Specific recommendations

- Develop an integrated landscape across both sites.
- Consider a change of management of the landscape, for example removing knee rails.
- Consider the importance of language- for example is “the Green” appropriate in a campus language?
- Include the Net Zero vision upfront, be clear what is meant by Net Zero and include current targets and moving targets over time.
- Develop a NZ strategy including an ambient loop, maximising power generated on roofs and the use of battery storage.
- Consider orientation, overheating and the amount of glazing used.
- Be transparent on any carbon offsetting strategy.
- What type of places is this? Important to be able to do other things than work and research.
- Consider start-up units and good residential places.
- Serendipitous encounters need detailing in the landscape.
- Consider the provision of space for teenagers.
- The leading edge of the car park needs to be carefully detailed.
- Further consideration should be given to the bridges’ landing points, the civic square and elevations to the Green.
- Ensure the first buildings on site set a precedent for other buildings coming forward.
- What more can be done with cars in a changing world?
- Define the purpose of Green.
- The two-level entry and route to the Green and residential units needs to be readable.
- More consideration should be given to the route from the village and back.
- Supports the idea of sharing tools, cars, etc.
- Design ‘shared spaces’ to avoid conflict between cyclist, scooters and pedestrians.
- Support for agroforestry but include fruit orchards and community vegetables and consider a walled garden.



- The design guide should show diagrams of the roads to the stations.

During the closed discussion the Panel raised the following points:

- A development brief should be approved before any reserved matters application is submitted, noting that there is not a requirement for this happen as part of submissions.
- ‘No single aspect residential units’ should be a “must” in the design guide.

The opportunity for ongoing engagement with the developer and design team would be welcomed as the scheme develops.

### **Contact details**

For any queries in relation to this report, please contact the panel secretariat via [growthdevelopment@cambridgeshire.gov.uk](mailto:growthdevelopment@cambridgeshire.gov.uk)

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Issue date: 5<sup>th</sup> May 2023

# Appendix A – Background information list and plan

- Main presentation
- Local authority background note
- Applicant’s background note
- Wellcome Genome Campus – Strategic Design Guide (draft v12 – dated 17 April 2023)

Documents may be available on request, subject to restrictions/confidentiality.

## Framework Plan



## BRIEFING NOTE – DESIGN GUIDE

### Wellcome Genome Campus - Design Guide Schedule of Consultation Responses

October 2023

The schedule below sets out the main comments received through consultation on the Design Guide (as originally submitted in July 2023). The schedule indicates if amendments have been made or provides a response to the comment. The amendments are reflected in the Re-Submission Version 2 (October 2023).

Section (if relevant)	Comment	Response / Action
<b>CAMBRIDGESHIRE COUNTY COUNCIL</b>		
CCC Highways	<p>Materials - no details of the proposed surfacing for the footways, shared paths, cycle paths and carriageways. These will require careful consideration to ensure that the routes of each user mode or where these become more integrated is clear and easily legible to all.</p> <p>5.6.13 - while there is a proposed extensive network of off carriageway Non-Motorised user routes within the site, shared use paths can be difficult to use for some groups (e.g. the visually impaired), as approaching cycles (in particular) can be difficult to detect.</p> <ul style="list-style-type: none"> <li>The sole of a changes in changes to surface materials is unlikely to consistently maintain low motor vehicle speeds and physical features may need to be used.</li> <li>Fig. 60: there is a risk that the proposed trees planted within the swales will be box pruned by refuse vehicles or coaches etc.</li> </ul> <p>5.6.16 and 5.6.19 - the proposed crossing point will need careful design, the aspiration that pedestrians should have priority is welcomed, this can be difficult to achieve. The design must allow pedestrians (a group that includes the</p>	<p>Materials -</p> <ul style="list-style-type: none"> <li>Details are provided in 'Detailing the Place' section of the Guide. This provides an indication subject to detailed review in terms of carbon lifecycle and embodied carbon budget.</li> <li>The Design Guide has been updated to include plan view diagrams of the key nodes to help articulate the design approach and how changes in surface material will be used.</li> </ul> <p>5.6.13 -</p> <ul style="list-style-type: none"> <li>The movement network has been subject to extensive changes in response to CCC / SCDC and CamCycle comments and more recently following the review of the Phase 1 infrastructure by the Cambridgeshire Quality Panel.</li> <li>It is considered a balanced approach has now been agreed which comprises the following components of the Active Travel Network: <ul style="list-style-type: none"> <li>Comprehensive off-street pedestrian and cycle network link key destinations along key desire lines through the public realm and linking from the two bridges to connect the two sides of the</li> </ul> </li> </ul>

	<p>elderly, children and disabled individuals) to feel confident to be assertive enough to cross the road in the face of approaching motor vehicular traffic. To determine the practicality or otherwise it would be useful to have a plan showing the layout rather than a 3D image.</p> <p>Figure 70 - the proposed access to the car park in relationship to the proposed shared use path and carriageway needs to be reviewed. The design as shown would require a motor vehicle exiting the car park to block the shared use path while waiting at the edge of the carriageway. This could be a significant issue during peak hours, as the car park is due to be able to accommodate 291 motor vehicles.</p>	<p>Campus – this is where the highest intensity of movements are expected and these are the widest routes.</p> <ul style="list-style-type: none"> <li>○ Cycle street provision across the gateway loop and residential loop and in part of the commercial loop to give priority to cyclists using the street network;</li> <li>○ 3m wide Active travel routes on both sides of the carriageway along the gateway loop and part of the commercial loop.</li> </ul> <ul style="list-style-type: none"> <li>• The junction design / key nodes of the gateway loop have been subject to detailed discussions with SCDC / CCC and CamCycle and these are reflected in the plan view diagrams in the Key Node section of the Guide.</li> <li>• As a result of the street design amendments there is now more room for tree planting within the flexible zone and a wider area for parked cars to open doors without conflict with the carriageway and cyclists.</li> <li>• 5.6.16 and 5.6.19 - the design of the Key Nodes has been reviewed as above following Phase 1 Infrastructure pre-app and the landscape design has been strengthened alongside updates as a result of the cycle street design evolution (including use of materials etc).</li> <li>• Figure 70 – This area has been reviewed following the cycle street discussions. There is no pedestrian or cycle route which continues west from Parcel A (no desire line) and the users entering the parcel A building from the elevation fronting the Gateway loop will be limited (taking account of desire lines) as most will access from the bridge / car park / green spoke. Given the volume of movements this is considered to be acceptable.</li> </ul>
<p>CCC Transport Assessment</p>		
	<p>Design Guide is clear / concise / creative and informative network of cycle and pedestrian routes is comprehensive. Provision for cycling along primary and secondary streets in agreed...this provides excellent provision for walking and cycling around this area...all of these are clearly defined on</p>	<ul style="list-style-type: none"> <li>• The Framework Plan includes the location of the four 'Sustainable Travel Hubs' – these locations have been updated in response to SCDC comments.</li> <li>• Cycle connectivity has been improved through the addition of a cycle route through the southern spoke.</li> </ul>

<p>the Framework Plan and offer comprehensive routes for all destinations.</p> <p>Should this plan (Framework Plan?) show the location of the three mobility hubs?</p> <p>In general all matters relating to movement and access are agreed subject to the comments below.</p> <p>Parcels A, B, C &amp; D are large – dissected only by pedestrian only routes (one shared route in green spoke – <i>presume to mean spine</i>). Nearest cycle routes run through the Green but don't serve the green side of the plots). Are these plots likely to have cycle parking – how accessed.</p> <p>Table 5 – 6.2m width advised for developments with routes to accommodate buses. However, at northstowe this is just wide enough on straight road. Many roads have gentle curves and coaches could be used, advise that carriageway is 6.5m with widening on corners. Roads should be 'loosely' tracked.</p> <p>Primary arc should use horizontal build outs where green spine / spokes cross.</p> <p>Primary arc – cycle provision on both sides between spokes and section between spoke and A1301 to be one side only.</p> <p>Secondary street 1b (school street) if a route to school entrance it will need a cycle path on one side. However, is the school access from the green spine.</p> <p>5.6.13 text to be amended as contradictory 'it must incorporate a shared footway / cycleway...'</p> <p>Locations for bus stops and layover should be highlighted in the Guide.</p> <p>5.6.14 crossing of Primary street / green spine should have horizontal traffic calming / narrowing (see Waterbeach).</p>	<p>Extensive discussions have been undertaken in relation to the northern spoke and a clear explanation and rationale provided in terms of the desire lines this northern spoke fulfils for cyclists (limited desire lines mainly related to access for parcels E / F). The parcels the spoke would primarily serve are located in such close proximity to the Green and surrounding community uses that the distance is easily walkable. If residents of these parcels want to travel to the existing Campus – the gateway loop and through the Green Spine provides a direct and efficient route. There is a balance to be achieved with the primary function of the spoke being one of green infrastructure and also providing an accessible route for pedestrians. It is not considered an essential part of the cycle network given the challenges associated with the including one to the detriment of the landscape design. Extensive alternatives have been explored and as a part of the Phase 1 RMA, a rail to facilitate cycles being pushed through the spoke is to be incorporated.</p> <ul style="list-style-type: none"> <li>• In terms of parcel C – this has been discussed with SCDC and with the evolution to cycle streets it is considered that direct and efficient routes for cyclists between key destinations exist. The plots will have cycle parking and this may be accessed from the gateway loop or the plaza (albeit cyclists dismount around the plaza itself). There will be additional, informal permeability between parcels, to be defined through RMAs.</li> <li>• 6.2m was previously advised as the necessary width and the street corridor design has to also consider sustainability (embodied carbon) and urban design principles. A swept path analysis review has been undertaken by Stantec of the gateway loop. This confirms that movements of a single deck bus and HGV can be undertaken without the vehicles colliding with each other or without striking or overhanging a nearside kerbline. As envisaged as part of the design, a large vehicle may overrun the central median strip of the</li> </ul>
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<p>Landscaping can dominate in this location. bus stops to be located downstream of crossing.</p> <p>5.6.19 – reference to other key nodes – primary ped / cycle routes that cross the areas outside key buildings on green side of the two bridges in courtyards.</p> <p>Primary street / green spoke crossing – would benefit from narrowing or zebra crossing.</p> <p>Primary / secondary street junction design – indent crossing 5m or dutch / copenhagen crossing (is this appropriate with flows). Consult Crow manual.</p> <p>5.6.21 - would cycle parking in mobility hubs focus on communal cycle/ scooter parking.</p> <p>5.6.23 - would all residential units be within approx. 400m of a bus stop – bus rings to be shown.</p> <p>7.2.1 - areas where ped / cycle routes cross carriageways – there must be high contrast in materials and / or demarcation of cycle routes through street furniture if it traverses landscaped / open area.</p> <p>Design of bus shelters to be detailed (Trueform flight) unless there is another document to provide palette of furniture.</p> <p>Maps on totems?</p> <p>Details on lighting should be included.</p>	<p>proposed Cycle Street layout, but this is considered acceptable in terms of the cycle street design.</p> <ul style="list-style-type: none"> <li>• Furthermore, the radii referenced at Northstowe looks to be 70m (approx.) and thus smaller than the smallest radii of the arc created to form the gateway loop (150m).</li> <li>• Narrowings / build outs will be used.</li> <li>• The gateway loop design has evolved to a cycle street design and the 3m provision either side of the carriageway is an active travel route.</li> <li>• School access is from Green Spine. Cycle access is not promoted from the secondary street.</li> <li>• The Guide identifies layover and bus stop on figure 53.</li> <li>• 5.6.14 – the crossing design has been reviewed and plan view now included in the Guide. The indicative bus stop has been repositioned.</li> <li>• 5.6.19 The reference to other key nodes – it is agreed that these are important locations, albeit guidance is covered elsewhere in the Guide (bridge landing diagrams).</li> <li>• Junction designs have been reviewed and illustrative plan views are provided in the Guide.</li> <li>• 5.6.21 The Sustainable Travel Hubs (STH) would provide communal / visitor cycle parking / allow for change in mode. This guidance is provided in the STH section of the Guide.</li> <li>• The bus strategy will be developed as a separate document in relation to the S106 obligation. This will inform whether the residential loop will also accommodate bus access (this is allowed for in the Guide).</li> </ul>
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		<ul style="list-style-type: none"> <li>• The materials and approach to ped / cycle routes has been reviewed to ensure clear distinction for users as part of the cycle street discussions and will be further defined at detailed design of the RMAs. It is considered the Guide provides sufficient detail at this stage.</li> <li>• Bus shelters - this is intended as a high-level guide and the Development Brief / RMAs will provide further detail.</li> <li>• The Guide provides an appropriate level of detail on wayfinding. Further detail will be provided at Development Brief / RMA level.</li> <li>• Lighting - a site wide lighting strategy has already been approved. A detailed lighting review is being undertaken and will be provided at Development Brief / RMA level. Where a consistent approach / palette is required, the Development Brief can maintain this across the site.</li> </ul>
<b>Cam Cycle</b>		
	<p>Figure 53 – Design Guide could better show movement and access for different user groups to help understand how a corridor performs different functions for different users. These can be overlaid to create the complete movement network.</p> <p>Terminology of primary and secondary street – seem to refer to vehicular routes.</p> <p>A number of missing cycle links and misaligned route are noted. Particularly the missing links to the Green and this will force more people to use the primary street (see diagram).</p> <p>Do not believe a shared footway / cycleway is the correct solution. Further rationalisation of building plot accesses and how they vary for different users would allow a suitable design.</p> <p>Secondary street – if cycling is to be actively promoted on carriageway it requires further information on vehicular flows</p>	<ul style="list-style-type: none"> <li>• The Design Guide now includes separate pedestrian and cycle diagrams to explain the connected network for each.</li> <li>• Terminology – the whole street network has been reviewed following CamCycle / SCDC / CCC and Quality Panel advice and cycle streets incorporated. The terminology of streets has also been updated to better reflect a placemaking rather than standard street hierarchy approach and be more aligned with the function of the streets and the volume of traffic they are likely to carry.</li> <li>• As above - Cycle connectivity has been improved through the addition of a cycle route through the southern spoke. Extensive discussions have been undertaken in relation to the northern spoke and a clear explanation and rationale provided in terms of the desire lines this northern spoke fulfils for cyclists (limited desire lines mainly related to access for parcels E / F). The parcels the spoke would primarily serve are located in such close</li> </ul>

	<p>and how design speed will be met. Consider cycle street design – welcome further discussion.</p> <p>Tertiary street – the typology appears uniform and car centric. There should be a greater sense of place – see PresentMade’s Eddington submission of green streets.</p>	<p>proximity to the Green and surrounding community uses that the distance is easily walkable. If residents of these parcels want to travel to the existing Campus – the gateway loop and through the Green Spine provides a direct and efficient route. There is a balance to be achieved with the primary function of the spoke being one of green infrastructure and also providing an accessible route for pedestrians. It is not considered an essential part of the cycle network given the challenges associated with the including one to the detriment of the landscape design. Extensive alternatives have been explored and as a part of the Phase 1 RMA, a rail to facilitate cycles being pushed through the spoke is to be incorporated.</p> <ul style="list-style-type: none"> <li>• In terms of parcel C – this has been discussed with SCDC and with the evolution to cycle streets it is considered that direct and efficient routes for cyclists between key destinations exist. The plots will have cycle parking and this may be accessed from the gateway loop or the plaza (albeit cyclists dismount around the plaza itself). There will be additional, informal permeability between parcels, to be defined through RMAs.</li> <li>• As above – the approach to the pedestrian and cycle facility has been reviewed as part of the cycle street design. A 3m provision is considered important to inclusive access and for all users to feel safe (families with children etc) and this is now shown as a active travel route.</li> <li>• The desire line and time / distance reduction for a cyclist across the north west field area is not considered to outweigh the benefit of the this important area which the outline permission requires to be retained as agricultural land which within which public access / routes through it are to be minimised. The current route utilises as existing farm access, thus minimal impact to the wider fields and landscape and ecological value.</li> </ul>
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		<ul style="list-style-type: none"> <li>• Street network and cycle provision – further work has been undertaken on vehicular flows on the street network and also pedestrian and cycle flows on the street network to support the cycle street proposition. These have been presented through pre-application discussions and will be submitted to support the phase 1 infrastructure RMA. These flows, when compared to LTN1/20 substantiate the proposed provision.</li> <li>• Secondary street – now updated as residential loop, the Guide has been updated to include this as cycle street.</li> <li>• Tertiary street – the Design Guide section ensure that there is flexibility for other alternative designs on the residential streets (terminology updated).</li> </ul>
<b>BEN Ecology</b>		
	<p>Biodiversity SPD sets out advice on bird nesting boxes and bat roosting boxes. The use of native planting mixes and wild grasses, inclusive of green and brown roofs, green walls and log piles, insect hotels and hedgehog connectivity are encouraged. Would like to see details of integrate bird, bat and insect boxes and hedgehog friendly fencing.</p>	<ul style="list-style-type: none"> <li>• The Guide has been updated to include the following principle in the Sustainable table, Sustainability Principle S9 Land and Nature: <i>To maximise biodiversity value integrated bird, bat and insect boxes and hedgehog friendly fencing should be provided as part of the suite of ecological measures.</i></li> <li>• The specific ecological measures required for each component of the development will be defined in the Landscape and Ecological Management Plan and Ecological Measures Implementation Plans that are required.</li> <li>• It is considered that the guide provides detail on green and brown roofs; green walls in the Detailing the Place section and native planting and wild grasses in the Planting Strategy section.</li> </ul>
<b>James Tipping (Case Officer)</b>		
Framework Plan	<ul style="list-style-type: none"> <li>• The foul pumping station should be shown</li> <li>• Green spokes should be cycle routes in addition to pedestrian</li> <li>• Key nodes to secondary street – should be positioned to align with the secondary street which can be flexible</li> </ul>	<ul style="list-style-type: none"> <li>• The Framework Plan has been updated to include the foul pumping station as an asterisk.</li> <li>• The southern green spoke has been updated to include a cycle route and the rationale for the northern spoke design is set out above.</li> <li>• The key nodes have been updated.</li> </ul>

5.2.6 Rain Gardens	<p>First bullet point as part of the 'requirements and guidance' states: 'Rain gardens, larger planted areas supporting infiltration, must be incorporated into the Green Spine and Green Spokes and may incorporated into components of the development where they can be appropriately sized in relation to the requirements below.'</p> <p>The sentence is missing 'be' between may and incorporated. I would also suggest separating the 'must' of incorporating rain gardens and larger planted areas within the green spine and green spokes from what 'may' be incorporated within the wider development. Might be clearer if the 'may' reads as a 'should'.</p>	<ul style="list-style-type: none"> <li>• Rain garden text has been updated and two separate principles created.</li> </ul>
5.5.7 The Green	<p>The 12th bullet point refers to controlled access for maintenance, service and emergency vehicles. Given that there is a 'events space' within the green, it might be that other vehicles (e.g. food vans, etc.) need to access that space. Suggest expanding on types of vehicles that can be allowed within the green and that they can access the 'events space' area.</p>	<ul style="list-style-type: none"> <li>• Green text has been updated to reference maintenance and events vehicles.</li> </ul>
5.5.9 The Green Spokes	<p>The 'mandatory' elements include secondary pedestrian/cycle routes. Whilst further consideration should be given as to whether the entire length of the green spokes should become a pedestrian/cycle route, it might assist to clarify the requirements around the cycle provision as part of the requirements and guidance.</p>	<ul style="list-style-type: none"> <li>• The southern green spoke is now a cycle / pedestrian route and the has been updated accordingly.</li> <li>• The Green Spokes section has been updated to reflect the southern spoke as a pedestrian and cycle route.</li> <li>• The rationale for the northern green spoke design is provided above.</li> </ul>
5.5.14 North Bounds and North-West Fields	<p>As mentioned above, the North-West Fields area of the site will contain the foul pumping station. As such, details must be included as part of the requirements and guidance stating that there is to be the siting of a foul pumping station, and how this will be form part of the proposed landscaping within this location. I would also suggest updating Figure 47</p>	<ul style="list-style-type: none"> <li>• A new principle relating to the foul pumping station has been included and an asterisk added to the associated figure.</li> </ul>

	(illustrative plan) to include the foul pumping, its access and associated landscaping.	
Annemarie deBoom (urban Design)		
General Figures name and number	Increase font size.	The text size of figure references has been updated throughout
3.3 Key	Spread key across two columns and increase in size to improve legibility. The key is important as it provides a direction from framework plan to the relevant design guidance.	Greater legibility has been achieved by the deletion of the named open spaces.
	Section references need updating.	Now updated.
3.3 Key & Plan	Green Corridor and Shared Leisure easily confused (i.e. Green Corridor on Plan (green, broken)) looks like Shared Leisure Route in Key. Green Corridor in Key looks like solid line (which would work better on plan as more different from shared leisure?).	Now updated – Green Corridor is a solid line.
3.3 Plan	Parcels K and S are not well located in relation to the primary, off-street cycle and pedestrian network. How would people walk from existing campus to 3G pitch? How about cycle? Cyclist would most likely go via road as bridge crossing is poorly linked to facilities? This is weakness in the network and the overarching argument that there is a good / better car-free route to use of primary street to all key destinations. Is there an opportunity to improve the network by re-aligning the green corridor through parcel C so it aligns with secondary road? This could have segregated / stand-alone track to north of the carriageway to link to parcel S (like proposed in residential parcel)?	Design Team considers that the route to the 3G pitch is short, direct, and easy to navigate using the Green Spine and street network, particularly now that the cycle street design has been incorporated.  The alignment of the pedestrian route and Green Corridor through Parcel C are indicative which allows some flexibility for alignment. It is therefore not considered necessary to amend its alignment on the Framework Plan particularly if it compromised the flexibility for build development options at the apex of the Green. Furthermore, there will be additional in parcel permeability, which will supplement the main routes shown on the Framework Plan.
	Southern green spoke needs cycle route between Primary Street and Green to link car park (and suggested location for mobility hub / cycle and scooter interchange) with the southern bridge.	This has been updated
	Review location of mobility hub Parcel R. There may be requirement for two mobility hubs to link remote car parking to rest of campus? One at end of southern green spoke (southern car parks) and one for northern car parks.	The indicative Sustainable Travel hub positions have been amended to include one in the parcel S well related to the 3G sports pitch and one at the southern end of the southern Green Spoke, related to the car parking in parcel Q. It should be noted

		that not all STH will provide the same level of facilities, they will be tailored to the location of the hub.
	Add Parcel Edge annotation to the relevant outer edges of the residential parcels to help identify the location of design guidance provided in Section 6.3 (rear gardens, looser development form etc).	A parcel edge / interface for Residential / Outer Bounds has been added to the Framework Plan and new guidance provided in 'Parcel Design' section.
	Secondary Street Type 1a to extend beyond school along full edge of parcel (see Section 5.6.16 below).	This has been addressed through a variant to the 'principal' residential loop design to exclude footway on western side.
	Add key corner to secondary road – green spine crossing?	To address wider comments on corner guidance, 'Key Corners' have been removed from the Design Guide and general requirements and guidance are provided related to all corners.
	What is fat back line from Parcel V? Remove?	Removed.
	Add new frontage typology on outer edge of residential parcels (see further comments Section 6).	Added as noted above
4.1.4 Residential buildings	Passivhaus: Clarify if this is "building to Passivhaus standards" or whether housebuilders are expected to apply for accreditation?	The text has been updated to clarify that Passivhaus standards should be considered but accreditation isn't expected
Section 4 Table 2 Place to Thrive	Access and Movement: Add something on public transport. Built form: A maximum target for residential parking can now be specified (as per 5.6.24)?	A principle as been added related to public transport. This has been updated for consistency.
Section 5 Title Page	This is a very long chapter making it difficult to find the right section. Add TOC of sub sections to Section Page?	All section pages include a contents list of main headings.
Section 5 Title and content	Consider content and section title in relation to that of Section 6. My preference would be for the green corridors to move to section 5 (they are structuring / public realm / movement element) with car parking and cycle parking moved to section 6 (as more closely related to building design, plot layouts etc).	Green corridors have been moved to the landscape section.  Car parking and cycle parking have been retained in movement to keep all movement information together, however, servicing is part of Parcel Design.
5.1 Fig 12	Dev Area 1 - agree that principle of stepping building footprint would be a good solution. But would this be resisted by developers who prefer large flexible floor plates? Are there many examples of stepped R&D buildings? What will happen if there can't be a step-in building form? Is there sufficient guidance to guide alternative means of overcoming height differences in public realm? What other (basic) solutions are possible / acceptable / not allowed? Part digging in of building (carbon-heavy solution?) Having a "blank" base of lower ground floor visible? Should a "moat" – type solution (i.e. digging away at the base of lower ground floor to allow access / windows etc be allowed? Some simple	The Design Guide seeks to maintain flexibility for different types of building / floorplate and ensure that they can respond with different approaches. U&C are committed to early and continuous engagement with SCDC in bringing forward parcels to ensure plenty of opportunity to agree the proposed approach on any given parcel.  The Thorton building provides an example of accommodating a level difference within the building and the landscape and as such it is not considered necessary to prescribe preferred approaches.

	diagrams zooming in on one parcel (i.e. parcel M, 45m to 48m, most likely in a single building) to explain what can / can't be done would be useful.	Notwithstanding this, precedent images have been added to the landform section to articulate solutions.
5.2.1 R&G	Last bullet: What is meant with plot ratio? Typically, this means GFA / size of plot. Here it is meant as plot coverage ratio? How are plots measured if parcels are sub-divided? With higher density terraced housing, garden sizes are often smaller than building footprint, which would not meet this criteria?	The Design Guide has been amended to better articulate the drainage requirements in relation to parcel impermeable area assumptions and the extent of parcel drainage to be accommodated on parcel / in strategic SuDS with the following updates: Deletion of last bullet and replace with following two bullets: <ul style="list-style-type: none"> <li>• 70% of on parcel impermeable area should be attenuated in the strategic infiltration basins and 30% should be attenuated on parcel.</li> <li>• The impermeable area for each parcel should broadly be the following for the main uses: <ul style="list-style-type: none"> <li>○ Residential – 70%</li> <li>○ Employment / Commercial / Utilities – 90%</li> <li>○ Leisure / Sports – 30%</li> </ul> </li> </ul>
Fig 14	Is combining of site drainage and A1301 basins acceptable to highway authority?	The A1301 basins are not adopted and CCC and the LLFA has been consulted on the Guide with an explanation of these updates.
5.2.3 R&G	4 <sup>th</sup> bullet "street edges should avoid upstands": Quite big upstands shown in diagrams which is a bit confusing. If swales are not continuous like on primary and secondary streets, upstands are required? Perhaps change emphasise of bullet to start with bit on openings and follow with "where possible, street upstands should be avoided."	Amended "Street edge details <b>should</b> allow for 60mm kerbs with regular openings at 900mm typically. Where possible, path edges <b>should</b> avoid upstands allowing water to pass into swales uniformly."
5.2.6 R&G	1 <sup>st</sup> bullet "into components of the development": with this you mean "within the development parcels"?	This has been amended as follows. "and may be incorporated within the development parcels where they can be appropriately..."
5.2.6 Caption	Top image: should say "example of <b>rain garden</b> within development parcel".	This has been amended
Fig 21 & 22	Is there a difference in the way rain gardens are incorporated into development parcel vs green spoke? Or could illustrations apply to either? In which case adjust captions which currently suggest there is difference?	There is updated text now as follows: Figure 21: Illustrative section showing a rain garden. Remove text 'hard landscape' under section  Figure 22: Illustrative isometric showing a rain garden with playable features  There isn't a difference between green spokes and development parcels. Illustrations simply showing a 3m wide rain garden.

5.3	This would be better located at start of Section 6 where it provides a good introduction to parcel interfaces, curtilage etc.	It is considered that this is a key part of the structural guidance in defining parcels which sets up then the remainder of the Guide approach (i.e. strategic landscape and movement and then in-parcel design).
5.4 Zone 3 - R&G	3 <sup>rd</sup> bullet "medium density". This is very non-specific. To complement the second bullet, it could specify a predominance of family (and terraced) housing?	This has been amended.
Fig 25 and 5.5.1 R&G	The A1301 Terraces (between roundabouts) are better described as "Parks and Gardens" in R&G and coloured light green on Fig 25. They are less about habitat and more about providing a setting for built development. Furthermore, it strengthens the principle of a "seamless connection between old and new parts of the campus" and illustrates design intent to "continue of the parkland landscape of the existing Campus" as set out in 5.5.6 and 5.5.7	The A1301 Terraces to be kept as Natural and Semi-natural Greenspaces, as they will have limited public access and will not form part of the leisure and recreation network and as such do not provide a natural fit for Parks and Gardens.
5.5.5 Fig 34 to 36	Add location of parcel boundaries to cross-sections. This is to scale? (looks wider on framework plan).	This has been updated
5.5.7	First para: Delete last three lines (repeat what is said above).	This has been updated.
	4 <sup>th</sup> para: delete (repeats what is said in first para).	This has been updated
	Add reference to 6.1.4.	This has been updated in the requirements and guidance in relation to the plaza.
	Add text to explain the form and function of Plaza is needed as it has specific annotation on Framework Plans. This could be added here? (in which case adjust section heading to Green and Plaza). What is the design intent of the Plaza? Is it purely functional (occasional vehicle access)? Seek to strengthen / express the full curve of the green (like the colonnade)? Create a consistently designed transition zone between buildings and the Green? Help define / strengthen the primary pedestrian route's alignment towards the bridges in between parcels A and B and C and D? In my view the latter is most important and I would support a "break" in the design language of the plaza after Block B and C, in line with changing landscape character and support the routing "into" the parcels towards the bridges.	Further text on the plaza added to the Requirements and Guidance to explain the intention of this space.

	Following from above, resolve inconsistencies between Framework Plan / Fig 39 and Figures 55 and 57. The Framework Plan shows that the plaza stops at parcels B and C, whereas in other graphics (in both the Guide and this pre-app pack) it appears to continue to the edge of the green.	The extent of the plaza has been updated and the Requirements and Guidance explain how the plaza will have some flexibility to respond to the uses within Parcels A/D which front the Green.
	Is cycling allowed on the plaza? It would be the most direct route from the southern bridge to the green corridor through Parcel C and the 3G pitch beyond (if re-aligned)?	The Plaza is a pedestrian space.
5.5.8 R&G	Unclear what guidance relates to Linear Park and what to Civic Space (or terms have been muddled) - i.e. third bullet "...throughout its length". This should apply to Green Spine, not just Linear Park? and bullet 7 "the green spine must include a winterbourne stream". This should be for Linear Park section only? Re-order bullets to list requirements of Green Spine (from Green to northern boundary) first; then only Civic Space; and then only Linear Park.	This has been updated so there is a clear separation between the two components of the Spine and it is clear what guidance applies to each.
	Bullet 10 - "continuation of formal edge". This is The Plaza?	Yes - this has been updated to clarify.
	Cycle parking should also be in Linear Park?	Yes - reference has been added.
5.5.9	Cycling access in southern spoke required (see above).	This has been amended - as explained above.
5.5.9 R&G	Bullet 4 - do raingardens form part of the Ph1 Infrastructure Drawings to dimensions described?	Yes they do include the specified rain garden. The 3m includes the SuDS feature and adjacent soft landscaping.
5.6 Fig 50	Thick vs thin line = cycle & ped vs ped only? Clarify in key.	This has been updated to provide a distinction in the pedestrian and cycle hierarchy within the expansion land - clarified in the key
5.6 Fig 51	Sustainable travel hub located on low use route. Move to southern green spoke.	This has been amended as above
5.6 Fig 53	Need for better / more direct pedestrian and cycle access from southern bridge and the Green to tennis courts and 3G pitch. Route along railway cutting would be relatively poor at night (when 3G pitch is used a lot) as "dark corridor" for wildlife and backed onto by m/s car parks	A response is provided on this above
Fig 53	Need for cycle access along full length southern green spoke.	Amended
	Need to move Sustainable Travel Hub to southern spoke.	Amended
	Need for second travel hub to serve car parks (car to bike / scooter interchange) to north of Zone 2.	Amended
	Extend Secondary Street Type1a along full length of parcel boundary (see below).	Amended with variant to 'principal' residential loop type.

5.6.7	2 <sup>nd</sup> bullet - review landscape classification of terraced section (see above).	A response is provided above.
Fig 55 & 57	Annotation - could / should there be entrances from the central courtyard?	There needs to be a balance of activity and entrances between the Green frontage, frontage to the courtyard and the Gateway loop frontage to ensure a focus of activity. The key focus is to activate the Green and the role of the centre of parcel A is primarily related to wayfinding and legibility. It is not considered that an entrance should be required in the centre of the parcel / courtyard.
	Pink plaza elevation: inconsistent – see above.	The plaza is explained in relation to the Green and that it will need to respond to the built form.
Table 5	This seems wrong location. Move to after 5.6.12.	The whole access and movement section has been re-structured to prioritise active travel routes before the street hierarchy.
Table 5 Primary	Corridor width - this should say 18.6m.	The whole table has been subject to updates to align with the evolution to cycle streets.
	<p>A 3.5m shared cycle and pedestrian path is a compromised solution. It is understood that this proposal is born from a desire to keep hard landscaping and overall width of street corridors to a (reasonable) minimum. This is supported in principle, to achieve a greater sense of enclosure, which in turn helps to reduce vehicle speeds and create a more pleasant micro-climate, and to minimize the extend of unnecessary, hard landscaped surfaces with poor sustainability (embodied carbon, water run-off, overheating etc). However, it is questioned whether the 3.5m shared paths provide the best possible compromise.</p> <p>Two alternative solutions should be considered and discussed with other stakeholders:</p> <ol style="list-style-type: none"> <li>1. Direct cyclists to use the carriageway. This should be reviewed in context of: <ul style="list-style-type: none"> <li>• The provision of a more attractive and more direct off-street strategic cycle network to all main destinations on the Campus. This is currently proposed, subject to addressing the weaknesses in the network connection to the Parcels K and S (tennis and 3G sport pitch (see comments above).</li> <li>• The expected traffic speeds and pcu of the Primary Street. See Figure 4.1 LT 1/20 which considers</li> </ul> </li> </ol>	<p>As noted above, to collectively address comments from SCDC, CCC, CamCycle and the Cambridgeshire Quality Panel, the movement network has been reviewed to ensure the most appropriate pedestrian and cycle provision for the development. The movement network now incorporates a cycle street design and reinforces the landscape and placemaking led approach which genuinely prioritises pedestrian and cycle movement. This delivers additional benefits in terms of increasing the width of the flexible zone (and green verge) and reducing the grey infrastructure components (and thus embodied carbon).</p> <p>This evolution is now reflected throughout the Design Guide with a new section on cycle streets to demonstrate their proposed spatial extent and provide precedents along with sections, plans and diagrams to explain the design approach.</p> <p>The cycle street proposition is backed up by a technical review of vehicular, pedestrian and cycle flows on the street network and comparison against LTN1/20.</p>



	<p>streets of 20mph and pcu of &lt;2000 / 24 hours would be suitable for most people. What is expected pcu of the primary street.</p> <ul style="list-style-type: none"> <li>• The type of cyclist who are likely to use the primary street. These are likely to be cyclists arriving from the A1301 (either from the north or the south) because the cyclists arriving from the existing campus, or "local" expansion land traffic would use bridges and/or the green spine route? These will be relatively experienced cyclists who would be comfortable using the primary street carriageway (subject to design speed and pcu as set out above)?</li> <li>• The design of safe and convenient transition points where cyclists go from a segregated facility on the A1301 to on-street cycling along the primary street. The A1301 is heavily trafficked and even experienced cyclists are likely to use the ped-cycle shared path along the A1301. Cyclists arriving from the north would already be on the "right" (i.e. east side) of the A1301 and follow the path north-east of the roundabout. Cyclists from the south (Saffron Waldon) would be on the west side of the A1301 and could either go into existing campus to use the bridge crossing, or – more likely- cross the A1301 at the roundabout on the carriageway, or at the traffic island. The key to good route planning will be to create a safe and convenient transition points for cyclists to move from the A1301 shared use path onto the primary street carriageway.</li> <li>• Even if (one-way) shared paths are introduced, safe and convenient crossing facilities are required to allow cyclists to get to the right side of the primary street.</li> <li>• If on-street cycling is a viable solution, the introduction of on-street cycle lanes / zones, potentially in a block paver (like pavement),</li> </ul>	
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	<p>together with removal of center line to visually narrow carriageway and make vehicle user less dominant, should be considered.</p> <p>2. 2m segregated cycle lanes. If, after discussions with other stakeholders is decided that fully segregated cycle lanes are desirable, a width of 2m would suffice? (Considering most cyclists would use the off-street network? See LT 1/20 Table 5-2 for one way cycling with peak flow &lt;200 cyclists)?</p>	
Table 5 Secondary	Alignment is fixed to flexible element (think that was terminology used elsewhere?).	The parcel boundaries are fixed to the flexible element (the street) – the alignment of the residential loop is indicative,
Table 5 Primary and secondary	Widen flex zone to 3m to avoid “dooring” and provide more comfort for blue badge users(?)	As part of the cycle street updates the flexible zone has been increased to 2.9m
Table 5 Tertiary	Character - “prioritise cycle movement”. At v. least this should say <b>ped</b> and cycle. But might be more accurate to say that these streets prioritise “place” function over “movement” function (MfS terminology)	This has been updated to prioritise place over movement.
	Replace 13m with “varied” to avoid standard approach.	This has been amended
5.8.6	No mention of route along farm track connection to village (more direct route from Dev Area 3).	This has been amended
5.8.6 Table	This table need to be more prominent as relevant to several subsequent sections, not just 5.6.8. Clarify this only relates to off-street network. Would also be useful to add further information (to make it more similar to table for streets): <ul style="list-style-type: none"> <li>• Materiality</li> <li>• Lighting</li> <li>• Alignment (fixed vs flexible)</li> <li>• Level of segregation (peds and cycle) if any (i.e. line, materiality, colour, low kerb etc)</li> </ul>	A new table has been incorporated specifically related to active travel routes containing this information (new table 5)
5.6.9	2nd bullet “south of school parcel”: Not just south, but whole route through the green spine?	This has been amended
5.6.13	Fig 61: Columnar trees do not support the Future Ready/Landscape Principle in Table 2 Section 4 (i.e. large canopy trees to provide shade). Is there a good reason why the desired formal avenue holding the inner arc can’t be achieved with larger trees (with a formal / sculptural shape)?	Columnar trees were selected due to their formal and sculptural shape, buildings will provide shade to the inner arc anyway so larger canopy trees are not as necessary. Large canopy accent trees will be at key nodes/junctions, this will help with shading and wayfinding.

5.6.15	Images show zones that are a lot wider than 2.7 metres?	The images have been updated
5.6.16	As there will never be development frontage on the west side of the secondary street where it runs along the parcel edge, this could be delivered without a footpath on that side regardless of whether the school is delivered or not? and extend along the full length of the parcel edge? This creates a more attractive, less urban relation with the landscape, and reduces the amount of hard landscaping.	This has been updated in the street hierarchy.
5.6.16 R&G	Western and eastern should be other way round?	This has been updated
5.6.20	Section should include illustrative design and key principals for parcel access point from primary and secondary street (i.e. raised, ped&cycle priority, materiality, no setbacks – aka as “Copenhagen Crossings” (or use of “dutch kerb” as discussed in Waterbeach.	Illustrative plans are included in the key nodes section to articulate the materiality and proposed approach to junctions.
5.6.20 R&G	The last 4 points are related to building design and better located in Section 6.	This section is now contained in Parcel Design but it is considered that all servicing related principles should be together.
5.6.21 R&G	Most of these are building / plot design related and better located in Section 6. Organise bullets so it’s clear what relates to resi, what to commercial, what to both. Overarching principles (like 2 and 9) to be mentioned first.	It is considered that parking should be included with the wider movement and access guidance. The R&G have been rationalised and re-ordered.
	Bullet 4: “In curtilage of house” – that is very restrictive? and might not meet other criteria (i.e., convenient access). The last sentence not finished / redundant?	Some flexibility has been added with a should rather than must.
5.6.22	Remove active travel from title (bus only?).	Amended
5.6.22 R&G	Bullet 1 - must be designed to allow bus stops.” What does this mean?	This has been amended for clarity.
5.6.23	Location of travel hubs. See previous comments – if Travel Hubs need to support people completing car journey by bike / on foot, one or two are needed in Zone 2, in close proximity to car park entrances and strategic ped and cycle network?	Amended
5.6.24	This is a slightly odd section in which the OPP Principles form the “bulk” of the guidance. Moving and increasing size of Fig 74 may help to draw attention to strategy.	This section has been re-structured.
5.6.24 R&G	Further to above, add bullet to top of R&G that states “Parking should be provided in accordance with the Site Wide Parking Strategy which will provide guidance on parking ratios, and phasing (of temporary car park	This text has been amended to reinforce reference to site wide parking strategy

	provision??)" (it says this in text, but this is easily overlooked. And atm it all looks a bit flimsy. Re-order bullets from big to smaller points – i.e. move 3 <sup>rd</sup> bullet up, immediately under new suggested first point. Move car parking building design to Section 6 (on multi-storey car parking?).	This has been amended.
Dev Pr 6.1a	"Car Park D should be reconsidered as part of.." A stronger commitment to its removal is required.	The site wide car parking strategy will provided further details on the existing campus parking.
6 Section Title	Not just about Built Form? (See above also above) In-parcel elements?	The title has been amended tp Parcel Design.
General	This section feels v different to Section 5 and a bit chaotic, with guidance set out in a mix of R&G boxes, tables, 3D diagrams and annotated plans. It is not always clear what is a "should" or a "must". Some elements are repetitive. Others feel hidden / easy to miss, as there is little order or consistency. This is a problem in a Design Guide, were the requirements need to be easy to find as few will read document cover to cover.	This whole section has been updated with a more coherent structure using: Requirements and Guidance; Precedent images; and Diagrams to provide guidance on composition [of principles]
6.1.1	The introduction text seeks to address above by explaining some of the different forms of guidance in this chapter. Atm it doesn't do the job as still find it confusing, but may work if rest of chapter gets rationalised. However, this would apply to all of Section 6, not just 6.1.	This has been reviewed and recast in light of the above re-structure.
6.1.1 R&G	This box should relate / sit below 6.1.2? These bullets seem rather lost and at first sight to mop up a wide range of different points, at different scale / importance. I think this specifically relates to the parcel boundaries as defined in Figure 23? Or maybe just to the ones that interface with the strategic elements (primary, secondary street and strategic green spaces) not the subdivisions?? Moving 5.3 text and diagram here will help to give it some structure and context. The last bullet is the most significant and relates directly to drawings and the other bullets can follow from that?	The numbering and headings have been updated. If relevant these principles have been re-distributed to other sections (including updated built form subsection 6.2.3) or removed as not relevant. The re-structure of Parcel Design addresses the clarity of this section.
	Bullet 2 "perimeter blocks": this statement seems contrary to the illustrative masterplan for Dev Area 2 and 3. And several of the 3D illustrations . Where does this requirement come from, what is design intent? Is this about buildings defining / overlooking streets and spaces? Or optimising land use. I think is either needs to be explored and explain in	This has been removed.

	much more detail or deleted as in current form its confusing and doesn't add much usable guidance	
	Bullet 3 "define geometry of corners". Unclear what is meant here, or where it applies. On (all) the parcels defined in Figure 23? Just the ones in Dev Area 1? Or also on sub-divided plots? Can this be defined as a more rational / measurable requirement?	This has been amended through the updated guidance on corners and removed from this section.
	Bullet 4 "built form is not obliged to meet corner". Unclear what is meant here. Is there a rule that states that on non-acute angles, the built form is obliged to meet the corner?	This has been removed as not a clear principle.
6.1.2	Parcel edges: are these the ones defined on framework plan as parcel boundaries? Black and pink lines? Or also include ones created after sub division. Needs more clarification.	This has been removed as the section on Development Areas and Parcels deals with this.
	Images: these do not relate to text.	This whole section has been restructured.
6.1.3 R&G	Last bullet - check that this doesn't say anything contrary? For example, in my experience the Secure by Design officer wouldn't allow windows in communal cycle stores. Also, check that SbD accept / support residential back gardens bounding public open space (like proposed for parcel boundary around Dev Area 3?).	This has been removed as other guidance in the document will take precedence and it is not appropriate to have an overarching secured by design requirement.
6.1.4 R&G	6 <sup>th</sup> (main) bullet - shading especially important (and more difficult to achieve ) on western façade (at the apex of the green)?	Text amended
6.1.4	Diagrams: black line is development area = parcel boundary? And pink line is min 2.5m set back?	Yes this is correct - Now updated
6.1.5 R&G	Add bullet to say that if school is not required, guidance should follow that set out in 6.1.6.	Now amended
After 6.1.6	Add one further "Frontage type" on Framework Plan and in text. This should relate to the other edge of the residential "bunny ears" and absorb some of the Guidance currently "hidden / lost" in Section 6.3.	Now amended
6.1.7	Currently no key corner in Dev Area 3. Should there be key corners where secondary street crosses green spine?	Corners have been updated – key corners removed and guidance now included for all corners
6.1.7 R&G	1 <sup>st</sup> bullet -this should apply to all corners. How are "key corners" different from normal corner buildings? Because they are also distinctive? Marker buildings?	Now updated
6.1.7	Images - abode example only relevant if "key corner" in Dev Area 3.	Updated
6.2.1 DP	First two bullets are better located in Section on Land use.	Updated

	Last bullet (New DP) better located in parking section.	Consider this is important to the massing and layout section to inform car park design. Is also in the parking section.
6.2.1 R&G	"Non-resi": referred to as "commercial" in rest of the document?	Non-residential is broader intentionally here to capture other uses which may not be 'commercial'
	Non resi second bullet - second sentence should be new bullet.	Amended
	Non resi 3 <sup>rd</sup> bullet - remove (repeat of first bullet under "all buildings").	Amended
	Non-resi 4 <sup>th</sup> bullet - remove (repeat of second bullet under "all buildings").	Amended
6.2.1 Images	Top right better elsewhere (i.e. section on landform / topography).	It is also used in landform (new precedent photos now included) but is useful here also.
6.2.2 Table	Unclear if this is "illustrative" (like drawings) or "requirement" (which is generally in red text boxes). Some points have been discussed more comprehensively elsewhere (i.e. servicing in Section 5 and rooftop plan in Section 7) which gives a sense that the purpose of these diagrams is more illustrative / "bringing it all together". Whereas others are introduced for first time here and important – but feel rather "lost" / easy to miss. I think it will be better to continue the format of "Section heading, text, red box" for the ones that are newly introduced (01, 04, 06). Other text can be added to existing sections if required (02 in Section 7.1.1, 03 combined with Courtyards (more general "in parcel landscape", 05 with section 5.6.20; 07 already at 6.2.1; 08 already on framework plan and well detailed. If <b>additional</b> permeability is desired / expected, this should be included as a separate point (and guidance would be different for Dev Area 3 from Dev Area 1 and 2).	This approach has all been updated in the re-structure of the parcel design section. These points from the table are now either R&G and in the relevant pink boxes or used to annotate the composition diagrams as indicative guidance. The structure is now updated such that there are: <ul style="list-style-type: none"> <li>• R&amp;G for key built form components</li> <li>• Precedent images</li> <li>• Illustrative composition diagrams which reflect the R&amp;G</li> </ul>
Fig 75-80	Point 04 not well illustrated.	The diagrams have been reviewed and annotations updated alongside a restructure of the relevant R&G  Perimeter block requirement removed
	Point 05 not well illustrated.	
	Point 06 not well illustrated.	
	Point 08 points towards an additional link (i.e. this is not illustrated on framework plan).	
	Figures do not (always) show perimeter blocks as specified 6.1.1 R&G. This requirement may be too restrictive for this development?	
6.2.3	Last bullet - first half of first line to be used as intro text? Rest can be deleted as its repetitive.	Amended – for consistency no introduction is provided as per wider built form section

6.2.4	Format of guidance is inconsistent, and risk of important guidance not being read. Better to combine this section with 5.6.24. Make newly introduced points part of R&G box and use captions in drawings only as "bringing it all together / illustrative points.	This has been subject to review such that it is consistent with the wider built form section.
6.3.1	<p>This provides yet another way to format design guidance – confusing, unclear what is "must" or "should", important point easily lost. Re-format using heading and R&amp;G boxes for newly made points.</p> <ol style="list-style-type: none"> <li>1. Add this as a new frontage typology to framework plan and add after 6.1.6.</li> <li>2. This is repeat from 6.1.6 and not required.</li> <li>3. To incorporate in section on car parking. This may be better divided in Commercial and residential section?</li> <li>4. This seems contrary to the "majority of blocks should be perimeter blocks" requirement? This is quite a departure from prevailing housing layouts as this would not deliver the levels of privacy people (and housebuilders) generally wish for in private gardens. If this is requirement is included, there should be more illustrative material to explain how this could look / work.</li> <li>5. This can be included in new frontage typology as suggested for point 1 above.</li> <li>6. Already in 6.1.6 – delete.</li> <li>7. Introduce new point related to buildings relationships with streets. This could have a section on commercial and residential and/ or all to also incorporate some of the points of Section 6.2.</li> <li>8. Add to section 6.1.6.</li> <li>9. Add to general section on corner buildings.</li> <li>10. Add to separate point on articulation – possibly in R&amp;G in Section 6.1.2? This already covers a similar point relating to non-residential buildings (5<sup>th</sup> bullet).</li> <li>11. Add to guidance about courtyards in section 6.1.7. Clarify this also relates to residential.</li> <li>12. Add to suggested new frontage typology on Framework Plan (see 1).</li> <li>13. Add to suggested new frontage typology on Framework Plan.</li> </ol>	This has been amended to be consistent with wider built form approach with relevant R&G retained or re-positioned in the Guide.

	14. Add this to drainage guidance in 5.2.1. Clarify what applies to resi and commercial (see early comment about the 70%)	
	15. Make this a separate point. Or add to more general point about in-parcel landscape (see above). This would need to adhere to SCDC standards?	
6.3.2 R&G	Adding a few, wide ranging points under one "resi" heading feels incongruous to rest of Guide. And it mixes point that are repeated from elsewhere with new points which is confusing. See suggested change in format / structure above.	This has been updated as above.
6.3.2 Annotations	These should only illustrate points that are already made somewhere in the Guide, not introduce new points as easily missed / lost.	This has been updated and annotations reviewed – the annotations provide some additional illustrative guidance as to features which could form part of residential design but are not intended to be specific R&G. They help describe potential options for composition of the R&G.
	1 <sup>st</sup> graphic - the two courtyard points are new but could be made in an expanded section 6.1.10.	
	1 <sup>st</sup> graphic - "Internal courtyard dimensions must minimise...": Unclear guidance. Are you saying they need to be a minimum size? and why would this only apply to dual aspect units? Would be more (rather than less) of issue with single aspect units orientated onto courtyard?	
	4 <sup>th</sup> graphic (bottom left) - cycle parking principle does not relate to graphic? Also contrary to 5.6.21 which states it should be delivered in the curtilage of home?	
7.1.1	The elements relating to massing and roofscape (DP 7.7) are better placed in Section 6.2? To go with comments about measures to break up / articulate long facades? With this section relating just to detailing?	It is considered that DP 7.7 still provides a valuable principle here
7.1.1 R&G	Do all these points also related to residential development? Or does it need divided into "all buildings" and "commercial buildings" as elsewhere?	Amended
7.2.1	Figure 84 identifies primary and secondary routes and Civic Space and Plaza separately from the three main character areas. Is this because the approach to hard landscaping will be different in these areas?	This has been reviewed such there are now only the three areas defined.
7.2.1 R&G	These requirements are currently tested through the Ph1 Infrastructure Application. Are they holding up? (i.e. surfacing of primary street?).	A clearer schedule is now included which reflects emerging work on the Phase 1 RMA



	Cycle and ped routes - consider user hierarchy and "messages" associated with certain materials as discussed in PreApp on Ph1 Infrastructure Application. A bound surface for shared pedestrian and cycling path, set within a wider zone with block paving, may be interpreted as a "cycling priority zone" rather than shared path where cyclist should give way / be courteous to pedestrians?	This has been subject to further discussion as part of Phase 1 infrastructure and is considered to reflect a legible hierarchy taking account of other design features.
	Public realm - Heart of campus, the first two bullets are contrary?	Amended
	Public realm - Main development area, guidance is rather vague.	This will be further defined at Dev Brief stage.
	Primary Street - footways/cycleways: This is not what was shown on Ph1 Infrastructure drawings. and not consistent with previous guidance on cycle and footway. Need to be clear if there will be a consistent approach to materiality and detailing of cycle routes across the campus, or if it changes according to location (Heart, Main, Parkland) or according to off-road vs alongside primary street. It may be helpful to consider what approach is taken in Eddington (segregated paths, cycle in red tarmac) and the University Campus south of Maddingly Road (shared paths, all modular blocks, sometime separated with lighter line).	Amended
	Streetscape - granite kerbs (from China, transported by sea, very long life span) are currently cheaper than conservation kerbs. How do they compare in sustainability terms? Recent large-scale developments in Rotterdam and Amsterdam (like Loydskwartier and southern docklands in R'dam and docklands in IJburg in Amstersam) have invested in large (300mm), high quality kerbs. It's a very effective identifying feature that "holds" and unifies the public realm regardless of other surface materials used. This may be worth considering here?	Amended to include an introduction to set the context that materials must be subject to Lifecycle Carbon Analysis and this will inform final selection.
	Reorganise tables too include a single one for surface materials and another for street furniture (including bins, bollards and signage).	Updated
7.2.1	Images - clearer link reference images to materials set out guidance.	Updated
7.3.1 R&G	4 <sup>th</sup> and 5 <sup>th</sup> bullet - text needs to clearer reflect / reference guidance set out in Fig 85.	Amended to reflect the figure and relevant wayfinding components.
	4 <sup>th</sup> bullet - last sentence is a separate point / bullet?	Updated

Appendix B DP Table	DP6.1a "Car Park D" should be reconsidered as part of a wider improvement to the existing campus. A stronger commitment to this is required as part of the proposal to swap this for car park under the Green. This is also implied in DP13.1 ("re-establishment of green infrastructure south of the Hall").	The DP are considered to provide sufficient flexibility to allow the wider existing campus to be reviewed more holistically and in the context of the site wide parking strategy.
Appendix 8 DP 7.7 and DP16.1	Why is the last line of the outline DP7.7 removed? This is strongly related to the first line of DP16.1 which is also proposed to be removed. Both principles are also linked to Point D in Appendix D. The objective of these principles was to avoid extensive, continuous rooflines when viewing the development from the agreed LVIA Viewpoints. This recognised that this could only be tested when considering RMA proposals in context of the buildings that have been agreed / delivered to date and the cumulative impact could assess, for example by maintaining a live 3D model to which consented / submitted and proposed applications could be added.	It is not considered that a Development Principle should require views through the site to the hills beyond. This suggests maintaining vistas throughout the built development plots. The crucial component of avoiding continuous / contiguous blocks is retained. The visual analysis requirement of Annex B will be addressed when bringing forward development Briefs to address this issue.
<b>Bana Elzein (Landscape)</b>		
3.3 Key	Separate the key symbol for Hedges and Woodland. The linear appearance of the hedges leads you to look for a line element in the key rather than an area element.	Amended.
Section 4 Sustainability Sub- Categories	Page 36 includes a bold highlight of the sub-category title which is generally easy to see. Page 37-40 has lost this. Please reinstate.	Amended
5.2.3 R&G	4 <sup>th</sup> bullet regarding street edges. I think this should be changed. Reducing street kerbs will potentially result with over driven edges and messy edges. Ideally, kerbs with gaps or kerbs with drainage holes through them may be a better option but keeping them clean of debris will need to be included in Maintenance and Management Plans for the Streets and Landscape features. Concern about trees shown centrally at the bottom of a swale. Ideally the trees should be planted in weir islands or upslopes to avoid them struggling with soggy root collars on a near continuous basis, particularly during winter. Demonstrations of how the trees will be planted particularly as Figure 15 shows the rooting area very shallow considering you plant trees approx. 700mm-1000m depending on size of rootball. A bit more consideration of tree requirements needs	Amended - "Street edge details <b>should</b> allow for 60mm kerbs with regular openings at 900mm. typically. Where possible, path edges <b>should</b> avoid upstands allowing water to pass into swales uniformly."  The section is amended in terms of tree position and this is reflected in emerging Phase 1 infrastructure RMA

	to be illustrated. This is most critical along the primary street to ensure that trees thrive and reach full maturity.	
5.2.5	Should there be a comment about materials in areas where water is constantly present such as the pond or grotto to be robustly non-slip (roughened concrete, coarse stone etc) to reduce the likelihood of slips or algae growth.	Amended – addition of bullet to requirements and guidance box: “In areas of persistent wetting materials <b>must</b> be robustly non-slip, i.e. gravel.”
5.2.6	Figures and photos suggest all the elements are different in some way. (Green spoke or development parcel & rain garden or Green Spoke.) Clarity is needed.	This has been amended to clarify the different uses of rain gardens (if in a development parcel, if as part of the green infrastructure network)
5.3	Fig 23. It is a little difficult to catch the difference between flexible and fixed to flexible element boundaries being a dashed and dotted line at this scale. Also, the difference between red and pink. Adjust colour and line type or scale to be more obvious.	Amended for clarity
5.5.1	Land use descriptions. Woodland and Formal Outdoor Sports are not included in the description bullet points yet are part of the structuring elements of the landscape. Consider including their descriptions and how they support the site concepts.	Retained woodland and Formal Outdoor Sports are not described on the first page as this section was added in response to comments (from Quality Panel) requiring setting the green infrastructure in the context of the existing landscape characters and this sets out the components of the existing campus and surrounding the expansion land. They are detailed in the following page ‘Requirements and Guidance’ text box.
5.5.1 R&G	Can ‘highly accessible’ be changed to ‘allow access for all’ in section 2 Parks and Gardens/Civic Space. These spaces should be fully DDA compliant given they are the primary pedestrian movement corridors through the site.	Amended - “Open spaces to accommodate movement, leisure and informal recreation in locations which allow access for all and relate closely to the...”.
5.5.3 Fig 27	Not all of the illustrative elements have been defined. There are icons which are not keyed. Do they need to be? And the Incidental Play and Agriculture icons are not used on the plan. The icons continue throughout section 5.5 to not always relate to the plan and vice versa. Please clarify.	Updated
5.5.7	R&G. A reference to the decompaction requirements for the tree planting at the lower level of the car park should be included.	Amended with addition of “At car park level, tree planting <b>must</b> be provided with sufficient root zone for selected species, including decompaction to lower soil profile.”
5.5.8 R&G	Linear Park and Green Spine seem to be being used interchangeably. Please use only Green Spine to avoid confusion. Linear Park could refer to the combination of the Green Spine and Civic Space but again, this isn’t defined or clear and perhaps it is better to just replace Linear Park.	This has been amended for clarity
	Bullet 5 - identify the Valley on the plan excerpt.	Amended

	Bullet 9 - does the Civic Space also have a minimum width as per the first bullet (again it is about clarity of Linear park/Green spine and what the definition of the linear park is.)	Text amended as above to provide clarity - Civic space doesn't have a minimum width like the linear park does.
	Bullet 10 - 'design of 'this space'' - is this referring to the Civic Space only or the Green Spine or both or the crossing area.	Amended
	Bullet 11 - cycle parking must be included in the Green spine area as well at appropriate areas like aside play areas, community garden/allotment areas, gathering spaces etc. Quantities are negotiable.	Amended
5.5.9	Cycle route to be added to southern spoke by reducing the width of the dev parcel to the north rather than including it within the pedestrian zone.	Amended
5.6.11	Is 2m wide enough to accommodate a shared use for peds, cyclists and equestrians? 2.5m - 3m would be a better option.	For this route within the wider hierarchy, 2m is adequate for shared pedestrian/cyclists. Equestrians will be accommodated for on the grassed verge as per the bullet 4.
6.1.9 R&G	5 <sup>th</sup> bullet - the wording is strange. 'Edible produce must be included'. This sounds like boxes of fruit will be delivered daily. Should it read 'Space <b>must</b> be allocated within residential areas for the growing of fruit and vegetables by the residents, such as allotments, community gardens or orchards.'	Amended in the re-located Green Corridor section (5.5.10)
	6 <sup>th</sup> bullet - the wording is passive. Should it read 'Green Corridors must be well lit within areas of built development.'	The lighting bullet point has been amended to respond to ecological requirements and require that lighting responds to the immediate context given corridors pass through different areas.
6.3.2 R&G	Should and Musts are not bolded.	Amended
7.2.1	Which of the three-character areas do the Civic Area + Plaza, Primary Street and Secondary Streets belong? Or are they different? Should they be included in the descriptions on this page?	This has all be amended for clarity
	Will development parcels adjacent to the plaza space be responsible for it's construction? Should there be a mandatory materials palette for the plaza so that it remains a singular element rather than a conglomeration of several designs.	The Plaza is part of the Phase 1 Infrastructure and materials are included in the Guide
7.2.1 R&G	The numbers on the pictures do not all coordinated with the numbered sections in the R&G table. Photos go up to 9, table only to 7.	New table produced and corresponding images.

7.4.1	At the top of the page is a note which says Await Advice from CTF. Please remove.	Amended
7.4.1 R&G	The R&G table has diverged from the established red outline. Whilst it is clear that a tabular format has been selected, it is felt that the established red outline continues to ensure the Code has a continuity.	The graphic format provides clarity but a R&G has been added to the main table under 7.4.1 to cross refer to the larger tree planting table 9 to reinforce the requirements.
	4 <sup>th</sup> and 5 <sup>th</sup> bullet. It is not clear why columnar trees are required given the 7m set back. A tree with a span of 10 meters would fit in this space and would not be considered columnar. Equally, in the Sustainability section within the table on page 40-41, landscape principles identify 'right tree in the right place' and includes large canopy trees along streets [...]	Columnar trees were selected due to their formal and sculptural shape and will provide legibility to the primary circulation route. The inner arc will be a combination of buildings and trees. Large canopy accent trees will be at key nodes/junctions, this will help with shading and wayfinding. Amended - Tree planting within the gateway loop must be located a minimum of 6 – 6.5m from building façades.”
	Woodland planting. Woodland maintenance must be included in areas to be planted which would include selective thinning over time to prevent overcrowding etc.	Amended - 'Woodland maintenance <b>must</b> be included in areas to be planted which would maintenance practices such as selective thinning over time to prevent overcrowding.”
	Agroforestry. Can some nut species be listed in the sample list such as hazel and walnut.	Amended to include <ul style="list-style-type: none"> <li>• Corylus avellana</li> <li>• Juglans regia</li> </ul>
7.4.2 R&G	The colours attributed to planting types do not correlate to the colours on Fig88 specifically hedgerows, they compete with the retained woodland.	Amended
	Fig 88 does not have much Amenity grass land shown. It is expected that more areas of amenity grass will be present within the central spine and should be shown illustratively. The colour for Neutral Grassland is very similar in shade to Amenity Grass and could be mistaken. Recommend a different colour is selected.	Amended
7.4.3	Sections headed 7.4.3 Productive Landscapes and 7.4.3. Allotments should probably be differentiated, which may lead to the renumbering through the rest of the 7.4.	Amended
7.4.3 R&G	Allotments must also include areas of raised beds for the use of disabled / less able bodied residents. Surfacing between plots and in communal areas is usually considered at this level in order to make management of the various sites easier. Due to the potential transience of the intended community, management must be maintained by WGC with some control given over to allotment societies if they develop.	Amended to add <ul style="list-style-type: none"> <li>• “Allotments <b>must</b> include areas of raised beds and <b>must</b> be inclusive for all abilities and needs” (Change community gardens R&amp;G bullet on raised beds from 'shoulds' to 'musts' with regards to accessibility.)</li> <li>• Hard surfacing <b>should</b> be provided between plots and in communal areas of the allotments.”?</li> </ul>

	Ensure that the hedging and enclosure requirements do not cause shading problems over the plots.	Fourth bullet amend last sentence "Enclosures <b>should</b> be provided with timber screens and hedging but care <b>must</b> be given to ensure enclosures do not cause over-shadowing of the plots"
7.4.4	Specialised maintenance of orchard trees should be taken to ensure that the health of the trees and ultimately of the produce can be assured, this is particularly relevant in a conventional orchard setting. Individual tree planting within other planting may not require such specialised care. This care must include pruning and methods to prevent disease and pests. The use of hibernacula to encourage natural predators such as ladybugs, hoverflies and lacewings will help.	Amended with additional bullet to Community Gardens and Orchards R&G: "Specialist maintenance practices such as pruning, use of hibernacula and other methods to prevent diseases and pests <b>should</b> be taken to ensure that the health of the orchard trees and produce is assured."
Health Officer		
Part 4	With reference to the street furniture, how frequently will street furniture be placed on pedestrian leisure routes to optimise use for those who need frequent rest? Will this be determined at Reserved Matters stage?	This is a matter of detail for RMA but the Guide indicates that rest areas should be provided every 50m
	Informal outdoor space: I would strongly recommend public toilets as a 'must' as opposed to a 'should'. This is due to the national decrease in public toilets which disproportionately affects people with ill health or disability, the elderly, women and outdoor workers. The absence of an outdoor toilet deters as many as one in five people from venturing outside of their homes as often as they would like. This rises to over two in five people among those with a medical condition. (Royal Society for Public Health report, May 2019, Taking the P*ss).	This has been updated to a must as part of the pavilion / changing facility.
Part 5	Primary Bridge Access, the report states that "Lifts must be provided to create shorter accessible routes" but then goes on to say "if provided". Therefore, it is unclear what the commitment is to provide lifts and this needs further clarity.	Text amended – Bridges now having planning approval with bridges.
Part 7	Streetscape. I note rest stops of 50m along primary, secondary and shared pedestrian and cycle routes, again, as noted above does this include all leisure routes too?	This will be on the routes set out.
	I could not ascertain from the guide if dropped kerbs will be used to accommodate wheelchair and pushchair users? Could this be clarified please.	There is a commitment to best practice on accessibility in 4.1.6 – detail for RMAs.

	Finally, I am confused by the interchangeable use of the words must and should throughout the Guide. Where it is stated as should what is the delivery commitment as opposed to must?	Explanation provided in Section 3.3 – the musts are an absolute requirement and shoulds encouraged unless rationale provided otherwise.
Communities Response		
General	Request - text itemised.	Amended throughout with 'Requirements and Guidance' (R&G) and other listed items now numbered to aid cross referencing.
	Would like a Youth and Play Strategy or to draw together all aspects that relate to provision for young people, reference older young people.	In planning terms there is an outline application and the focus is on delivery and addressing all necessary conditions and s106 obligations. The first RMA (currently well advanced in pre-app stages) will include extensive green infrastructure and delivery of the first play components. There is no requirement for further strategies other than those set out in the conditions/S106 or any mechanism to introduce them (and make binding). This is a broad design document, and its structure is based on good practice and the content stipulated in the planning conditions. It would not be appropriate to provide a parallel distillation of its content on Play – Play is one layer of a complex spatial picture. It is already made clear in Section 5.5.10 that all ages must be catered for in delivering play. Title changed for emphasis.
	How will the applicant ensure GI/Play need is met.	The S106, the Dev Principles and the Guide are binding, as is the clearly stated commitment to meet standards. The Guide prescribes (mandatory) provision which exceeds standards and it also reflects agreement with SCDC landscape officer that play provision will respond to the population profile (which will be monitored) as this place will be different to a standard strategic residential led development.
	Plan of walking distances.	This has informed the Framework Plan – As FP is a fix does not need to be in Guide (but attached for info).
	Stronger emphasis – co-working.	Co-working space is permitted, but the opportunity and need will be dictated by the occupiers. Formal 'designated' co-working space will not be built if not needed. Experience and study of other international campuses suggests that informal, recreational and social spaces (with the flexibility to work anywhere) are likely to be more critical to serendipity and campus dynamics.
	Support Well standard but query relevance for children – can additional measures be included?	The condition can allow Health and Wellbeing standards to be agreed with LPA to be tailored to the RMA. The population

		profile may be different here and therefore, Health and Wellbeing standards will need to reflect the evolving demographic.
P20	Could text include stated aims to reflect the vision of a well-connected place welcoming to all including the wider community?	This already stated under '4 Connected'.
P21	Could connection between people and nature be added?	Added to 'Place with meaning and character'.
P37	We suggest that these all become musts. A specific reference to play and Play England guidance is suggested under bullet point 2.	Musts added apart from bullet point 2 – MUSTS are not applied to other guidance documents which are not definitive or prescriptive in themselves otherwise compliance is impossible to establish. To be more embracing the wording has been changed to reference play and best practice.
	We suggest that consultation if not co-design should be must	Consultation on all applications is assured as a statutory requirement of planning. Statutory obligations do not need to be described. Co-design is not a statutory obligation or something that will be appropriate or possible in every circumstance – hence 'should'.
	Under Built Form Principles we suggest that buildings open to the public must be designed with accessible communal areas and would welcome discussion with Disability Officers on this matter.	Noted. S4 under 4.1.6 states as a 'must' that best practice will be followed. There is an accessibility consultant on the design team, this has been addressed through Pre-app and the Inclusive Access officer has been engaged throughout the various applications including on the Design Guide.
P38	Circular economy for the community (reduced consumption, re-use and recycling and a shared economy) and would welcome the opportunity to discuss how this might be incorporated into the community development strategy?	Further discussion welcome as part of the community development strategy.
P40	Does sustainable sourcing refer to individual purchasing; commercial or both? How will this be achieved? Could work to support this be linked to opportunities for community food growing within the landscape/ open/ public space? Please provide specific reference to 'targets above'.	Design Guide not the place to expand on these aspects – it's a spatial/design document. Specific targets missing - address for clarification.
P41	Allotments are a policy requirement and included within the S106 (Schedule 9:202 so we expect them to be must. We welcome edible landscapes within the public realm.	Policy requirements have primacy and allotments are a must under S10.
P55	We note the provision of play provision within SUDs allocation. Whilst there are positives to this; we also note the RoSPA Are Landscape Architects able to refer to relevant guidance?	ROSPA and best practice referred to.



P60	Welcome the shared use of strategic landscape and movement corridors - suggest that opportunities for encouraging interaction between both communities is included in the Community Development Strategy.	Noted.
P62	Land use – welcome future discussion of school if not delivered.	Noted.
P64	Should there be references to other sports provision in addition to the 3G Sports Pitch?	Other formal sport provision is referenced (racket sports) and there is the informal sports provision in the recreation ground. This is additional to that shown at Outline and the Guide demonstrates standards are met.
P66	Welcome further detail regarding the Wellcome Trust Management and Maintenance.	Noted – no further detail proposed in this document but will follow in the Open space delivery and management plan.
P68	Query why play is not included in Item 2: Parks and Gardens including Civic Space.	These are just landscape typologies – the detail of all other components that may be appropriate within these landscapes are dealt with in other parts of the document. ‘Leisure and recreation’ is referenced as a key function and is broadly encompassing.
P90	Development Principle 11.2 – walking distances must be reasonable considering age and ability. 11.3 the design and location of play spaces must comply with principles set out in the Design Guide – these principles should be referenced by item number – assuming this refers to the text in the pink box? Play provision should also adhere to the SCDC Open Space SPD (2009).	The Dev Principles are those approved at the Outline stage. They are overarching to the Guide. The pink boxes are the evolution of the approach. This structure is explained at the start of the document. Not practical and would greatly disrupt the flow if we attempted to cross refer all the principles to the coding.
	Regarding the 4th bullet under Requirements and Guidance, we suggest this needs re-wording. Whilst it may not be realistic for all play provision/ equipment to be inclusive, we suggest all play spaces must be accessible and inclusive. We suggest also that the 5th and last bullet should be must rather than should. Whilst we understand that the Inclusive Access Principle (Appendix D) will be applied to play provision, as this is a complex area, it would be helpful to reference specific guidance/ check list for accessible and inclusive play provision such as: <a href="https://www.scope.org.uk/campaigns/lets-play-fair/inclusive-playgrounds-campaigning-guide/">https://www.scope.org.uk/campaigns/lets-play-fair/inclusive-playgrounds-campaigning-guide/</a> <a href="https://www.pipa-play.org/">https://www.pipa-play.org/</a>	Bullet point reworded. Reference to best practice is referred to as a must. The suggested documents are not design documents with which compliance can clearly be demonstrated so cannot be ‘adhered’ to as compliance requirements. Bullet point reworded as follows: Formal play areas must be designed to be accessible and inclusive. Seating and equipment must be included to provide opportunity for a range of different users.  The last bullet point is a should because those distances are guidelines and will not necessarily be applied precisely. The Framework Plan, principles and the R&G give a very strong steer on distribution, but other factors will impact on precise location (such as gradient, drainage, lines of sight).

P93	Suggest primary access via walking and cycling must be achieved and set down space in close proximity must be provided.	Text amended.
	We query why visitor parking should be available on neighbouring streets and why provision cannot be made in existing designated parking areas?	The recreation ground will be accessible by sustainable modes for the new and existing local communities. Parking will either be on streets or within the undercroft parking (as use of the recreation ground at busy periods e.g. matches, are likely to be at times when this car park is not required for the R&T / other commercial uses).
P100	Suggest additional references to play-on-the-way/ incidental play which also supports active travel.	This is set out in the relevant street sections.
P111	Consider provision for dogs?	It is not considered that the Guide has to make specific provision for dogs and can be explored at RMA stage if SCDC consider this is necessary.
P142	Development principle 7.3 query why this is not must?	The principles are the approved principles – they have not been amended where the Guide develops the approach. This cannot be a universal 'must' in an environment where there will be buildings that provide secure laboratory space and no public access. The last but one bullet in the R&G has been made a must to ensure articulation of frontages which are not active.
P166	1/3/6/7 bullets	All – amended.
P176	Raised beds must be provided. Please note SCDC Allotment Allocation Guidance typically implemented on new developments to ensure equity of access.	Amended
P198	Query whether there have been discussions about governance with relevant parish councils/ electoral services?	This should be discussed separately (not a design consideration).
P201	DP2.2 suggest this is made clearer as open space, public space and play – also community facilities/social infrastructure is located to support access within neighbourhoods and all public/ open spaces.	The principal play locations on fixed on the Framework Plan. This DP addresses uses that would ordinarily be associated with a local 'centre' (that having a particular meaning in planning policy). Play is not to be limited to the Green. It is distributed based on walking distances, so it would not be appropriate to amend the principle. DP3.1 deals with social infrastructure more broadly.
P205	DP11 see previous comment on play.	DPs are mandatory – this reinforces provision of adequate space as a minimum.
	Design for the Mind may be of use.	Noted.

British Horse Society		
	Submission of DMMO applications	This is noted and there is a dialogue with the BHS which U&C will continue but at this stage cannot provide a material consideration in the development of the Design Guide and movement network as the outcome of the applications is unknown.
	Clarity on shared routes to include grassed verge for soft surface users.	Amended – the grass verge for equestrians in a must
	Clarity as to whether shared leisure is ped / cyclists or includes pedestrians	The Valley section includes annotation of both shared leisure (includes equestrians) and secondary pedestrian and cycle. These are two different types of route and it is the shared leisure which includes the grassed verge for equestrians. This is considered to be consistent and the precedent image on shared leisure has been updated.
	Suggest no tarmac	The outer bounds of the expansion land is not countryside, but parkland – it will all be part of the designated campus and to be owned and managed by Wellcome, with permissive access. Don't wish to limit access to any users or discourage use by imposing restrictions such as have to hire an all-terrain buggy/wheelchair. The majority of users will be local residents undertaking informal recreation on their doorstep, including walking, cycling, scooting, push chairs, wheelchairs, roller skates, skateboards etc. Without hard surface, access would be far less convenient for most of these users.
	Why is access for request only a should.	
	Agreed glossary of terms would be helpful going forward.	Noted – clarity on definition added now as a starting point. The route hierarchy is now clear and consistent and will be used throughout RMAs.
	Challenge 'quiet paths' – would like wider access/dispute horses harm wildlife.	Pedestrian only leisure routes are now informal leisure routes.
Sustainability		
	On-site renewable energy provision - I would still like to see a target established that exceeds the current Local Plan target of 10%	There are options being considered which will enable the 10% to be exceeded and these will be further detailed in the first Renewable Energy Statement for the first building.
	Passivhaus for all residential development - this approach is very much supported. I would recommend accreditation to ensure standards are achieved	The passivhaus principles should be applied and this an improvement beyond the OPP albeit accreditation is not suggested as mandatory.
	Residential water consumption all dwellings to deliver 90l/p/d. Please confirm if this is something developers 'should' achieve or 'must' achieve. Page 38 states 90	It is a stretch target and is a should.

	litres/person/day 'should' be achieved and on page 39 it states that it 'must' be achieved.	
	Non-residential water consumption - I recommend maximum credits from BREEAM Wat01 in light of water scarcity issues for the region	The Guide complies with Condition 42
Education		
	<p>5.4 Land Use</p> <p>The Design Guide reiterates the need for a 2.3 hectare site necessary to accommodate a 2 form of entry primary school, although without scale drawings it has not been possible to verify this. The primary school site is generally rectangular in shape with the narrow boundary along the road frontage which is consistent with the School Land Site Specification. The school parcel will need to comply with the requirements in the School Land Site Specification relating to levels.</p>	Noted
	<p>5.5 Landscape</p> <p>The provision of children's play and recreation (incidental play and outdoor gym) in the Green Spine close to the school is supported (Figure 46). This could be incorporated into or co-located with the congregation space (see 5.4 below).</p>	Noted
	<p>5.6 Access and Movement</p> <p>Vehicular access to the school will be from a Secondary Street Type 1b (Table 5), which is described as a lower order route which will presumably be characterised by low levels of slow moving traffic, and which will facilitate safer access to the school for vehicles as well as pedestrians and cyclists. This is supported as the County Council would general favour schools accessed from lower tier streets and avoid direct access off primary or spine roads.</p>	Noted
	<p>The is some confusion at paragraph 5.6.16 regarding how the street is detailed along the school frontage. The text box "Requirements and Guidance" says "All requirements set out for Type 1 apply except there should not be a footway on the eastern side of the street. Instead, a planting strip of at least 5 metres should be provided between the school fence/gate and the carriageway. The pedestrian footway and 2.7m flexible zone should be provided to the western side of the carriageway." The requirement here for no footway on the eastern side contradicts Figures 66 and 67 (see below) which</p>	This has been updated.

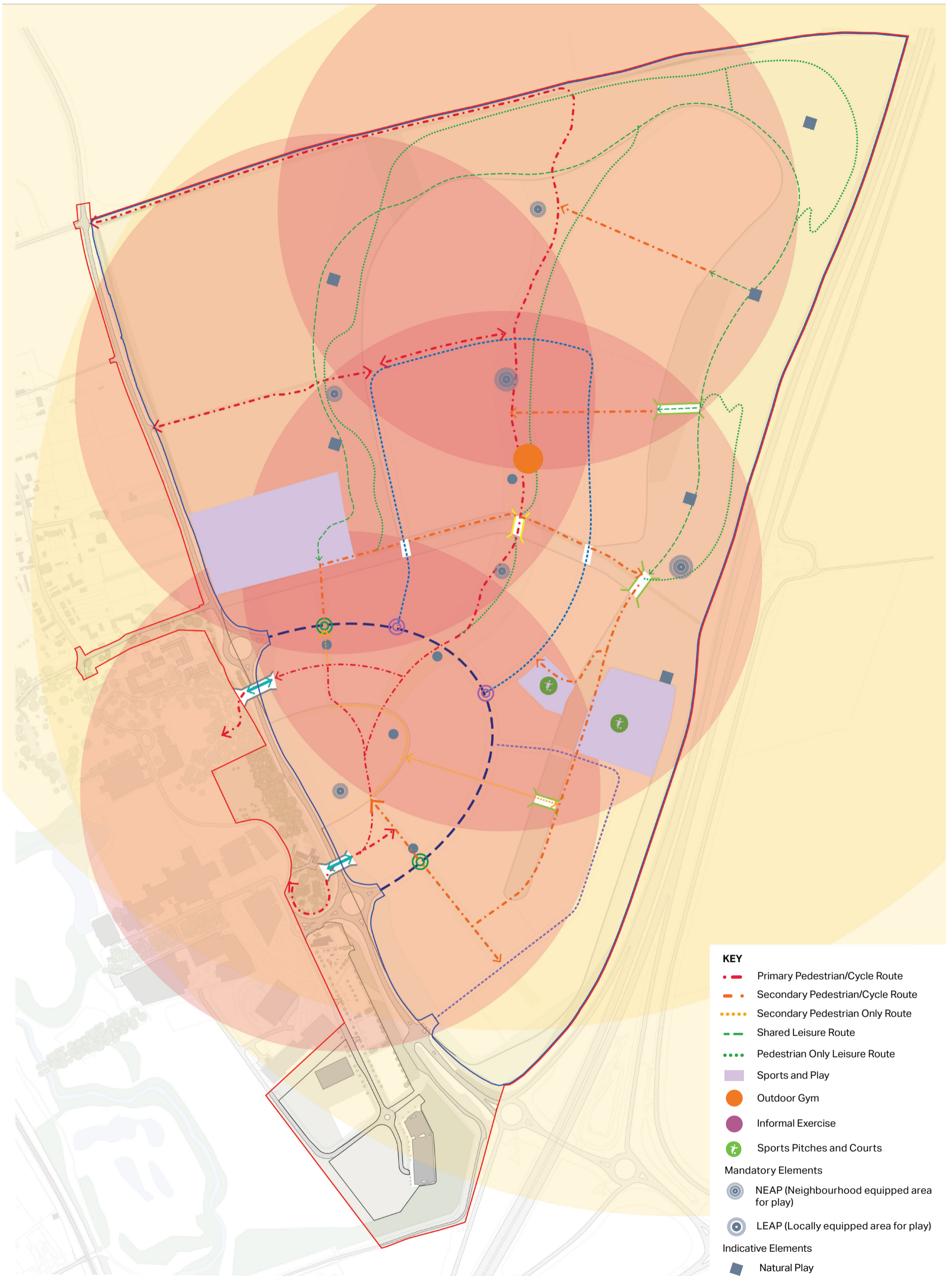
	show a pedestrian footway on the eastern side along the school frontage.	
	Whilst the main pedestrian and cycle access for the school will be from the Green Spine, it is expected that some will use the Secondary Street. Consequently, it will be necessary to ensure that the footway is provided and ideally wider than 2m to allow for buggies, cycles and scooters.	The footway is a requirement. This street is now designed with cycle priority on the carriageway and the 2m footway provision is considered sufficient in the context of the movement hierarchy. The emphasis on access to the school must be on the Green Spine and the street hierarchy and width of footways / cycleways serves to reinforce the priority given to the spine as a key movement corridor.
	6.1.5 Frontage to the Primary School The County Council are content with the proposal for the vehicles to access the primary school from the secondary road and for pedestrians to access from the green spine. It should also be acknowledged that some pedestrians/cyclists will also use the secondary road. It does not necessarily mean, as suggested at paragraph 6.1.5, that the buildings need to be orientated towards the green spine. This dual access approach will create challenges over how internal movement and circulation through the school plot will be managed and will impact on the building and landscape design of the school.	It is a key design principle that the school building should orientate towards the Green Spine to reinforce this as the primary arrival point and strengthen access to the school by sustainable modes. As below – the diagram has been updated such that it requires the school building to address the Green Spine and reinforce this as the primary entrance to the school.
	Whilst the principle of a building addressing the green spine is acceptable, the indicative building form shown in the diagram above and on page 138 should be deleted as that would be a matter for subsequent planning applications by the developer of the school. The County Council would agree to a notation, such as that in Figure 42, indicating the principle for a building frontage on the parcel edge without being too prescriptive about the building shape and form, which may present problems at the later design stage.	The indicative building form has been removed and an annotation added to reflect that the school building should address the Green Spine and reinforce the primary access being from the Spine.
	The access points shown on the diagram should be marked as indicative as these would need to be determined at the design stage. For example, it is normal practice to have separate accesses for pupils and visitors, and the location of these will be determined by the building design and the internal movement strategy within the school.	Amended
	The congregation space (3rd bullet page 138) should remain outside the school parcel and delivered by the developer. It is assumed that the “peach” coloured notation on the diagram (the text is blurred) is the outdoor reception space	Text added to clarify this and the congregation space has been re-positioned so mainly within the Green Spine. Combined with amended text, this clarifies that this is a matter for the Green Spine.

	referred to in the 4th bullet point. This should be deleted as these are not matters for the school design.	
Hinxtton Parish Council		
	<p>Although the Design Guide includes requirements and guidance for the bridges, we note that the application for the bridges has now been approved. We envisaged the design guide preceding the Bridge Application.</p> <p>Please clarify how the relationship between the two is now intended to operate?</p>	<p>It was important in planning terms that the bridges were approved to establish the principle and technical feasibility as they are part of the framework for the design principles and scheme reflected in the Design Guide. The Guide can now progress with this principle confirmed.</p>
	<p>The Green : possible light spillage from undercroft car parking / visual impact from A1301</p> <p>We note the significant gap between the serpentine walls and the roof of the car park (aerial image, p.15). We are concerned at potential light spillage from this gap. Please provide an impact assessment of this in lay terms. Please also supply an image to show this aspect from A1301 street level (a matter also raised at the 25th April 2023 meeting). It appears that the car park 'lid' will be significantly higher than the top of the serpentine walls, and we wish to understand the associated visual impact at eye level.</p>	<p>The Design Guide is not the appropriate planning document to provide a lighting assessment. This will accompany the Reserved Matters Application for the car park (currently in preparation). Notwithstanding this, it is important to note that the A1301 improvements require new street lighting which will be the principal light source and as such it is considered that any additional impact beyond the street lighting (required to meet Highways Standards) will be negligible but this will be set out in the appropriate level in the RMA.</p> <p>Please also note that visuals are currently being prepared for the car park (and infrastructure) RMA and will include nighttime views.</p>
	<p>Please clarify the notation 'Agroforestry'. Hitherto, it was understood that this area will be planted as a large fruit orchard?</p>	<p>This area will include tree planting, the precise form is yet to be determined, it could include agroforestry (a farming / land management principle combining tree planting with agriculture. The area may also include orchard planting.</p>
	<p>Framework Plan : Figure 6 (p 29)</p> <p>This appears to indicate a significant additional quantum of residential (Use Class C3) in DA1 in comparison to the outline permission. Please clarify?</p>	<p>The Outline Planning Permission (OPP) did not provide any spatial indication of residential use in its parameters. The same quantum of residential will apply and under the OPP it can be distributed throughout the site. The Design Guide applies a more refined approach to land use zones than the OPA. There was no quantum of residential for DA1 applied to the OPA and still no quantum for DA1 or DA3 applied in the Guide, these are zones with a series of permitted uses.</p>
	<p>Para 5.6.1 Introduction (p.98)</p> <p>Earlier in the document, it is stated that this is a world-renowned and important destination. We are highly sceptical that the number of journeys made by all modes will be "relatively modest", particularly given the likely number of visitors and delegates to the enhanced campus, not to</p>	<p>The context here is that this is a development based around the principle of providing housing only for people working on the site, Thus, unlike most strategic development, there will be a different profile of movements. Figures were provided in the OPA and movements deemed acceptable with the necessary mitigation secured.</p>

	<p>mention commercial deliveries, residential deliveries (amazon etc) and movements of residents. Please provide hard evidence to justify this.</p> <p>If the office population is around 7,000 workers and the residential population (about 3000 people) includes site workers and some wider family members, you will have a site population of over 8,000, being about 20 times the size of Hinxtan Village (circa 450 people).</p>	
	<p>Figure 51 Active Travel Connectivity (p.101) / Para 5.6.3 Figure 51 implies significant additional movement through Hinxtan (and on to Duxford). Does this represent the baseline position, or are assumptions being made about intensified movement in that corridor as a result of the development? Please clarify.</p>	<p>The route through Hinxtan has been amended to yellow. This plan is not intended to reflect changes to movement levels, rather just more a hierarchy of where movements will be focused. It is intentionally not informed by any empirical data but a graphic representation of key routes.</p>
	<p>Figure 53 apparently contradicts Figure 51 active movement as it appears to assume no additional cycle / pedestrian movements through Hinxtan High Street.</p> <p>As stated in previous comments, it is inevitable that some pedestrians and cyclists will aim to use the at-grade crossing north of the northerly roundabout, and this should be indicated on the drawing.</p> <p>The orange dotted -hatched line running through the A1301 should be moved to confirm that the cycleway will be provided adjacent to, rather than within, the road as currently implied.</p>	<p>These two figures shown different information. A crossing is annotated on the Movement Framework. The orange line simply highlights the improvements which are already approved rather than showing the detailed arrangement of the shared facility. The Key explains the design approach.</p>
	<p>Comments regarding how the bridges should be referenced</p>	<p>It is important to note that the detail of the bridges including their design and form is now approved. Reference to the bridges being integrated into the natural and semi-natural open space is referenced – this is the immediate context. The bridges are positioned beyond the new northern roundabout and in the context of a new development. This is the new immediate character within which the bridges must be considered.</p>
	<p>Reference to ambiguity on the lift text</p>	<p>The wording has been updated accordingly.</p>
	<p><b>SECTION 6 BUILT FORM</b></p> <p>We note the additional information now presented, particularly as shown at Figure 3, pages 20 and 21. We hope and trust that the visual impact of the development as it appears from New Road and looking East from the village itself will be as soft as possible (notably in respect of the health and fitness centre and the associated building</p>	<p>An additional strategic master plan principle is added on page 20 regarding respecting the surrounding environment, set backs and landscape design on the gateways.</p>

	<p>opposite New Road). The buildings are drawn as definite and angular in the concept drawings. It would be good to see a bit more narrative about the built form respecting the wider environment of Hinxtton Village, which is habitually "greyed out" on the concept drawings.</p>	
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- KEY**
- Primary Pedestrian/Cycle Route
  - Secondary Pedestrian/Cycle Route
  - Secondary Pedestrian Only Route
  - Shared Leisure Route
  - Pedestrian Only Leisure Route
  - Sports and Play
  - Outdoor Gym
  - Informal Exercise
  - Sports Pitches and Courts
- Mandatory Elements**
- NEAP (Neighbourhood equipped area for play)
  - LEAP (Locally equipped area for play)
- Indicative Elements**
- Natural Play
  - Incidental Play
  - 1000m walking distance from NEAP
  - 400m walking distance from LEAP

Do not scale drawings. All dimensions to be checked on site.  
 Errors to be reported immediately to landscape architect.  
 To be read in conjunction with all relevant architects, Services and engineers drawings.

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 Strategic Design Guide  
 Sports and Play diagram

  
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