

- 7.58 The AIA identifies that the category C trees and hedges to be lost are of little arboricultural value on their own; however, collectively it is noted that they add to the character along Babraham Road and as such it is recommended that mitigation planting should be provided to compensate. With regards to the two Category B trees to be removed, the AIA identifies that these trees, owing to their age and their resulting low tolerance to demolition, are not considered appropriate for retention.
- 7.59 The AIA recommends mitigation measures in terms of new tree planting in the streetscape and along the buffer to the east of the site. These recommendations will be considered in more detail during the reserved matters applications for the development. Tree protection and method statements will be expected conditions to ensure trees are safeguarded during construction.
- 7.60 The proposal therefore complies with Policy 71 in full given that a) the majority of trees to be felled are of low value; b) in any event adequate compensatory planting is proposed; and c) in any event the public benefits associated with the delivery of this residential development (see further below) far outweighs the loss of the trees.

Open Space Strategy

- 7.61 Policy 67 sets out that proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance.
- 7.62 The site is currently arable farmland and is not of importance in terms of environmental or recreational importance as existing, and particular given that the site is in private ownership and use. In any event, the proposed development would provide enhancement through the provision of high-quality open spaces which can be used for recreational purposes by existing and future residents. The proposals therefore meet the requirements of policy 67.
- 7.63 Policy 68: 'Open space and recreation provision through new development' states that:

All residential development proposals should contribute to the provision of open space and recreation sites/facilities on-site. The successful integration of open space into a proposed development should be considered early in the design process.... Requirements will be calculated using the Open Space and Recreation Standards and will have regard to the Council's adopted Open Space and Recreation Strategy, Playing Pitch Strategy and Indoor Sports Facility Strategy

- 7.64 This is supported by Appendix I and table I.1 which sets the amount and type of open space required for residential developments. The requirements of Table I.1 is set out below:

Table I.1: Open space and recreation standards

Type of open space	Definition	Standard	CIL ⁺	Onsite or S106 ⁺
Outdoor sports facilities	Playing pitches, courts and greens	1.2 hectares per 1,000 people	No	Yes
Indoor sports provision	Formal provision such as sports halls and swimming pools	1 sports hall for 13,000 people 1 swimming pool for 50,000 people	Yes	No
Provision for children and teenagers	Equipped children's play areas and outdoor youth provision	0.3 hectares per 1,000 people	No	Yes
Informal open space	Informal provision, including recreation grounds, parks, natural greenspaces and, in town centres or urban locations, usable, high quality, public hard surfaces	2.2 hectares per 1,000 people	No	Yes
Allotments	Allotments	0.4 hectares per 1,000 people	No	Yes

* Indicative, and subject to the adoption of the Community Infrastructure Levy and associated Regulation 123 list

7.65 It is estimated that the development will generate 529 people based on a population yield of 2.3 per dwelling. This is on the basis of the indicative residential dwelling as demonstrated within the illustrative masterplan. In accordance with table I.1 the following open spaces will be provided

Type of Open Space	Standard	Site Requirements	Proposed on-Site provision
Outdoor Sports facilities	1.2 hectares per 1,000 people	6,348 sqm	Subject to off-site contribution
Indoor Sports Facilities	1 sports hall for 13,000 people, 1 pool for 50,000 people	N.A.	N.A.
Provision for Children and teenagers	0.3 hectares per 1,000 people	1,587 sqm	1,600 sqm
Informal Open Space	2.2 hectares per 1,000 people	11,638 sqm	Circa 15,000 sqm
Allotments	0.4 hectares per 1,000 people	2,116 sqm	Subject to off-site contribution

Table 9: Open Space Requirements

Provision for children and teenagers (equipped children's play areas) – 0.1587 ha (1587 sqm)

7.66 Based on the Cambridge Local Plan and Fields in Trust's guidance of 0.1587 ha (1587 sqm) the following split of the equipped children's play area is proposed for the site:

- > 1no. of 400sqm locally equipped / landscaped area for play (LEAP) for 0-12-year olds with 240m catchment area;
- > 1no. of minimum 250sqm youth space for 13+ year olds – one of which is recommended to be located near community facilities;
- > 7-8no. of 100-200 sqm local area for play (LAP) for under 5-year olds with 60m catchment area.

Informal Open space – 1.1638 ha (11,638 sqm)

7.67 The development will provide in-excess of the required open space comprising green open spaces, paths, amenity and native planted areas

7.68 In accordance with the policy consideration has been given towards outdoor sports facilities and allotments. However, given the size of the site it is not considered feasible to provide this on-site. The broad locations of the play areas are shown in the landscape parameter plan. Further details of the play areas and break down of open space against the policy requirements will be provided at Reserved Matters stage.

Transport and Access

7.69 A Transport Assessment (TA) has been prepared by Conisbee which predicts the likely demand generated by the proposed development, sets out the sustainable transport strategy and considers the impact of the development on the highway network and identifies any mitigation measures required.

7.70 Throughout the process of developing and preparing the TA, proactive engagement has been undertaken with the relevant highway authorities and other transport stakeholders including Cambridgeshire County Council and Cambridge City Council. The scope of the TA has been discussed and agreed with Cambridgeshire County Council prior to submission.

7.71 The Site's location is summarised within the TA as highly sustainable with its proximity to public transport services, opportunities for the use of active travel modes and access to a range of local facilities.

7.72 The applicant's key objective is to ensure that the site meets the purpose of the site allocation which allows for vehicular access from GB1 through the site by providing a single crossover across Worts' Causeway and single point of access onto Babraham Road. In addition, the scheme will meet the overarching objectives of providing a highly sustainable development which encourages suitable methods of transport such as walking and cycling.

Existing Situation and Accessibility

- 7.73 The TA considers the travel characteristics of the existing residents surrounding the site and describes the existing transport network within the vicinity of the site as set out below:
- > 52% of people living in the area travel by sustainable modes (walking, cycling and public transport) and 36% of people in the area drive to work;
 - > National Travel Survey data shows that in the morning peak approx. 25% trips are for employment, 50% for education purposes and 25% are for shopping;
 - > In the evening approx. 40% are for employment, 5% for education and 5% for leisure and shopping purposes;
 - > Trips for employment are likely to be by car and trips for education or leisure by foot;
 - > Car - Anticipated car ownership of the proposed development would be lower than 1.4 cars per household based on car ownership data;
 - > Public Transport - The site is located in a high-quality transport corridor with excellent access to bus services;
 - > Walking - There is a shared cycleway/footway provided along the eastern side of Babraham Road, which provides a continuous link from the site to the junction with Worts' Causeway. There is a permissive path along the western edge of the site, which connects Babraham Road to the south and Worts' Causeway to the north;
 - > Cycling - There is a shared cycleway/footway (approximately 1.2m wide) provided along the eastern edge of Babraham Road up to the junction with Red Cross Lane. The site is also located in close proximity to National Route 11 of the National Cycle Network (NCN).

Proposed Development Access and Infrastructure

- 7.74 Vehicular access to the proposed site is provided from Babraham Road with a crossover junction provided to the north to allow for GB1 to access through the proposed site onto Babraham Road. The accesses have been discussed in detail with CCC highways and where recommendations have been provided these have been incorporated.
- 7.75 Details of the proposed vehicular access arrangement are described in detail in the submitted TA and associated drawings.

Access onto Babraham Road

- 7.76 The access onto Babraham Road is in the form of a priority junction with a ghost island right-turn lane. The ghost island right turn lane ensures that northbound flows along Babraham Road are not impeded by vehicles waiting to turn right into the site. This arrangement will also ensure the access has minimal impact on the high-quality public transport corridor travelling into Cambridge.

Access to Worts' Causeway

- 7.77 At present Worts' Causeway provides access for all vehicles both east and westbound with restrictions in place between 7.30am-9.30am Monday to Friday. These restrictions allow public bus access only and are enforced by a number plate recognition camera which sits to the west of the site.

- 7.78 The junction onto Worts' Causeway will be a simple priority junction. The location of the junction within the east of centre of the site has been agreed with the landowners of the GB1 site at the behest of the Council to ensure that the access from GB1 and GB2 onto Worts' Causeway are aligned.
- 7.79 Notwithstanding the above, it is the opinion of the applicant that the access onto Worts' Causeway would be better placed on the eastern edge of the site for the following reasons:
- > To relocate non-GB2 traffic movements away from the centre of the site;
 - > Provide greater opportunity for pedestrian and cycle separation of the primary route;
 - > Create a safer, more useable environment around the central green space;
 - > Retain the green corridor as one coherent space rather than separated by a primary road;
 - > Stop the community from developing an east/ west split;
 - > Strengthen the traditional urban block forms;
 - > Allow the proposed blocks to more closely respond to the existing urban grain;
 - > Help to create a more legible street hierarchy through division of north/ south and east/west routes;
 - > Hedgerows defining field edges and roads are a common landscape feature of the surrounding context;
 - > Worts' Causeway boundary character would be replicated along the new boundary of the Green Belt;
 - > The eastern boundary will be only visible from the east where only limited number of public viewpoints exist.
- 7.80 A drawing showing where the access on the eastern edge of the site could be accommodated is provided at **Appendix 01**

Impact of the Development on the Highway Network

- 7.81 Policy 81 of the Local Plan requires that development will only be permitted where they do not have an unacceptable transport impact. The Policy requires that the sufficient information is supplied with the application to assess the transport impact, that a travel plan accompanies the proposals and that reasonable and proportionate financial / mitigation measures are proposed where necessary make the transport impact of the development acceptable.
- 7.82 A comprehensive transport assessment and travel plan have been submitted in support of the application and are included in the ES. The TA has considered the potential impact of the development on the wider highway network and whilst further mitigation is being explored with County highways for the increase in vehicular traffic, no mitigation measures are necessary given the conclusion that the operational impacts from vehicular traffic are considered to be negligible or minor adverse. The only mitigation proposed is pedestrian and cycle improvements to Worts' Causeway and Babraham Road, which will ensure that the residual impacts are negligible – see Table 7.13 of the ES
- 7.83 The development therefore complies with Policy 81.

Sustainable Transport Improvements

7.84 Policy 80 of the Local Plan states that development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. The TA provides possible improvements that could be made to the wider highways network to encourage future residents to travel sustainably, including a number of schemes proposed by the Greater Cambridge Partnership to improve cycling and public transport infrastructure.

7.85 As part of the development the following measures are proposed

- > Improve the pedestrian provision along Worts' Causeway;
- > Extend the 20mph speed limit along Worts' Causeway;
- > Provide a site layout that prioritises walking and cycling; and,
- > Provide good crossing facilities at the site access on Babraham Road.

7.86 Moreover, a Travel Plan has been prepared for the site which will be funded by the applicant. This Land Limited are fully committed to the implementation of the Travel Plan and its maintenance. The travel plan identifies measures to encourage sustainable travel through initiatives to support walking, cycling and the use of public transport and encourages the use of car sharing to reduce the dependence on car-based travel.

7.87 The development therefore meets the aspirations of Policy 80 through the above measures.

Car Parking and Cycle Parking

7.88 Local Plan Policy Appendix L which provides the following parking standards:

Unit Size	Parking Requirement
Up to 2 bedrooms	Up to 2 bedrooms: No more than a mean of 1.5 spaces per Dwelling
3 or more bedrooms	No less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling
Visitor	One space for every four units.

Table 10: CCC Local Plan (2018) Parking Standards

7.89 The proposal will accord with the above standards, which are maximum standards, to provide a maximum of one space for 1- and 2-bed units and two spaces per 3+ bed unit. The proposed provision will provide a mix of on-plot parking spaces (including garages), parking courts and on-street parking for both residents and visitors.

7.90 The proposed on-site parking provision would meet the requirements of Blue Badge Holders and the parking strategy will consider the necessary future proofing if electric charging points are required at a later stage.

- 7.91 In order to encourage residents to cycle, generous cycle parking storage will be provided in convenient locations with easy access from the front of houses. The proposals are in accordance with Policy 82 and appendix L of the Local Plan

Energy and Sustainability

- 7.92 Local Plan Policy 28 requires developments to meet the following minimum standards, unless it can be demonstrated that such provision is not technically or economically viable:
- > On-site reduction of regulated carbon emissions relative to Part L 2006: 44% - note this requirement will only apply until commencement of the amendments to Section (1) (c) of the Planning and Energy Act 2008
 - > Water efficiency: 110 litres/person/day
- 7.93 Following pre-application feedback Officers confirmed that the council would expect the development to achieve a 40% improvement over Part L1A 2013 of the Building Regulations.
- 7.94 The energy and sustainability report submitted with the application demonstrates how the development will make the fullest contribution to minimising CO₂ emissions in accordance with the hierarchical approach set out in Policy 28 of the Cambridge Local Plan 2018.
- 7.95 Overall it is demonstrated that with the inclusion of PVs to each house, a total estimated improvement of 43.3% is achieved over Part L1A 2013 of the Building Regulations.

Flood Risk and Sustainable Urban Drainage

- 7.96 Policy 32 sets out the sequential requirements that must be followed for development in flood risk areas and requires the assessment of flood risk from the development and to the development itself following the principles of the NPPF.
- 7.97 An FRA and drainage strategy have been prepared and submitted with this planning application. This document sets out that the site is located within flood zone 1 as such having low annual probability (less than 0.1%) of river flooding. In terms of surface water, the EA flood map indicates areas of low, medium and high risk of surface water flooding corresponding to lower lying areas.
- 7.98 A potential risk associated with surface water flooding from the adjacent highways has been identified and mitigation proposed in the form of filter drains within the landscape buffers alongside the sites northern and southern boundaries. The proposed scheme therefore meets the provisions of Policy 32.
- 7.99 Policy 31 sets out the criteria for what will be expected in terms of surface water management on new developments.
- 7.100 An outline surface water drainage strategy has been developed utilising infiltration techniques for the disposal of surface water runoff, thereby replicating the natural infiltration and ensuring that there is no increase to the risk of surface water flooding in line with NPPF. The outline

drainage strategy proposes a series of smaller SUDs features distributed throughout the development to ensure that surface water is managed close to its source

- 7.101 The outline drainage strategy has been designed to accommodate run-off for all events up to the 100-year return period plus 40% climate change allowance. Overland flow routes will be engineered to direct any flows from within the site and adjacent areas away from dwellings towards roads, open space and the drainage features. The drainage strategy is therefore in accordance with Policy 31.

Ecology and Biodiversity

- 7.102 Policy 69 of the Local Plan seeks to resist development that would lead to the loss of or have an adverse impact upon a site of biodiversity or geodiversity importance as identified on the policies map. It is noted that development is permitted in such circumstances where proposals include measures to minimise harm, secure mitigation and where possible enhance the nature conservation value of the site. Policy 70 of the Local Plan supports proposals that will protect priority species and habitats.
- 7.103 The Site is arable farmland, hedgerow and field margins and is not identified as a site of biodiversity or geodiversity importance as identified on the policies map. There is a network of designated sites of nature conservation value situated in the landscape directly around Land South of Worts' Causeway which may fall within the zone of influence of the proposed development including Beechwoods LNR and Cherry Hinton Chalk Pits SSSI, both of which are open access and managed by the Wildlife Trust as nature reserves. Cherry Hinton Chalk Pit SSSI and Gog Magog Golf Course SSSI are both within 1km of the proposed development.
- 7.104 A preliminary ecological survey appraisal, breeding bird survey, wintering bird survey and bat activity report have been prepared in support of the application and included in the ES.
- 7.105 In terms of the impact on nearby designated sites the ES considers that the creation of new dwellings in close proximity to designated sites can result in indirect impact on these forms and increase recreational pressures. To mitigate against this the provision of extensive green space within the development will help minimise the number of visitors and thereby reduce the likely impact on these designated sites. The scheme therefore meets the provision of Policy 69 through securing mitigation and minimising harm.
- 7.106 In terms of the onsite habitat the landscape strategy identifies that approximately 740 sqm of additional hedgerow will be provided within the development and approximately 3,000 sqm of grassland. This will provide additional habitat for wintering birds, foraging bats and badgers creating an enhancement from the current situation. In addition, a bird box scheme will provide habitat for breeding birds. The creation of additional habitats is in accordance with the intent of policy 70.
- 7.107 The scheme will therefore comply with the provision of policy 69 and 70 of the Local Plan.

Environmental Health

- 7.108 Policy 33 states that development will be permitted where it is demonstrated that there is no impact on future and existing occupiers from ground contamination resulting from existing/previous uses.
- 7.109 A preliminary risk assessment has been undertaken and identified a limited number of potential pollutant linkages that may be active upon the redevelopment. The report concludes that it is therefore recommended that the potential for these linkages to be active is assessed through an intrusive investigation at the site. Cambridge City Council has advised that if the site were to be developed, they would require an intrusive investigation to be undertaken. A suitably worded condition would be expected to secure further investigations as recommended in the report. The development therefore will meet the objectives of policy 33 to ensure there is no risk to future or existing occupiers either on the site or surrounding the site.
- 7.110 Policy 34 sets out the criteria by which new lighting will be assessed. This includes minimising light spillage, minimising impact on residents and minimising impact on local wildlife and landscape character. The scheme will include new lighting, albeit the exact nature of this lighting and exact location is yet to be determined and will be explored further at reserved matters stage.
- 7.111 Policy 35 sets out the policy requirement to minimise impacts of construction phase noise and vibration and also to mitigate the impacts of noise and vibration on future users of the development to ensure they will not be exposed internally and externally to unacceptable levels of noise pollution/disturbance from existing or planned uses .
- 7.112 The noise impacts associated with the construction and operation of the proposed development at GB2 Worts' Causeway have been assessed in accordance with relevant legislation, standards and policy. Vibration impacts and impacts from construction traffic have not been assessed as they are unlikely to result in significant effects on nearby noise sensitive receptors. It is concluded that no phase of the development will have a significant effect on the surrounding environment in terms of noise and vibration
- 7.113 In terms of ensuring future residents are not exposed internally and externally to unacceptable levels of noise pollution it is anticipated in accordance with Policy 35 that a suitably worded condition(s) will be placed on the planning permission to secure details of how this will be achieved. The application therefore is in accordance with Policy 35.
- 7.114 Policy 36 requires development proposals to demonstrate how they will not have significant adverse impacts on health, the environment or amenity of residents from polluting or malodorous emissions or dust or smoke emission and where the development end use is sensitive there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.
- 7.115 The air quality chapter of the ES concludes that the proposed development will have a negligible impact on concentrations of NO₂, PM₁₀ and PM_{2.5} and concentrations will be below the relevant air quality objectives and target levels in the opening and future years and would therefore comply with Policy 36.

- 7.116 Policy 37 sets out the council's airport safeguarding zones. The site as shown in Figure 4.5 falls within a zone where structure above 15m will be referred to for consultation with Marshall and the Ministry of Defence. The height parameter plan shows that maximum height for which permission is sought is up to 14m. This policy is complied with fully, and no such consultation will be required.

Planning Obligations

- 7.117 Cambridge City Council has yet to adopt a CIL charging schedule; as such planning obligations will be secured through the negotiation of a S106 legal agreement. The Heads of Terms of these planning obligations will be guided by the Council's Planning Obligations SPD (2010). A draft Planning Obligations Strategy SPD was consulted in June 2014 - July 2014, however no further information has been released by Cambridge City Council As such the 2010 SPD is the most up to date policy document in this regard.
- 7.118 In accordance with the Council's Planning Obligations SPD (2010) the following obligations will need to be discussed and negotiated with the Council:
- > Affordable Housing
 - > Transport
 - > Open Space and Recreation
 - > Community Facilities
 - > Waste and recycling
- 7.119 The scheme, in accordance with the Planning Obligations SPD and Local Plan (2018), will provide 40% affordable Housing which will be secured within the S106 legal agreement. Other obligations will need to be agreed with the Council during the course of the application in accordance with methodologies set out in the SPD to ensure that all relevant infrastructures and contributions for the development, and to ensure it is acceptable in planning terms, are properly secured in the usual manner. For these reasons, Policy 85 is complied with in full.

8.0 Material Considerations

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration in planning decisions.
- 8.2 Section 7 of this statement has demonstrated that the scheme is, insofar as is relevant for an outline application, in compliance with relevant policies within the development plan. The NPPF is a material consideration and this section will demonstrate compliance with the relevant provisions of the NPPF as well as comprehensively set out the planning benefits of the scheme.

National Planning Policy Framework (NPPF)

Housing

- 8.3 Section 5 of the NPPF advises on the need to deliver a sufficient supply of homes. This section of the Framework largely provides guidance to local authorities in how to boost the supply of housing and how local plan process can identify land suitable for housing and maintain a supply and delivery of housing.
- 8.4 The proposed development will provide a new urban extension on land that was previously designated as green belt. The site was identified by the local authority through the local planning process for release from its green belt designation and is now allocated within the local plan for the delivery of 230 homes. The proposed outline application is in accordance with this allocation as demonstrated within section 7 of this statement.

Promoting Healthy and Safe Communities

- 8.5 Section 8 of the Framework looks to promote healthy and safe communities. Paragraph 96 highlights that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities.
- 8.6 As set out in the previous section of this statement the proposed development will provide extensive open space as part of the scheme. The landscape parameter plan identifies a series of open spaces throughout the development which include areas for relaxation and play to be enjoyed by future and existing residents of the area. The landscape strategy submitted in support of the scheme demonstrates how these spaces can be developed and this will be further developed within the subsequent reserved matters application.

Transport

- 8.7 Section 9 of the Framework addresses the need to promote sustainable transport. Of relevance is paragraph 108 which advises that amongst other things on the provision of safe and suitable access for all. Paragraph 109 sets out under what circumstances an application should be refused on highway grounds. Paragraph 110 advises on the need to promote sustainable modes of

transport, provide access for people with disabilities, minimise conflicts between pedestrians and cyclists, allow for delivery of goods and designed to enable electric charging.

- 8.8 The outline application is supported by an ES which provides a chapter on the transport, included as a technical appendix within the ES is a Transport Assessment (TA).
- 8.9 In accordance with the provision of the Framework suitable access is provided to the site. The application seeks detailed planning approval for the access to the site (all other matters are reserved for further consideration).
- 8.10 In terms of the impact on highways safety and paragraph 109 of the NPPF it is demonstrated in the TA that as a result of the proposed development there would not be an unacceptable impact on highway safety and the impacts on the road network would not be severe, as such the application should not be prevented or refused on these grounds.
- 8.11 With regards the provision of paragraph 110 the scheme is for outline permission, as such some of the details required under this paragraph will be secured through a condition of the planning permission. This notwithstanding the TA and Travel Plan set out measures to encourage more sustainable modes of travel to and from the site, there is a commitment to provide blue badge parking throughout the site, the parameter plans have been developed so as to provide separate areas for vehicles, cyclists and pedestrians, and there is a commitment for every house to be provided with electric charging facilities.

Design

- 8.12 Section 12 of the Framework advises on the need for developments to achieve well-designed places stating that this is fundamental to the development process.
- 8.13 The application seeks outline approval with all matters reserved except for access, as such the detailed design and layout of the scheme will be determined at reserved matters stage. Notwithstanding this, the parameter plans and accompanying Design and Access Statement and Landscape Strategy provide a framework within which to achieve a high-quality development which responds to, and is sympathetic to, the local context.

Natural Environment

- 8.14 Section 15 of the Framework addresses the need to conserve and enhance the natural environment. Of relevance paragraph 170 advises on the need to protect and enhance valued landscapes and provide net gains for biodiversity.
- 8.15 The site is currently arable farmland and is not of importance in terms of environmental importance as existing and as such cannot be considered a valued landscaped. In terms of biodiversity gains the ES provides a chapter on ecology and biodiversity, this demonstrates that the development will result in 4.85 units of net gain in biodiversity for habitats and 8110 units of net gain for hedgerows.

Historic Environment

- 8.16 Section 16 of the NPPF addresses the need to conserve and enhance the historic environment. Paragraph 169 of the NPPF advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the benefits of the proposal including, where appropriate, securing its optimum viable use
- 8.17 Chapter 10 the Historic Environment of the ES identifies that there are two grade II listed buildings located within 1km of the site. Parts of the proposed development will be visible in views looking westwards from the Grade II listed milestone to the east along Worts' Causeway. The ES concludes that the impact of the development on this Grade II listed structure would be negligible.
- 8.18 With regards the provision of the Framework and in particular paragraph 196 even if the negligible impact on heritage assets as set out in the ES is considered to be less than substantial the public benefits as highlighted elsewhere in this statement clearly outweigh such negligible harm.

Planning Benefits of the Scheme

- 8.19 The proposals will deliver up to 230 homes (40% of which will be delivered as affordable housing). The scheme will provide an urban extension of the City of Cambridge to fulfil the Council's aspiration for the site as set out in the Local Plan.
- 8.20 The vision for the new community has been informed and developed through engagement with the local community and technical work alongside officers of the City Council and County Council in conformity with the allocation for the site as set out in the Council's Local Plan.
- 8.21 The proposal is considered to achieve a high-quality development in respect to design and landscape, sustainable drainage, energy and low carbon strategy. The outline proposals provide a comprehensive and robust framework to guide the preparation of detailed planning submissions made at the Reserved Matters stage
- 8.22 The scheme will deliver extensive public open spaces. It is proposed that 45% of the site will provide an attractive framework of green spaces and wildlife habitats and will encourage both recreation and play. The new green spaces, combined with new supporting community facilities located at the heart of the new community, will provide opportunities for social interaction, thus creating a welcoming and vibrant neighbourhood that supports the health and wellbeing of its residents.
- 8.23 In line with the National Planning Policy Framework (NPPF), the proposals will deliver a sustainable development by simultaneously securing a series of social, environmental and economic gains as set out below:

Social Benefits

- > Boosting the supply of land for housing and provided a mix of housing helping to meet the emerging local plan housing needs
- > Providing 40% of the new homes on site as affordable housing which will be genuinely tenure blind fostering social interaction
- > Providing community facilities within the heart of the development. The type of facilities provided will be informed by the further consultation with the local community
- > Ensuring the integration of the site with existing communities in the vicinity through an extensive on-site footpath and cycle network with enhanced connectivity
- > Providing opportunities for, walking, cycling and relaxing to encourage social and healthy lifestyles

Environmental Benefits

- > Promoting sustainable forms of transport through the incorporation of a network of high-quality cycleways and footpaths
- > Utilising sustainable urban drainage systems (SuDS) to manage surface water drainage
- > Enhancing and better managing the landscape habitats for biodiversity gains
- > Providing a development which will utilise a low carbon strategy achieving an estimated improvement of 43.3% = over Part L1A 2013 of the Building Regulations
- > Providing electric charging points for cars

Economic Benefits

- > Providing employment opportunities within the proposed non-residential community uses that could be delivered on the site
- > Jobs created in the construction supply chain through indirect employment
- > Providing high quality homes that will attract and retain high caliber staff in the local area
- > Supporting the long-term viability of the local shops

9.0 Conclusions

- 9.1 This Planning Statement is prepared on behalf of This Land Limited to support the submission of an outline planning application at Land at Newbury Farm. The outline application is for the following description of development:

Outline application (all matters reserved except for means of access in respect of junction arrangements onto Worts' Causeway and Babraham Road) for erection of up to 230 residential dwellings (including affordable housing), community facilities within Use Classes A1/A2/A3/A4/B1/D1/D2, new landscaping and public realm, car and cycle parking, infrastructure, other associated works following the demolition of all existing buildings on the site.

- 9.2 The site is allocated in the Local Plan 2018 for residential development. The proposed development is in full accordance with this allocation and will provide a highly sustainable residential extension to the city of Cambridge.
- 9.3 In developing the proposal extensive consultation has taken place with a range of residents, businesses, and community-based groups, alongside other statutory consultees, to comprehensively embrace an integrated design.
- 9.4 A series of parameter plans have been developed which set out the principles for development which will be developed further at reserved matters stage. An illustrative masterplan has been prepared which provides one way of setting out the development within the parameters set out in the parameter plans.
- 9.5 The Design and Access Statement and Landscape strategy set out the broad principles for future development of the site. The primary objective is to provide a development with extensive green spaces which provide opportunities for relaxation and play. The design quality of the residential element of the site will developed further at reserved matters stage.
- 9.6 Access to and from the site has been developed in conjunction with Cambridgeshire County Highways. The resultant access arrangements meet the objectives of the site allocation by ensuring a single point of access from Babraham Road.
- 9.7 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “*where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise*”.
- 9.8 In accordance with Section 38 (6) this planning statement has demonstrated that the proposed development has had full regard to the development plan and relevant policies therein. Whilst it is not necessary for an application and proposed development to draw positive support from a development plan, the site is allocated for residential development under Policy 27. All requirements of Policy 27 are complied with in full, and the development plan therefore positively supports the proposals.

- 9.9 Further, as demonstrated in Section 7 above the application proposals are in full accordance with the remaining relevant policies of the development plan and it is clear that the development is complied with fully and as a whole.
- 9.10 It has been further demonstrated within Section 8 of this statement that the material considerations in terms of the policies contained within the NPPF are complied with in full including paragraph 196 insofar as even if the negligible impact on heritage assets as identified in the ES is considered to be less than substantial, the public benefits clearly outweigh such negligible harm and these benefits strongly support the grant of planning permission.
- 9.11 The benefits of this scheme identified in section 8 are also significant material considerations that justify approval.
- 9.12 On this basis we respectfully request that planning permission for the scheme is granted so that this highly sustainable residential development may be delivered as soon as possible.

Appendices



Appendix 1

Potential alternative layout showing access onto Worts' Causeway on the east of the site





Potential alternative layout showing access onto Worts' Causeway on the east of the site



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