Land at Newbury Farm, Cambridge

Planning Statement

This Land Limited

August 2019

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For further information, contact:

Gerry Cassidy, Partner **planning@bptw.co.uk**
Andrew Mills, Associate **planning@bptw.co.uk**

BPTW, 40 Norman Road,
Greenwich, London
SE10 9QX
t 020 8293 5175
bptw.co.uk

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Appendix 1. Potential alternative layout showing access onto Worts' Causeway on the east of the site

1.0 Introduction

1.1 This planning statement has been prepared on behalf of This Land Limited (***the applicant***) in support of an outline planning application for the development of the Land at Newbury Fam, Babraham Road, Cambridge CB2 0RB (***the site***) to Cambridge City Council (***the Council***). The description of development is as follows (***development / scheme***):

> *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.*

1.2 The Site is allocated as GB2 within the Cambridge City Council Local Plan 2018 in September 2018 (***Local Plan***) for residential development of up to 230 dwellings. The site was released from its former green belt designation along with site GB1 which sits on the northern side of Worts' Causeway.

Figure 1. *Aerial Image of the Site*

Overview of Development

1.3 The application is for outline planning permission with all matters reserved expect for access. As an outline application, a set of Parameter Plans are submitted to provide a framework to guide future detailed development proposals of detailed Reserved Matters. The outline application prescribes the proposed land uses, access and movement strategy, landscape and green infrastructure, maximum building heights and sets urban form principles for future development.

The application includes full details of the proposed junction and highway improvement works necessary to create access to the site.

1.4 To summarise, outline planning permission with all matters reserved, except for the means of access to the development, is sought for:

- Up to 230 residential dwellings
- Up to 400 sqm of flexible floorspace (use class A1, A2, A3, A4, B1, D1 and D2)
- Vehicular access onto Babraham Road
- Crossover vehicular access to and from site GB1
- An informal, shared cycle / footpath along with a grass ride with the potential to be used for horse riders on a permissive basis by the landowner to the western edge of the site. This is a replacement of the current permissive footpath.

The Applicant

1.5 This Land Limited is a Cambridgeshire based developer who is challenging expectations in residential development. This Land Limited's focus is on the community and environment to deliver a positive difference to people's lifestyles.

1.6 This Land Limited's developments are underpinned by Placecraft™ with their unique approach to home building, creating neighbourhoods with long-term value and a lasting legacy. Through creative design and construction, This Land Limited provide flexibility and adaptability, which can enable customers to adapt their homes when their families grow, and their requirements change, ensuring long-term relationships built on a superior customer experience.

Consultation

1.7 This application has been the subject of extensive pre-application consultation with the local community, local business and amenity groups, Cambridge City Council and other interested parties. Further details of these are provided in **Section 4** of this Statement.

1.8 This consultation has shaped the development as comments gained throughout the process have been incorporated during the design stage. Feedback from the public exhibitions and discussion with local amenity and resident groups has provided a vital forum with the local community to ensure that the final proposals which are being brought forward represent a scheme which is appreciative and respectful of its context and wider area.

1.9 A Statement of Community Consultation has been submitted in support of this application which further details these consultations.

Environmental Statement

1.10 An Environmental Impact Assessment Screening Opinion was issued by the Council on 26/03/2019 which confirmed that the development would require an Environmental Statement (ES). A subsequent Scoping Opinion was issued by the Council on 27/06/2019 which confirmed

the details which are required to be incorporated into an ES to support the application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

1.11 Accordingly, an ES has been prepared by RPS and submitted in support of this application, alongside a number of supporting technical reports. This supports the outline application and comprehensively assesses the environmental impacts of the proposed development and proves its acceptability in environmental terms in isolation and cumulatively. The application also draws together the wide range of issues relating to this development and assesses this against relevant national and local planning policy.

Structure of this Statement

1.12 This statement is set out in the following sections:

- Section 2 describes the site within the immediate and wider locational context;
- Section 3 identifies the relevant planning history of the site;
- Section 4 sets out the pre-application discussions and community engagement which have taken place;
- Section 5 sets out the development proposals in detail;
- Section 6 identifies the relevant national, regional and local planning policy;
- Section 7 addresses the planning considerations and merits; and
- Section 8 draws together the conclusions of the report.

1.13 The appendices referred to in the text are contained at the end of the Statement.

Content of Application

1.14 The application comprises the following documentation and drawings:

Drawing Title	Drawing Number	Author
Location Plan	WCW-BPTW-XX-XX-SU-A-0001 Rev. C01	BPTW
Existing Site Plan	WCW-BPTW-XX-XX-SU-A-0002 Rev. C01	BPTW
Existing Levels Plan	WCW-BPTW-XX-XX-SU-A-0003 Rev. C01	BPTW
Land Use Parameter Plan	WCW-BPTW-XX-XX-DR-A-0101 Rev. C01	BPTW
Movement & Access Parameter Plan	WCW-BPTW-XX-XX-DR-A-0102 Rev. C01	BPTW
Building Heights Parameter Plan	WCW-BPTW-XX-XX-DR-A-0103 Rev. C01	BPTW
Landscape Parameter Plan	WCW-BPTW-XX-XX-DR-A-0104 Rev. C01	BPTW
Urban Form Parameter Plan	WCW-BPTW-XX-XX-DR-A-0105 Rev. C01	BPTW
Illustrative Strategic Masterplan	WCW-BPTW-ZZ-ZZ-DR-A-0110 Rev. C01	BPTW
Landscape Masterplan (1 of 2)	2812-LA-01 1of2 Rev. C	Allen Pyke
Landscape Masterplan (2 of 2)	2812-LA-01 2of2 Rev. C	Allen Pyke

Drawing Title	Drawing Number	Author
Junction Layout: Proposed access points into GB2 Site	180724-X-00-DR-C-3026 Rev. A	Conisbee
Junction Layout: Proposed access onto Babraham Road	180724-X-00-DR-C-3028	Conisbee
Junction Layout: Proposed access onto Worts' Causeway	180724-X-00-DR-C-3029	Conisbee
Junction Layout: Proposed access onto Worts' Causeway	180724-X-00-DR-C-3031	Conisbee
Junction Layout: Proposed access onto Babraham Road	180724-X-00-DR-C-3032 Rev. A	Conisbee

Table 1. *Submission Drawings*

Document	Author
Design and Access Statement	BPTW
Landscape Strategy	Allen Pyke
Planning Statement incl. Affordable Housing Statement and Draft HoTs	BPTW
Statement of Community Consultation	Yellobelly
Sustainability & Energy Statement	Calford Seadon
Utilities Strategy Infrastructure Report	Calford Seadon
Arboricultural Survey and Impact Assessment	Ligna
Environmental Statement > Non-Technical Summary > Chapter 1 Introduction > Chapter 2 Project Description > Chapter 3 Need and Alternatives Considered > Chapter 4 Environmental Assessment Methodology > Chapter 5 Landscape and Visual Impact Assessment > Chapter 6 Ecology and Biodiversity > Chapter 7 Traffic and Transport > Chapter 8 Air Quality > Chapter 9 Hydrology and Flood Risk > Chapter 10 Cultural Heritage > Chapter 11 Noise and Vibration > Chapter 12 Agriculture and Soils > Chapter 13 Geology, Hydrology and Ground Conditions > Chapter 14 Socio-economic and community effects > Chapter 15 Other Environmental Effects	RPS

Document	Author
ES Appendices include: > Environmental Lighting Impact Assessment (Appendix 5.5) > Preliminary Ecological Appraisal (Appendix 6.1) > Transport Assessment (Appendix 7.1) > Travel Plan (Appendix 7.1) > Air Quality Assessment Results (Appendix 8.3) > Flood Risk Assessment (Appendix 9.1) > Archaeological Desk-Based Assessment (Appendix 10.1) > Phase 1 Preliminary Risk Assessment (Appendix 13.2) > Greenhouse Gas Emissions (Appendix 15.1) > Waste Strategy (Appendix 15.2) *Refer to ES for full schedule*	

Table 2. *Submission Documents*

2.0 Site and Surrounding Area

The Application Site

2.1 The site covers an area of 8.7ha and is currently in agricultural use. A smallholding, known as Newbury Farm, Babraham Road, Cambridge CB2 0RB is located to the south eastern part of the site. The Site is located to the south east of Cambridge city centre.

2.2 The site area has been defined by the Local Plan (2018) allocation for GB2. Figure 2 shows the location of GB2 and the neighbouring site GB1 within its wider context.

Figure 2. *Site Context plan*

2.3 The northern edge of the site is bounded by Worts' Causeway, a local route which joins Babraham Road to the west and to the east provides a rural road though to Fulford. There are currently traffic restrictions on Worts' Causeway which restrict access at peak hours in the morning between 7.30am-9.30am Monday to Friday to public bus traffic only. To the south the site is bounded by Babraham Road (A137), a main arterial route into Cambridge city centre from the east.

2.4 The site is framed to the west by a mature hedgerow with trees adjacent to the sub-urban residential edge. There is a permissive path that runs along this edge that will be retained in the

proposals. To the south it is framed by a mature hedgerow adjacent to the cycle path along Babraham Road and to the north by a double hedgerow with a permissive path along Worts' Causeway. This path will also be retained. The eastern site boundary runs in the middle of the arable field and is currently open

2.5 The farmstead in the south western part of the site is accessed from Babraham Road and includes a single dwelling house nearest to Babraham Road with a range of farm buildings further north. The farmstead is separated from the field by a row of trees running along the western and northern edge defining the extent of the farmstead operations.

2.6 The site is not situated within a conservation area, and there are no statutorily or locally listed buildings or structures within the site. A Grade II Listed Milestone lies on Worts' Causeway, 80m east of the site. Netherhall Farm located on GB1 to the north of the site is locally listed.

Surrounding Site

2.7 The northern boundary of the site is defined by a bridleway located between two hedgerows which form a barrier between the site and Worts' Causeway to the north. On the opposite side of Worts' Causeway lies the site known as GB1 which is also allocated for residential development under the Local Plan 2018. The southwestern part of GB1 is designated as Protected Open Space and City Wildlife, County Wildlife and local Nature Reserve. Further north is a residential estate of predominantly 2-storey residential detached and semi-detached properties. The houses nearest to the northern boundary of the GB1 site along Beaumont Road which have gardens backing onto the GB1 site.

2.8 Directly to the east of the site is open agricultural land which was not included in the Council's Local Plan allocation and as such is classed as green belt. Beyond this is the Babraham Road Park and Ride which provides free parking for 1,458 cars and 250 cycle lockers. The site provides bus services into Cambridge city centre every 10 minutes Mondays to Saturdays and every 15 minutes on Sundays. Adjacent to the park and ride is an Audi showroom fronting on Babraham Road. Further east is the Gog Magog Golf course.

2.9 To the south of the site there is a single hedgerow bounding the site fronting onto Babraham Road. A cycle lane is separated from Babraham Road by a grass verge. To the south of Babraham Road is further agricultural land. To the south and west is Addenbrookes Hospital, the internationally renowned teaching hospital and research centre closely affiliated with the University of Cambridge.

2.10 Directly to the west of the site beyond the existing foot path which runs along the western edge is a triangle shaped estate of one and two storey residential properties located between Worts' Causeway and Babraham Road at the point where the two roads meet. The building form along this part of Worts' Causeway and Babraham Road is characterised by large detached houses set back from the road by varying distances. These properties are predominantly 2-storeys in height.

2.11 Directly on the boundary of the site are four residential properties which overlook the site. These properties are 2-storeys in height with gardens that extend along the boundary of the site. The properties are separated from the site by a hedgerow.

Transport Links

2.12 The site is located 200m from the Babraham Road park ride when measured from the eastern edge of the site. This park and ride provides parking for up to 1,458 cars and 250 bicycles. A free bus service runs in the Cambridge city centre every 10 minutes Mondays to Saturdays and every 15 minutes on Sundays. The nearest bus stop is located on Hills Road approximately 650m north-west of the centre of the site. The services provide access to the centre of Cambridge and Cambridge Railway station.

2.13 Cambridge Railway station is located approximately 3.5km north west of the site. The station is located on the West Anglia Main Line which provides rail services to Brighton, London Kings Cross, London Liverpool Street, Birmingham New Street, Stanstead Airport, Kings Lynn, Ipswich and Cambridge North. Up to 4 services an hour are provided to London Kings Cross. Shelford Railway Station is located 3.5 km to the south of the site. This station provides services to Cambridge North and London Liverpool Street.

3.0 Planning History

Application Site

3.1 There is no recent or relevant planning history for the site itself. The site was allocated for residential development in the Council's Local Plan which was adopted in 2018.

Surrounding Sites

Cambridge Southern Fringe

3.2 There have been a number of large-scale planning applications approved in the last 10 years within the Southern Fringe area as part of the significant expansion to the city of Cambridge. This southern fringe area sits to the south west of the site and includes the Bell School development site, Clay Farm site, Glebe Farm site and Trumpington Meadows.

Figure 3. *Southern Fringe Sites*

Bell School Site

3.3 Most relevant of the above sites within the Southern fringe is the Bell School Site which is located on the opposite side of Babraham Road and lies within the administrative boundaries of Cambridge City Council. This site was granted outline planning permission in 2010 for 347 dwellings, 100 bed student living accommodation with associated public open space and vehicular access.

3.4 The most recent reserved matters application (LPA ref: 13/1786/REM) was approved in 2014 for 270 dwellings. The scheme was approved at a density of 35 dph with 40% affordable housing provision. The scheme provided the following mix:

	Private	Affordable	Total	
Apartments				
1 bed	7	25	**32**	**12%**
2 bed	65	61	**156**	**58%**
3 bed	2	0	**2**	**1%**
Total Apartments	**74**	**86**	**160**	
Houses				
3 bed	0	18	**18**	**7%**
4 bed	65	4	**69**	**26%**
5 bed	23	2	**23**	**9%**
Total Houses	**88**	**22**	**110**	
Total	**162 (60%)**	**108 (40%)**	**270**	

Table 3. *Approved Mix for Bell school Development*

Southern Fringe Sites

3.5 Trumpington Meadows (the former Monsanto site on Huxton Road) was approved for outline planning permission for phased development of 1,200 homes between the Cambridge and South Cambridgeshire boundary in 2009 (LPA ref: 08/0048/OUT). The scheme included an enhanced primary school and local centre with community facilities. Subsequent reserved matters have been approved for parcels 1 to 11. The most recent reserved matters application was for Parcels 10 and 11 (65 dwellings) and was granted planning permission in March 2017 (LPA ref: 16/1769/REM).

3.6 Clay Farm, located between Long Road and Shelford Road, was granted outline planning permission for phased development of 2,300 homes in 2010 (LPA ref: 07/0620/OUT). The scheme included a new primary school, sport, creation facilities and shops as well as 49 hectares of open space including allotments. Subsequent reserved matters have been approved for various parcels with the last reserved matters application approved in 2017 (LPA ref: 16/2208/REM) of parcel 8a.

3.7 Glebe Farm which is located east of Huxton Road and north of the Addenbrookes access road was granted full planning permission in August 2010 (LPA ref: 09/*1140/FUL) for 287 homes.

Land at Cherry Hinton North

3.8 Land at Chery Hinton North is an outline application submitted to both CCC and SCDC for a mixed-use development comprising up to 1,200 dwellings, a local centre with a variety of use classes, a community hall and both a primary school and secondary school (LPA ref: 18/0481/OUT). The site is located to the north of the site and represents another urban extension to Cambridge. The application was submitted March 2018 and is awaiting a decision.

4.0 Pre-application Advice and Community Engagement

4.1 The Applicant, in developing these proposals, has widely and extensively engaged with a range of residents, businesses, and community-based groups, alongside other statutory consultees, to comprehensively embrace an integrated design.

Pre-application Advice

4.2 In accordance with the National Planning Policy Framework 2019 (***NPPF***) and the Council's Statement of Community Involvement, which both promote pre-application engagement as a process of providing a better and more integrated way of working on emerging proposals, the Applicant and design team have undertaken a programme of pre-application discussions which covers a range of topics and engages with various specialist Officers within the Council.

4.3 Three pre-application meetings with the Council took place between November 2018 and June 2019. They covered a wide range of topics and were integral in shaping the final design proposal for the site. Through the pre-application process the following key principles have been discussed with officers and included in the final design proposal:

- Providing lower density around the edges and higher density towards the centre of the development;
- Providing a more uniform block structure taking advantage of views through to the green belt;
- Provision of a suitable informal wooded buffer on the eastern edge of the development bleeding into the green belt;
- Provision of a suitably sized buffer on the western edge against the existing housing;
- Orientation of proposed houses along Babraham Road to match existing character with appropriate set back;
- Provision of a multifaceted central open space to define the heart of the development.

4.4 In addition to the above, detailed discussions have taken place with various specialist disciplines within the council including extensive discussion with the Cambridgeshire County Council highways officer, as well as the City Council's sustainability, ecology and drainage officers, housing and community engagement officers.

Community and Stakeholder Engagement

4.5 Extensive consultation has taken place in accordance with the NPPF, the Localism Act 2011 and the Greater Cambridge Statement of Community Involvement. A consultation exercise of 6 weeks was undertaken from the 3rd of May to the 31st of May 2019.

4.6 The consultation included early engagement with local amenity groups – Cambridge Past, Present and Future and Queen Edith's Community Forum - a briefing meeting with local councillors and 2 drop-in public consultation events.

4.7 The consultation events were well attended and valuable feedback was gathered directly from the sessions as well as through the website; this has been integral in shaping the design direction of the proposal. Of note are the following suggestions:

- Provision of space for a suitable shop, community facility, café or similar uses within the development;
- The importance of retention of the path along the western edge of the site which is a well-used path through the site;
- The importance of the bridleway and double hedgerow along the northern edge of the site and how this is a well-used and well-loved walking route;
- Providing a green buffer along the western edge to protect the amenity of adjoining properties;
- Desire to see the provision of affordable housing delivered on the site;
- The importance of achieving the highest standards of sustainability within the development; and
- The importance of ecology and ensuring that this is preserved and enhanced where possible.

4.8 The feedback received and how the team have responded is detailed within the Statement of Community Consultation prepared by Yellobelly which is submitted with the application.

5.0 Proposed Development

5.1 The proposed development involves the construction of a residential development comprising up to 230 homes. The application seeks outline planning permission for the following 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.*

5.2 As this is an outline application a series of parameter plans are submitted which will guide future detailed development proposals at reserved matters stage. An illustrative masterplan has been prepared which is underpinned by the principles set out in the parameter plans. The only aspect of the application for which detailed consent is sought is the access points to and from the site. The parameter plans submitted for formal approval are as follows:

- Land use
- Landscape
- Building heights
- Movement and access
- Urban Form

5.3 The image below shows the illustrative masterplan which represents one way in which the scheme could be developed under the proposed parameters.

Figure 4. *Illustrative masterplan*

Land Use

5.4 The proposed development will provide a residential urban extension to the city of Cambridge. To support the residential development the land use parameter allows for a small amount of commercial development (400sqm) in the heart of the site. At this stage it is proposed that the commercial elements will provide a number of use class options (use classes A1-A4, B1, D1 and D2) to allow for flexibility at reserved matters stage once further consultation has taken place with local residents and key stakeholders as to the aspirations for the local centre at the heart of the development.

Housing mix and tenure

5.5 The outline planning application allows for up to 230 dwellings to be delivered on the site consistent with the site's allocation under Policy 27 of the Local Plan. The housing will comprise a mix of types, sizes and tenures, including up to 40% affordable housing. The precise housing mix will be brought forward and agreed with the council at Reserved Matters stage. The below provides a breakdown of the indicative unit mix.

	Total	%
1 bed apartment	57	25%
2 bed apartment	43	19%
2 bed house	72	31%
3 bed house	32	14%
4 bed house	26	11%
TOTAL	230	100%

Table 4. *Indicative housing mix*

5.6 The Land Use parameter plan identifies plots within which the residential use can be developed. The parameter sets out the indicative alignments of the principle street and secondary streets from which the residential dwellings are accessed.

5.7 The plan identifies the broad extent of the green spaces throughout the development which will break up the residential development including 2 linear parks, pockets parks and the primary square for the development. To the west of the development there is identified an informal planted edge; this edge provides a buffer to the nearest existing residential properties. To the east a native unmanaged buffer is identified which will form the new edge of the city allowing the development to blend into the green belt.

Non-residential Uses

5.8 The Land Use parameter plan provides the location where potential ground floor community or retail facilities could be provided. By virtue of the increased floor to ceiling heights required for commercial/community spaces and the resultant increased building height required the area identified in the centre of the development ensures the height is in the least sensitive location.

The centre of the site also provides the heart of the development and the location most likely to attract potential tenants.

Landscape

5.9 The Land Use parameter plan and Landscape parameter plan together demonstrate the location, quantum, and function of green spaces within the development. The key areas within the development compromise:

- Informal planted edges around the boundary of the site
- A large meadow
- The primary square which provides the heart for the development
- 2 Linear parks which provide a green route through the site
- Pocket parks within built areas
- Children and teenage play spaces
- Local Equipped Areas for Play (LEAPs) and Neighborhood Equipped Areas for Play (NEAPs)

5.10 The existing site comprises an open agricultural field. Along the northern edge of the site is a double hedgerow which will be retained along with the bridleway which sits between the hedgerows. The hedgerow which currently borders the extent of the Newbury Farm buildings will be removed as part of the proposals. There are a number of mature trees particularly along the western edge which will be retained as identified in the Landscape parameter plan.

5.11 In terms of proposed landscape, the Landscape parameter plan identifies the location of a meadow which sits in the south eastern corner of the site. The location of this meadow is determined by an existing gas main which cannot be built above.

5.12 Along the western edge of the site the parameter plan identifies an informal planted edge. This edge will provide a buffer between the edge of the site and the nearest residential zone. Along the eastern edge a native unmanaged buffer with trees is identified, this will be a minimum of 10m in width.

5.13 Throughout the development a series of parks are identified including the primary square which will form the heart of the development, 2 linear parks and 4 pocket parks which will break up the built form and provide informal spaces for relaxation and play. A Locally Equipped Area for Play (LEAP) is identified within the parameter which will provide a minimum of 400sqm of play for 0-12-year olds.

Building Heights

5.14 The Building Height parameter plan identifies the maximum building heights permitted across the site. Heights will range between 2 storeys and 3 storeys. The lowest heights are arranged around the edges of the site with buildings up to 3 storeys limited to the centre of the site. This strategy has been informed by process of testing the impact on the visual character of the area and is demonstrated with the LVIA which is submitted as part of the ES.

5.15 In the centre of the site there is a slightly taller building height proposed. Buildings in this location would still be limited to 3 storeys but the increase in height takes account of the potential commercial at ground floor which has a greater floor to ceiling height than residential.

5.16 The proposed heights in the parameter plan are expressed as a maximum parameter, which allows flexibility for detailed designs to be progressed pursuant to the outline planning permission. The heights and massing strategy is set out further in the Design and Access Statement prepared by BPTW.

5.17 The LVIF which forms part of the ES provides a massing model of the indicative masterplan which provides a more refined response to how the height across the site will likely be achieved with the form of the housing varying in response to its location within the street hierarchy and its adjacent surroundings.

Movement and Access

5.18 The Movement and Access parameter plan illustrates the primary and secondary streets within the site together with the alignment of the cycle/pedestrian network.

5.19 Means of access and detailed junction design are proposed as part of this application. Vehicular access to the site is proposed from the south east corner of the site onto Babraham Road. The junction will be a priority right turn junction. A crossover to Worts' Causeway will be provided east of centre along the northern edge of the site to allow for vehicles from GB1 to access the site and exit onto Babraham Road. This crossover is a requirement of the site allocation in the Local Plan to ensure that vehicles exiting from GB1 do not use Worts' Causeway and instead exit through GB2 onto Babraham Road.

5.20 The access point on Babraham Road and crossover to the north of the site will be connected to form the principle street through the development. The Movement and Access parameter plan identifies the indicative alignment of the principle street with flexibility of +/- 10m either side of the location shown on the parameter plan.

5.21 The parameter plan identifies the indicative location of the secondary and tertiary streets through the development which follow the block form layout identified within the urban form and land use parameter plans.

5.22 Notwithstanding the submitted parameter plan it is the opinion of the applicant that the principle street and access onto Worts' Causeway would be better positioned on the eastern edge of the site. A drawing showing a layout of where this access could be positioned is attached as **Appendix 01.** The applicant considers this location from an urban design, placemaking and landscaping perspective to be a better solution to enable the most appropriate delivery of both the GB2 and GB1 sites. This will be discussed in more detail in **Section 7** of this statement.

5.23 Along the western edge of the site the parameter plan identifies an informal, shared cycle / footpath along with the potential to be used for horse riders on a permissive basis by the landowner.

5.24 The exact alignment and routing of the proposed routes through the site will be subject to the detailed and final design of the development to be progressed through subsequent Reserved Matters. The route shown is indicative of the route, and an allowance of +/- 10m either side of the indicative route should be allowed to provide a degree of flexibility at the Design Code and Reserved Matters stage.

Urban Form

5.25 The Urban Form Parameter Plan provides an overview of the key design elements that define the urban framework and the form that the development will take. The urban framework will work with the landscape framework that underpins the proposed design. The key elements are set out below:

Key Spaces

- Informal buffer to the west of the development to provide buffer to the nearest residential properties;
- Unmanaged buffer to the east of the site forming a new edge of the city and the green belt;
- Pocket parks and linear parks located throughout the development to break up the residential development and provide opportunities for relaxation and play;
- A large meadow running through the south eastern corner of the site;
- A primary square which will form the heart of the proposed development;
- Primary frontage which will extend around the primary square and linear park ensuring active overlooking and active edges within the centre of the development;
- Frontage along the western buffer to ensure active surveillance of this area which will provide a pedestrian and cycle route though the development
- Frontage responding to the existing settlement edge along the southern edge of the site. Architecture here will reflect the surrounding area, taking cues from the existing built form.

Movement

- The principle street for the site will provide a crossover of Worts' Causeway to allow vehicular movement from the GB1 site onto Babraham Road;
- Secondary and tertiary streets will form a block form layout for the development;
- There will be pedestrian and cycle routes through the development on the western edge of the site.

Views

- Views through the site west to east, resulting from the proposed block form of the development, will allow views through the site out towards the retained green belt.

Illustrative Masterplan

5.26 An Illustrative Masterplan is submitted with the application to demonstrate one possible form of future development with conformity to the aforementioned parameters. It demonstrates how key features, land uses, open space, movement and access points could function together and deliver the quantum and type of development proposed.

5.27 The detailed form of development will be secured at individual stages of Reserved Matters, for applicable parcels of land.

6.0 Planning Legislation and Policy Framework

6.1 In accordance with section 38 (6) of the Planning and Compulsory Purchase Act 2004, applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

6.2 This section of the Planning Statement identifies the national planning policy and the local planning policy against which these development proposals will be assessed.

Planning Policy Context

6.3 The site falls within the jurisdiction of Cambridge City Council. The Cambridge City Council development Plan comprises the following:

- National Planning Policy Framework (NPPF) (February 2019)
- Cambridge Local Plan 2018 (October 2018)
- Cambridgeshire Minerals and Waste Local Development Framework (2011 & 2012)
- Cambridge East Area Action Plan (excluding CE/3 and CE/35) (February 2008);
- North West Cambridge Area Action Plan (October 2009)

National Planning Policy Framework (NPPF)

6.4 Relevant national planning policy is contained within the revised National Planning Policy Framework (NPPF), the latest version of which was published by Central Government on 19th February 2019. The NPPF is a relevant material consideration (Paragraphs 2 and 212).

6.5 The central objective to the NPPF is achieving sustainable development. Paragraph 8 of the NPPF sets out three overarching objectives for achieving sustainable development: economic, social, and environmental.

6.6 **Paragraph 11** of the NPPF advises that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay.

6.7 **Section 4** of the NPPF addresses decision-taking.

6.8 **Paragraph 38** of the NPPF advises that *"decision-makers at every level should seek to approve applications for sustainable development where possible".*

6.9 **Section 5** of the NPPF addresses the need to deliver a sufficient supply of homes.

6.10 **Section 9** of the NPPF addresses the need to promote sustainable transport.

6.11 **Paragraph 108** of the NPPF advises that applications for development should ensure that, amongst other things, *"safe and suitable access to the site can be achieved for all users".*

6.12 **Paragraph 109** of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

6.13 **Paragraph 110** of the NPPF advises that development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

6.14 **Section 11** of the NPPF addresses the need to make the most effective use of land.

6.15 **Paragraph 117** of the NPPF states that:

"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions."

6.16 Paragraph 118 of the NPPF advises that planning decisions should, amongst other things, *"promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)".*

6.17 **Section 12** of the revised NPPF addresses the need to achieve well-designed places stating that *"the creation of high quality buildings and places is fundamental to what the planning and development process should achieve"* (Paragraph 124).

6.18 **Paragraph 127** of the NPPF states that planning decisions should ensure that developments:

a) "will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users;
g) and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

6.19 **Section 15** of the NPPF addresses the need to conserve and enhance the natural environment.

6.20 **Paragraph 170** of the NPPF advises that planning decisions should contribute to and enhance the natural and local environment by, amongst other things, minimising impacts on and providing net gains for biodiversity.

6.21 Section 16 of the NPPF sets out the importance of the conserving and enhancing the historic environment. Paragraph 196 sets out the following:

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 public benefits of the proposal including, where appropriate, securing its optimum viable use.

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6.22 **Policy 1: The presumption in favour of sustainable development** advises that, when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework.

6.23 **Policy 3: Spatial strategy for the location of residential developments** advises that:

"The overall development strategy is to focus the majority of new development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally … Provision includes two small sites to be released from the Cambridge Green Belt at Worts' Causeway, which will deliver up to 430 dwellings.

In order to maintain housing provision, planning permission to change housing or land in housing use to other uses will only be supported in exceptional circumstances"

Site Allocation

6.24 The site (GB2), alongside GB1, was released from the Cambridge Green Belt for residential development of up to 430 dwellings in the adopted Cambridge Local Plan (2018). The Proposals Schedule within the Local Plan states the approximate capacity of GB2 is identified as 230 dwellings at a density of 34 dph.

6.25 The allocation is show in the proposals map below:

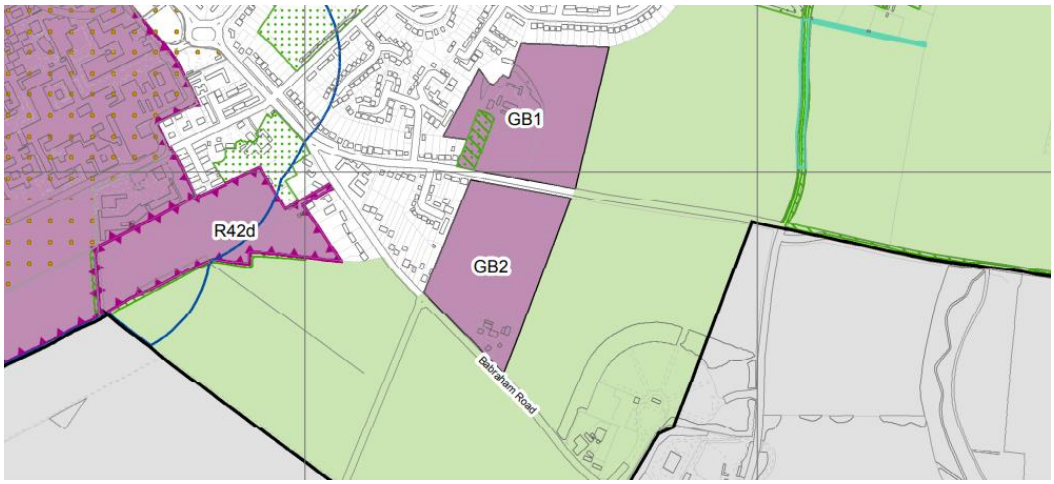

Figure 5: *Cambridge City Council Local Plan (2018) Proposals Map*

6.26 **Policy 27: Site Specific development opportunities** sets out the requirements for both GB1 and GB2 as outlined below:

- the creation of a landscaped buffer where the sites adjoin existing housing;
- the assessment of the sites for potential for biodiversity enhancement and the creation of an ecological corridor between both sites;
- the early establishment of a generous landscaped edge to the eastern side of sites to help create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt;
- the establishment of appropriate public footpaths linking the development with the surrounding chalk farmland;
- the retention of the country lane appearance and character of Worts' Causeway, including its verges, hedgerows and bridleway;
- the retention of Worts' Causeway's use for buses only during peak periods, with limited car access, to provide a green link into the Cambridge Green Belt with space for pedestrians, horse riders and cyclists;
- the provision of a single point of crossover between GB1 and GB2 and a single access on to Babraham Road;
- development being of an appropriate scale, form and orientation where the site adjoins existing housing;
- the adoption of a sensitive approach to internal street layout and design in order to integrate the development into this setting on the edge of the Cambridge Green Belt;
- the integration of proposed and existing sustainable drainage measures on site;

- the investigation and preservation in situ of any archaeological remains; and
- contributions being made towards improved community facilities and services in this part of the city.

6.27 The proposals schedule at Appendix B of the Local Plan sets out the site allocation:

Site	Address	Area (ha)	Existing Uses	Capacity	Provisional Issues Identified	Planning Status
GB2	Land south of Worts' Causeway	7.7	Agricultural	230 dwellings 34 dph	> Archaeological investigation required > Contributions should be made towards improved community facilities and services in this part of the city > Access onto Worts' Causeway > Single access onto Babraham Road > Retain existing permissive footpath on west edge of site	New local plan allocation

Table 5**:** *Extract from Cambridge City Council Local Plan (2018)*

6.28 **Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use** states**:**

"All development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. Promoters of major development, including redevelopment of existing floor space, should prepare a Sustainability Statement as part of the Design and Access Statement submitted with their planning application, outlining their approach to the following issues:

a. adaptation to climate change
b. carbon reduction
c. water management
d. site waste management
e. use of materials

In order to ensure that the growth of Cambridge supports the achievement of national carbon reduction targets, and does not exacerbate Cambridge's severe water stress, all new development will be required to meet the following minimum standards of sustainable construction, carbon reduction and water efficiency, unless it can be demonstrated that such provision is not technically or economically viable:

New homes:

Year	***On-site reduction of regulated carbon emissions relative to Part L 2006***	***Water efficiency***
2016 onwards	*44% - note this requirement will only apply until commencement of the amendments to Section (1) (c) of the Planning and Energy Act 2008"*	*110 litres/person/day*

6.29 **Policy 31: Integrated water management and the water cycle** states:

"Development will be permitted provided that:

a. surface water is managed close to its source and on the surface where reasonably practicable to do so;

b. priority is given to the use of nature services[17];

c. water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development;

d. the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to making places for people;

e. surface water management features are multi-functional wherever possible in their land use;

f. any flat roof is a green or brown roof, providing that it is acceptable in terms of its context in the historic environment of Cambridge (see Policy 61: Conservation and Enhancement of Cambridge's Historic Environment) and the structural capacity of the roof if it is a refurbishment. Green or brown roofs should be widely used in large-scale new communities;

g. there is no discharge from the developed site for rainfall depths up to 5 mm of any rainfall event;

h. the run-off from all hard surfaces shall receive an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, SUDS Manual (CIRIA C753), to minimise the risk of pollution;

i. development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology, biodiversity potential and setting;

j. watercourses are not culverted and any opportunity to remove culverts is taken; and

k. all hard surfaces are permeable surfaces where reasonably practicable, and having regard to groundwater protection.

[17]Nature services are defined by the National Planning Policy Framework (2012) as: 'The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation'. These are also known as ecosystem services."

6.30 **Policy 32: Flood risk** sets out policy requirements in respect of flood risk. With regard to potential flood risk from the development, it states that:

"*Development will be permitted providing it is demonstrated that:*

a. the peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site;

b. the post-development volume of run-off, allowing for climate change over the development lifetime, is no greater than it would have been for the undeveloped site. If this cannot be achieved then the limiting discharge is 2 litre/s/ha for all events up to the 100-year return period event;

c. the development is designed so that the flooding of property in and adjacent to the development would not occur for a 1 in 100 year event, plus an allowance for climate change and in the event of local drainage system failure;

d. the discharge locations have the capacity to receive all foul and surface water flows from the development, including discharge by infiltration, into water bodies and into sewers;

e. there is a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and

f. the destination of the discharge obeys the following priority order:

- *firstly, to ground via infiltration*;
- *then, to a water body;*
- *then, to a surface water sewer.*
- Discharge to a foul water or combined sewer is unacceptable."

6.31 **Policy 34: Light pollution control** sets out policy requirements in respect of external lighting. With regard to development proposals that include new external lighting, it states the following:

"Development proposals that include new external lighting or changes to existing external lighting will be permitted where it can be demonstrated that:

a. it is the minimum required to undertake the task, taking into account public safety and crime prevention;

b. upwards or intrusive light spillage is minimised;

c. it minimises impact to local residential amenity; and

d. it minimises impact to wildlife and landscape character, particularly at sites on the edge of Cambridge. Developers of major sites will be required to submit an assessment of the impact on any sensitive residential premises both on- and off-site."

6.32 **Policy 35: Protection of human health and quality of life from noise and vibration** states that development will be permitted where it is demonstrated that:

"a. it will not lead to significant adverse effects and impacts, including cumulative effects and construction phase impacts wherever applicable, on health and quality of life/amenity from noise and vibration; and

b. adverse noise effects/impacts can be minimised by appropriate reduction and/or mitigation measures secured through the use of conditions or planning obligations, as appropriate (prevention through high quality acoustic design is preferable to mitigation)."

6.33 **Policy 36: Air quality, odour and dust** states that development will be permitted where it can be demonstrated:

"a. that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air; or

b. where a development is a sensitive end-use, that 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."

6.34 The policy also states that, according to the end-use and nature of the area and application, applicants must demonstrate that:

"a. there is no adverse effect on air quality in an air quality management area (AQMA);
b. pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users;
c. the development will not lead to the declaration of a new AQMA;
d. the development will not interfere with the implementation of the current Air Quality Action Plan (AQAP);
e. any sources of emissions to air, odours and fugitive dusts generated by the development are adequately mitigated so as not to lead to loss of amenity for existing and future occupants and land uses; and
f. any impacts on the proposed use from existing poor air quality, odour and emissions are appropriately monitored and mitigated by the developer."

6.35 **Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones** states that Air Safeguarding Zones are taken into account in any relevant planning decision. The zones shown in figure 4.5 of Policy 27 represent referral heights for consultation with Marshall and the Ministry of Defence to ensure the safety of aircraft, their passengers and crew while taking off or landing or while flying in the vicinity of Cambridge Airport.

6.36 **Policy 45: Affordable housing and dwelling mix** table 6.1 states the following minimum percentage of affordable housing required:

- 11-14 units 25%
- 15 units or more 40%

6.37 Policy 45 states that "*where it appears that a larger site has been subdivided into smaller development parcels in order to circumvent the requirements of this policy or for any other reason, the threshold and the pro-rata percentage of affordable housing sought will apply to the requirement from the larger are as a whole*".

6.38 With regard to dwelling mix, Policy 45 states that applicants need to demonstrate that the proposed mix of units will deliver a balanced mix of dwelling sizes, types and tenures to meet projected future household need within Cambridge.

6.39 **Policy 50: Residential space standards** sets out the minimum internal space standards required for new residential development. The adopted space standards reflect those referenced in the Nationally Described Space Standards (2015).

6.40 With regard to external space, Policy 50 states that:

"*All new residential units will be expected to have direct access to an area of private amenity space. The form of amenity space will be dependent on the form of housing and could include a private garden, roof garden, balcony, glazed winter garden or ground-level patio with defensible space from any shared amenity areas. In providing appropriate amenity space, development should:*

a. consider the location and context of the development, including the character of the surrounding area;
b. take into account the orientation of the amenity space in relation to the sun at different times of year;
c. address issues of overlooking and enclosure, which may otherwise impact detrimentally on the proposed dwelling and any neighbouring dwellings; and
d. design the amenity space to be of a shape, size and location to allow effective and practical use of the space by residents."

6.41 **Policy 51: Accessible homes** states that, in order to create accessible homes:

a. "*all housing development should be of a size, configuration and internal layout to enable Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' to be met; and*
b. 5 per cent of the affordable housing component of every housing development providing or capable of acceptably providing 20 or more self-contained affordable homes, should meet Building Regulations requirement M4 (3) 'wheelchair user dwellings' to be wheelchair accessible, or be easily adapted for residents who are wheelchair users.

Compliance with the criteria should be demonstrated in the Design and Access Statement submitted with the planning application."

6.42 **Policy 55: Responding to context** states that:

"Development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings to help create distinctive and high quality places. Development will:

a. identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site;
b. be well connected to, and integrated with, the immediate locality and wider city; and
c. use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development."

6.43 **Policy 56: Creating successful places** states that:

"Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported. Proposals should:

a. provide a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces between buildings, topography and landscape;
b. create streets that respond to their levels of use while not allowing vehicular traffic to dominate;
c. create attractive and appropriately-scaled built frontages to positively enhance the townscape where development adjoins streets and/or public spaces;
d. ensure that buildings are orientated to provide natural surveillance;
e. create active edges on to public space by locating appropriate uses, as well as entrances and windows of habitable rooms next to the street;
f. create clearly defined public and private amenity spaces that are designed to be inclusive, usable, safe and enjoyable;
g. be designed to remove the threat or perceived threat of crime and improve community safety;
h. use materials, finishes and street furniture suitable to the location and context;
i. create and improve public realm, open space and landscaped areas that respond to their context and development as a whole and are designed as an integral part of the scheme;
j. embed public art as an integral part of the proposals as identified through the Council's Public Art Supplementary Planning Document; and
k. ensure that proposals meet the principles of inclusive design, and in particular meet the needs of disabled people, the elderly and those with young children."

6.44 **Policy 57: Designing new buildings** states that:

"*High quality new buildings will be supported where it can be demonstrated that they:*

a. have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views;
b. are convenient, safe and accessible for all users;
c. are constructed in a sustainable manner and are easily adaptable;
d. successfully integrate functional needs such as refuse and recycling, bicycles and car parking;
e. design measures to reduce the environmental impact of the buildings, such as renewable energy systems and other rooftop plant and services, in an architecturally integrated way;
f. successfully integrate features such as meter boxes in an unobtrusive manner;
g. position building names and numbers clearly and ensure that secure letter boxes are conveniently located and accessible from the street; and
h. include an appropriate scale of features and facilities to maintain and increase levels of biodiversity in the built environment."

6.45 **Policy 59: Designing landscape and the public realm** states:

"External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. High quality development will be supported where it is demonstrated that:

a. *the design relates to the character and intended function of the spaces and surrounding buildings;*
b. *existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are retained and protected;*
c. *microclimate is factored into design proposals and that public spaces receive adequate sunlight;*
d. *materials are of a high quality and respond to the context to help create local distinctiveness;*
e. *an integrated approach is taken to surface water management as part of the overall design;*
f. *a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art;*
g. *trees and other planting is incorporated, appropriate to both the scale of buildings and the space available;*
h. *species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate; and*
i. *the design considers the needs of all users and adopts the principles of inclusive design."*

6.46 **Policy 60: Tall buildings and the skyline in Cambridge** states:

"Any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against the following criteria:

a. *location, setting and context – applicants should demonstrate through visual assessment or appraisal with supporting accurate visual representations, how the proposals fit within the existing landscape and townscape;*
b. *impact on the historic environment – applicants should demonstrate and quantify the potential harm of proposals to the significance of heritage assets or other sensitive receptors (view of, backdrop and setting), assessed on a site-by-site basis but including impact on key landmarks and viewpoints, as well as from the main streets, bridges and open spaces in the city centre and from the main historic approaches, including road and river, to the historic core. Tall building proposals must ensure that the character or appearance of Cambridge, as a city of spires and towers emerging above the established tree line, remains dominant from relevant viewpoints as set out in Appendix F;*
c. *scale, massing and architectural quality – applicants should demonstrate through the use of scaled drawings, sections, accurate visual representations and models how the proposals will deliver a high quality addition to the Cambridge skyline and clearly demonstrate that there is no adverse impact;*
d. *amenity and microclimate – applicants should demonstrate that there is no adverse impact on neighbouring buildings and open spaces in terms of the diversion of wind, overlooking or overshadowing, and that there is adequate sunlight and daylight within and around the proposals; and*
e. *public realm – applicants should show how the space around tall buildings will be detailed, including how a human scale is created at street level."*

6.47 **Policy 61: Conservation and enhancement of Cambridge's historic environment** states:

"To ensure the conservation and enhancement of Cambridge's historic environment, proposals should:

a. *preserve or enhance the significance of the heritage assets of the city, their setting and the wider townscape, including views into, within and out of conservation areas;*
b. *retain buildings and spaces, the loss of which would cause harm to the character or appearance of the conservation area;*

c. *be of an appropriate scale, form, height, massing, alignment and detailed design which will contribute to local distinctiveness, complement the built form and scale of heritage assets and respect the character, appearance and setting of the locality;*
d. *demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside assessment of the potential impact of the development on the heritage asset and its context; and*
e. *provide clear justification for any works that would lead to harm or substantial harm to a heritage asset yet be of substantial public benefit, through detailed analysis of the asset and the proposal."*

6.48 **Policy 67: Protection of open space** states:

"*Development 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 unless:*

a. *the open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and*
b. *the re-provision is located within a short walk (400m) of the original site.*

…*Where replacement open space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of open space to be lost can be redeveloped."*

6.49 **Policy 68: Open space and recreation provision through new development** states:

"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. The precise type of on-site provision required will depend on the size and location of the proposal and the existing open space provision in the area. Where there are deficiencies in certain types of open space provision in the area surrounding a proposed development, the Council will seek variations in the component elements to be provided by the developer in order to provide the type of open space most needed.

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.

Alternative provision off-site of open space may be acceptable in the following circumstances:
a. *if the proposed development site is of insufficient size in itself to make the appropriate provision (in accordance with Appendix I) feasible within the site; or,*
b. *in exceptional circumstances, if taking into account the accessibility/capacity of existing open space sites/facilities and the circumstances of the surrounding area the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.*

Where appropriate, and subject to the Regulations in force at the time, the Council will seek to enter into a Section 106 agreement with the developer to implement the above, and for the future management and m maintenance of the open space provision, before granting planning permission."

6.50 **Policy 69: Protection of sites of biodiversity and geodiversity importance** states**:**

"In determining any planning application affecting a site of biodiversity or geodiversity importance, development will be permitted if it will not have an adverse impact on, or lead to the loss of, part or all of a site identified on the Policies Map. Regard must be had to the international, national or local status and designation of the site and the nature and quality of the site's intrinsic features, including its rarity.

Where development is permitted, proposals must include measures:

a. to minimise harm;
b. to secure achievable mitigation and/or compensatory measures; and
c. where possible enhance the nature conservation value of the site affected through habitat creation, linkage and management.

In exceptional circumstances, where the importance of the development outweighs the need to retain the site, adequate replacement habitat must be provided.

Any replacement habitat must be provided before development commences on any proposed area of habitat to be lost."

6.51 **Policy 70: Protection of priority species and habitats** states:

"Development will be permitted which:
a. protects priority species and habitats; and
b. enhances habitats and populations of priority species.

Proposals that harm or disturb populations and habitats should:

c. minimise any ecological harm; and
d. secure achievable mitigation and/or compensatory measures, resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

Where development is proposed within or adjoining a site hosting priority species and habitats, or which will otherwise affect a national priority species or a species listed in the national and Cambridgeshire-specific biodiversity action plans (BAPs), an assessment of the following will be required:

e. current status of the species population;
f. the species' use of the site and other adjacent habitats;
g. the impact of the proposed development on legally protected species, national and Cambridgeshire-specific BAP species and their habitats; and
h. details of measures to fully protect the species and habitats identified.

If significant harm to the population or conservation status of a protected species, priority species or priority habitat resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused."

6.52 **Policy 71: Trees** states that:

"*Development will not be permitted which involves felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value, unless there are demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity value of the trees.*

Development proposals should:

a. preserve, protect and enhance existing trees and hedges that have amenity value as perceived from the public realm;
b. provide appropriate replacement planting, where felling is proved necessary; and
c. provide sufficient space for trees and other vegetation to mature.

Particular consideration should be given to veteran or ancient trees, as defined by Natural England, in order to preserve their historic, ecological and amenity value."

6.53 **Policy 80: Supporting sustainable access to development** advises that development will be supported where it demonstrates that the prioritisation of access is by walking, cycling and public transport, and where it is accessible for all. It goes on to advise that any development requiring a new road access must ensure it provides *"safe and appropriate access to the adjoining road, pedestrian and cycle networks".*

6.54 **Policy 81: Mitigating the transport impact of development** states that:

"*Developments will only be permitted where they do not have an unacceptable transport impact. Therefore, new development will require:*

a. *sufficient information to be supplied with all development proposals that the transport impact can be suitably assessed. This should take the form of transport assessments for schemes above the thresholds set in the latest Cambridgeshire County Council guidance;*
b. a travel plan to accompany all major development proposals; and
c. reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset."

6.55 **Policy 82: Parking management** advises that planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L.

6.56 The parking standards in Appendix L for development outside of controlled parking zones gives the following parking guidelines:

6.57 Car parking:

- 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
- Developments should provide at least one accessible on- or off-street car parking bay designated for Blue Badge holders, even if no general parking is provided.

6.58 Cycle parking:

- Up to 3 bedrooms - 1 space per bedroom
- 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings, etc.

6.59 **Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy** states that:

"Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the new development. Where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made so that an appropriate level of infrastructure is maintained. Planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms."

6.60 It also states that planning obligations and/or a future CIL could be required for the following:

"a. transport infrastructure
b. public transport
c. drainage and flood protection
d. waste recycling facilities
e. education
f. healthcare
g. leisure and recreation facilities
h. community and social facilities
i. cultural facilities, including public art
j. emergency services
k. green infrastructure
l. open space m. affordable housing"

6.61 **Paragraph L1** of Appendix L advises that the level of car parking should not be exceeded but may be reduced where lower car use can reasonably be expected.

6.62 **Paragraph L6** of Appendix L advises with regard to car parking that:

"*The impact of new development on the surrounding streets and transport network should be considered. As such, this option requires developers to account for the following when proposing the level of car parking for a site:*

- *the location of the development, in terms of whether the site has convenient walkability and cyclability to the City Centre and local/district centres, and whether or not it has high public transport accessibility;*
- *the type of development (fringe site, infill site etc) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviours and existing controls, and may be less flexible;*
- *the style of development (houses, flats etc) – evidence shows that houses have higher car ownership than flats, even if they have the same number of habitable rooms; and*
- *for developments requiring a transport assessment*, it should be demonstrated that the level of parking proposed is consistent with the recommendations of this transport assessment*."

6.63 **Paragraph L7** of Appendix L advises that car parking for visitors should be provided at a ratio of one car parking space for every four units.

6.64 **Paragraph L24** of Appendix L states that cycle parking should:

- "*be located in a purpose-built area at the front of the house or within a garage (appropriate garage dimensions are shown in this appendix);*
- *only be located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision; and*
- *be at least as convenient as the car parking provided*."

7.0 Planning Considerations

7.1 The following section provides a summary of the main planning considerations and how these have been addressed against the relevant policies in the Local Plan and NPPF.

Principle of Development

7.2 The site (GB2), alongside GB1, was released from the Cambridge Green Belt for residential development of up to 430 dwellings in the adopted Cambridge Local Plan (2018). The Proposals Schedule within the Local Plan states the approximate capacity of GB2 is identified as 230 dwellings at a density of 34 dph. The allocation is shown in the proposals map below:

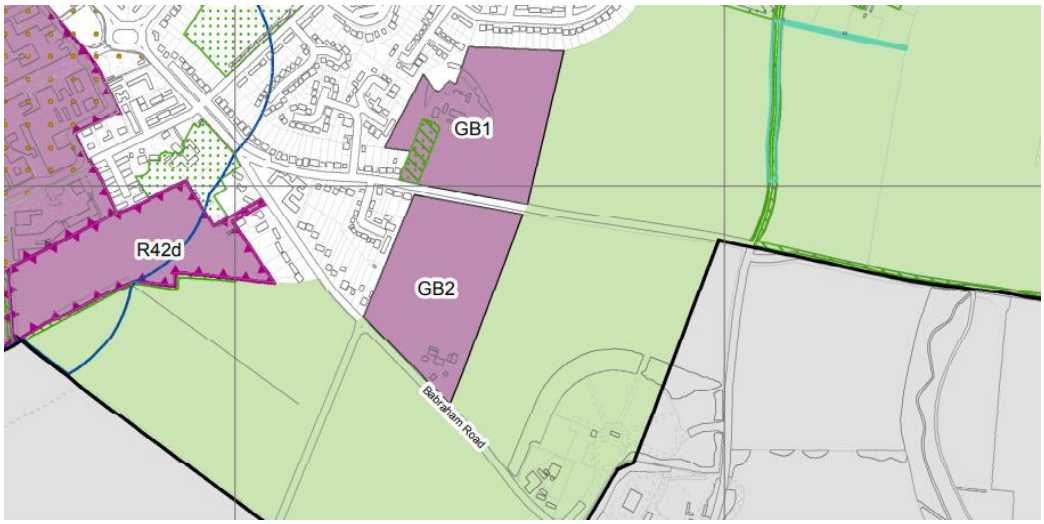

Figure 6: *Cambridge City Council Local Plan (2018) Proposals Map*

7.3 Policy 27: 'Site Specific development opportunities' sets out the requirements for both GB1 and GB2 as outlined below:

a) any amelioration and mitigation needed to address issues of flooding and contamination;
b) design considerations;
c) satisfactory access and other infrastructure provision; and
d) any other requirements of the policies in this plan, where applicable.
e) the creation of a landscaped buffer where the sites adjoin existing housing;
f) the assessment of the sites for potential for biodiversity enhancement and the creation of an ecological corridor between both sites;
g) the early establishment of a generous landscaped edge to the eastern side of sites to help create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt;
h) the establishment of appropriate public footpaths linking the development with the surrounding chalk farmland;
i) the retention of the country lane appearance and character of Worts' Causeway, including its verges, hedgerows and bridleway;

j) the retention of Worts' Causeway's use for buses only during peak periods, with limited car access to provide a green link into the Cambridge Green Belt with space for pedestrians, horse riders and cyclists;
k) the provision of a single point of crossover between GB1 and GB2 and a single access on to Babraham Road;
l) development being of an appropriate scale, form and orientation where the site adjoins existing housing;
m) the adoption of a sensitive approach to internal street layout and design in order to integrate the development into this setting on the edge of the Cambridge Green Belt;
n) the integration of proposed and existing sustainable drainage measures on site
o) the investigation and preservation in situ of any archaeological remains; and
p) contributions being made towards improved community facilities and services in this part of the city.

7.4 The proposals schedule at Appendix B of the Local Plan sets out the site allocation:

Site	Address	Area (ha)	Existing Uses	Capacity	Provisional Issues Identified	Planning Status
GB2	Land south of Worts' Causeway	7.7	Agricultural	230 dwellings 34 dph	> Archaeological investigation required > Contributions should be made towards improved community facilities and services in this part of the city > Access onto Worts' Causeway > Single access onto Babraham Road > Retain existing permissive footpath on west edge of site	> New local plan allocation

Table 6: *Extract from Cambridge City Council Local Plan (2018)*

7.5 The proposed development achieves all the aims of the policy designation. Taking each of the items identified on the proposal schedule at appendix B of the Local Plan, the proposed development parameters achieve the following:

> An archaeological investigation desk top study has been undertaken and submitted as part of the environmental statement submitted with the outline application;
> Negotiations will take place with the Council towards improved community facilities; The proposed development also includes the provision for community facilities as part of the development;
> Detailed permission is sought for the accesses to the site, including an access onto Worts' Causeway and a single access onto Babraham Road;
> The permissive path on the western edge of the site which is identified in the local plan as permissive is not permissive. It is proposed to provide an informal, shared cycle / footpath along with a grass ride with the potential to be used for horse riders on a permissive basis by the landowner.

7.6 With reference to Policy 27 the proposal meets the aims of this policy where relevant to GB2 as follows:

- A flood risk assessment (FRA) has been prepared and is submitted as part of the ES. The FRA identifies that the site is located in Flood Zone 1 as such having a low probability of river flooding. A potential risk associated with surface water flooding from the adjacent highways has been identified and mitigation proposed in the form of filter drains with the landscape buffers alongside the site's northern and southern boundaries. Phase 1 Preliminary Risk Assessment (PRA) has been prepared and is submitted as part of the ES. The PRA identifies that an intrusive investigation is to be undertaken. Paragraph (a) is therefore met;
- The application is supported by a design and access statement and landscape strategy which outlines the design intent behind the proposals. These have been developed in conjunction with the city council planning and design officers. The detailed design elements will be brought forward in the subsequent reserved matters application. Paragraph (b) is therefore met;
- Detailed permission is sought for the accesses to the site, including an access onto Worts' Causeway and a single access onto Babraham Road. The Transport Assessment and accompanying detailed drawings show the location of the access and the necessary infrastructure works required to accommodate these. Paragraph (c) is therefore met;
- This planning statement is submitted in support of the application. This statement summarises the conclusions of the technical reports included within the ES and assess these against the policies in the development plan and confirms how the proposals meet the broad provisions of the development plan where appropriate. Paragraph (d) is therefore met;
- The parameter plans identify that a landscaped buffer will be provided along the western edge of the site to provide separation to the nearest residential properties. Paragraph (e) is therefore met;
- An ecological assessment has been undertaken as part of the ES. This identifies that mitigation measures have been incorporated into the design of the landscape to ensure that any loss of habitat is mitigated against. Paragraph (f) is therefore met;
- The parameter plans identify an unmanaged and generous landscape buffer of at least 10m on the eastern edge of the site to provide a distinctive city edge / buffer between the built form and green belt. Paragraph (g) is therefore met;

  The access and movement parameter plan identifies the provision of a footpath along the western edge of the site. The existing permissive path along the northern edge of the site will be retained ensuring that the development appropriately links to the surrounding chalk farmland. Paragraph (h) is therefore met;
- Detailed permission is sought for an access point on the northern edge of the site which will form a single crossover with site GB1. The crossover will allow traffic from GB1 to enter the site and exit out onto Babraham Road. This will allow for the rural character of Worts' Causeway to be retained by encouraging traffic from GB1 through the site to Babraham Road. The existing restrictions reserving Worts' Causeway for use by buses during peak times will remain and are not currently proposed to be altered. Paragraphs (i), (j) and (k) are therefore all met;

- The height parameter plan identifies the maximum height of development around the edges of the development at 2 storeys. This is of similar scale to the existing residential properties to the west and in the locality. This element of paragraph (l) is met
- The street layout as shown on the access and movement and land use parameter plans allows for a block form development. The orientation and set back of the proposed properties along Babraham Road will retain the character of the existing properties along the road. The remaining elements of paragraph (l) and paragraph (m) are therefore met;
- A drainage strategy is submitted as part of the ES which identifies the proposed sustainable urban drainage measures to be incorporated into the development. Paragraph (n) is therefore met;
- An archaeological desk top survey has been undertaken and is submitted as part of the ES which sets out how it will be ensured that any archaeological remains will be preserved. Paragraph (o) is therefore met.
- Outline permission is sought for a community use within the centre of the site. The exact amount and use of this community use will be determined at reserved matters stage. Notwithstanding, paragraph (p) is therefore met.

7.7 The above considerations are considered in further detail with the relevant sections of this statement below.

Residential

7.8 The proposed development will provide a new urban extension to the city of Cambridge. The sites allocation within the Local Plan sets the broad parameters of development which this outline application will seek to follow.

Unit Numbers and Density

7.9 The GB2 site allocation includes the following requirements for the number of units and corresponding density for the site.

- 230 dwellings
- 34 dph

7.10 The proposal is for a development of up to 230 dwellings. The parameter plans identify where within the development the residential dwellings will be located.

7.11 The density of the proposed development is 30 dwellings per hectare (dph) which is lower than the local plan allocation proposed density of 34 dph. The proposed density is in accordance with the local plan allocation as set out in appendix B through the provision of up to 230 dwelling on the site.

Housing Mix

7.12 Local Plan Policy 45 does not provide a prescriptive mix of dwellings. The policy makes reference to a new Affordable Housing Supplementary Planning Document, which will address both tenure and dwelling mix, however, this is yet to be prepared by the Council. The below mix is based on current local demand and is subject to change at reserved matters stage.

Unit Size	Total	%
1 bed flat	57	25%
2 bed flat	43	19%
2 bed house	72	31%
3 bed house	32	14%
4 bed house	26	11%
Total	**230**	**100%**

Table 7*. Indicative Housing Mix*

7.13 The table above identifies that 44% will be flats and 56% will be houses. This will assist the creation of a sustainable, mixed community within the site in accordance with policy objectives.

Affordable Housing Statement

7.14 Local Policy 45 of the Cambridge Local Plan (2018), states that planning permission will only be granted for residential development on sites with capacity for 15 dwellings or more or on sites of 0.5 hectares or more if provision is made for a minimum of 40% affordable housing on-site.

7.15 The CCC draft Affordable Housing SPD (2014) seeks to secure a tenure split of the affordable units as a minimum of 75% made available for social rented and affordable rented housing, and a maximum of 25% available for intermediate housing.

7.16 The proposed development seeks to provide up to 40% affordable housing on site in accordance with the Local Plan Policy 45. This will be split 75% affordable rented and 25% intermediate housing in accordance with the CCC draft Affordable Housing SPD (2014) unless alternative tenures are agreed with the Council in due course. The proposals will assist in meeting the local housing needs arising in Cambridge City Council.

7.17 The proposed **indicative** housing mix for the development is as follows:

Unit Size	Total
1 bed flat	57
2 bed flat	43
2 bed house	72
3 bed house	32
4 bed house	26
Total	230

Table 8. *Affordable housing Mix*

7.18 Policy 45 notes that Developments should include a balanced mix of dwelling sizes, types and tenures to meet projected future household needs within Cambridge. The mix of dwellings would have regard to the differing needs for different unit sizes of affordable housing and market housing. The exact mix of units will be agreed at reserved matters stage.

7.19 The development would be tenure blind with the affordable homes integrated with market housing and not identified through location, segregation or the appearance of buildings. All housing will meet the Government's Technical Housing Standards – national described space standards (2015) as referred to in Policy 50and will be served with private amenity space. All units will have access to local open space and play areas.

7.20 Policy 45 is therefore complied with in full.

Non-Residential Uses

7.21 Policy 27 paragraph (p) requires that contributions are made towards improved community facilities and services in this part of the city. Moreover, a strong theme running through the community consultation was the requirement for some local services to serve the development and the wider residential area.

7.22 The land use parameter identifies an area within the centre of the development where ground floor commercial uses would be an appropriate form of development. A flexible use has been applied for covering use class A1-A4, D1 and D2 allowing for the widest possible end users. The outline permission allows for up to 400 sqm of floorspace. Further details of the exact location and amount of non-residential uses will be developed within the detailed design of the scheme and following further consultation with the local community and as part of reserved matters.

Urban Form, Character and Placemaking

7.23 Policy 55 of the Local Plan outlines that development proposals will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration form the key characteristics of its surroundings.

7.24 The proposals for GB2 provide an extension to the city of Cambridge to provide a new neighbourhood which respects the existing urban form to ensure a smooth transition between new and existing. The proposed heights of 2 to 3 storeys respect the height of existing buildings which surround the site. Generally surrounding properties are of 2-storeys in height. The height parameter plan identifies that where the site meets existing properties to the west these properties will be limited to 2-storeys in height to respect the existing form of development.

7.25 Moreover, the layout of properties has sought to replicate the layout and set back from the road of those properties which are located nearest to the site to the west. The layout of these existing properties along Babraham Road is set back from the road arranged informally. The layout proposed in the illustrative masterplan seeks to replicate this.

7.26 The proposed design of the dwelling is not a detailed consideration of this application and will be considered during the reserved matters application albeit the design intent will be to respect the local context.

7.27 The proposed parameter plans and illustrative masterplan within this outline application for the above reasons meet the provisions of Policy 55 through a well-considered response to the local context.

7.28 Policy 57 of the Local Plan sets out the council's vision and criteria for the design of new buildings in the city. The outline planning application does not include details of design and this will be secured through subsequent Reserved Matters approval and thorough consultation with the local community and relevant stakeholders

7.29 The outline proposals submitted with this application set out a framework within which to achieve the This Land Limited vision. This detailed design will seek to respond positively to its context and the design vernacular of the existing area. The design and access statement prepared by BPTW identifies three-character areas within the development, which have informed the principles of the illustrative masterplan. These character areas are set out below:

The Green Edge

7.30 This includes the northern and eastern part of the development and the south eastern corner.

7.31 The south eastern corner will be medium density formal development comprising both apartment blocks up to 2.5-storeys and houses up to 2-storeys. This part of the development will be characterised by natural open space comprising the 30m wide meadow which will offer views through to the green belt.

7.32 The northern edge of the site will have large detached and some semi-detached family homes with big gardens; the arrangement is informal with houses up to 2-storeys in height.

Mews Courts

7.33 The majority of the site will be characterised by mews courts which, as demonstrated in the design and access statement, comprise lower density housing with a shared surface street arrangement. The houses will be 2-storey with both private driveways and on-plot garages.

Local Centre

7.34 The local centre comprises the main green space and the housing which surrounds it. The area is characterised by mid-density living with flat blocks of up to 3-storys in height, with dedicated parking behind the blocks. This area provides the heart of the development, which will provide a meeting point for the community with associated children's play areas.

7.35 Whilst the detailed design does not form part of this application, the above demonstrates there is a framework within which to achieve a high-quality development with well-designed buildings

which respect the character of the local context. The proposals, therefore, insofar as is possible under the parameters of the outline application, meet the provisions of Policy 57 (design of buildings)

7.36 Policy 56 sets out the criteria which developments need to achieve to create attractive, high quality, accessible, inclusive and safe communities.

7.37 As demonstrated the development will provide a high-quality environment which will integrate well into the local context and will be of the highest design quality.

7.38 In terms of creating a safe place the urban principles set out in the parameter plans identifies the hierarchy of frontages with primary frontages facing onto public spaces to provide natural surveillance. The layout proposed within the illustrative masterplan allows for the proposed path on the western edge of the site will be overlooked by the residential properties to ensure that this space is safe for the public to use and remove the perceived threat of crime.

7.39 The proposed development will provide extensive open space, public realm and landscaped areas which are an integral part of the scheme. The materials, finishes, street furniture and public art will be considered at reserved matters stage but as noted the design intent set out in the design and access statement and landscape strategy provide a framework with which to provide a high-quality development at reserved matters stage.

Visual Impact

7.40 Policy 60 sets out that any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against a set of criteria as noted in the policy. The policy is supported by guidance within Appendix F which notes that within the suburbs, buildings of four storeys and above (assuming a flat roof with no rooftop plant and a height of 13m above ground level) will automatically trigger the need to address the criteria set out within the guidance.

7.41 The parameter plan for the proposed development allows development of up to 3-storeys only and as such should not trigger the criteria set out within the guidance of Policy 60 and Appendix F which states four storeys or above. This notwithstanding a Landscape Visual Impact Assessment (LVIA) has been prepared in support of the application and is submitted as part of the ES.

7.42 The LVIA provides an assessment of the potential impact of the proposed development on landscape character and visual amenity and in doing so meets the criteria set out in Policy and Appendix F. The LVIA chapter of the ES concludes that the proposed development would provide an attractive and sustainable transition between the suburban edge of Cambridge and the wider countryside.

Residential Standards and Amenity Space

7.43 Local Plan Policy 50: Government's Technical Housing Standards – nationally described space standard (2015).

7.44 Local Plan Policy 51: all housing should be designed to meet Building Regulations Part M4(2). 5% of the affordable housing component of a scheme providing or capable of acceptably providing 20 or more, should meet Part M4 (3) to be wheelchair accessible, or be easily adapted for residents who are wheelchair users.

7.45 Local Plan Policy 50: All new residential units will be expected to have direct access to an area of private amenity space (garden, terrace, balcony or winter garden). External amenity space should be sufficient to accommodate:

- a table and chairs suitable for the size of dwelling;
- where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible);
- space for refuse and recycling bins;
- an area to dry washing;
- circulation space; and
- an area for children to play in.

7.46 One-bedroom dwellings would not be expected to provide space for children to play, due to the lower likelihood of children occupying these units. Dwellings with more than one bedroom would need to take space for children to play into account. In addition to private amenity space, developments with flats will need to provide high-quality shared amenity areas on site to meet the needs of residents, including play space for children.

7.47 The above standards will be achieved within the scheme once the detailed design of the dwellings is further progressed at reserved matters stage. Policies 50 and 51 are therefore complied with in full.

Landscape and Trees

7.48 Policy 59 of the Local Plan sets out the importance of external spaces, landscape, public realm and boundary treatments within new developments. The policy sets out a number of criteria to achieve a high-quality landscape design.

7.49 The Landscape strategy for the site prepared by Allen Pyke demonstrates that the development will provide an attractive framework of green spaces and wildlife habitats and will encourage both recreation and play. The landscape strategy encompasses existing landscape features into the development such as the existing hedgerows and footpaths.

7.50 The landscape strategy has been informed by the studies of the existing landscape character and visual context of the site and surrounding area. It will be built around the existing landscape, enhanced with new landscape features and integrated with the drainage strategy.

7.51 Approximately 45% of the site will be public realm and green space including linear parks, pocket parks, formal and informal woodland and play opportunities. The development will provide distinct landscape character areas as follows:

- Green Link – the development will be defined by a series of green spaces which link through the development from south east to north west, including the central square which will form the heart of the development;
- North – Worts' Causeway Rural Edge – this is characterised by the retention of the double hedgerow that currently exists, including the bridleway, providing walking opportunities east out of the city into the countryside;
- East – Countryside Edge – a 10m wooded buffer will be provided on the eastern edge of the development. In accordance with the site allocation this will provide a buffer to retained green belt to the east.
- West - Linear Gateway – this is characterised by the existing bridleway and enhanced boundary vegetation providing a buffer to the nearest residential properties;
- The Meadow – this area, approximately 30m in width, will provide informal space for recreation and play for future and existing residents.

7.52 The landscape proposals as set out in the landscape strategy seek to meet the provisions of Policy 59 through the provision of high-quality landscape spaces which will provide an attractive environment for future residents and visitors to the development which has sought to respond to its context. The landscape strategy has also been developed to ensure an enhancement to the biodiversity potential of the site and provide an integrated approach to surface water management. This integrated approach to biodiversity and surface water drainage is discussed in more detail further on in this statement.

7.53 A number of the criteria set out in Policy 59 relate to detailed design of the landscape which will be developed further at reserved matters stage. The scheme is therefore in accordance with Policy 59 insofar as it is relevant to the outline application.

Trees and Hedges

7.54 Policy 71 states that development will not be permitted where it involves felling, significant surgery and potential root damage to trees of amenity or other value unless there are demonstrable public benefits accruing from the proposal which outweigh the current and future amenity value of the trees.

7.55 The application is supported by an Aboricultural Impact Assessment (AIA). This has assessed the significance of individual trees, groups of trees, and hedges that may have an impact on the proposed development.

7.56 The site currently accommodates 39 individual trees and twelve hedge groups. There are currently 6 category B trees and 33 category C trees. The majority of the trees and hedgerow on the site are located around the current farmstead in the south eastern corner of the site.

7.57 As a result of the proposed development 2 of the category B trees and 24 category C trees as well as three groups of leylandii hedging will be lost should the indicative masterplan be built out as currently demonstrated.