LAND NORTH OF CHERRY HINTON

PLANNING STATEMENT (UPDATED)

Marshall Group Properties and Endurance Estates
March 2019
NOTE: Planning Statement - Revision A

The application was originally submitted in March 2018. Following the submission and a consultation period, additional work has been undertaken to address all relevant planning matters raised. During this time, updates to the national and local planning policy framework have occurred. This revised planning statement has therefore been amended to reflect those updates.

For ease of reference, the revisions have been highlighted in yellow.
CONTENTS

Foreword
Executive Summary

1.0 Introduction
The application submission
Content of submission
Environmental Statement
Pre-application advice and community consultation

2.0 Application site
Site description
Relevant planning history

3.0 Planning policy framework
Introduction
National Planning Policy Framework
Adopted Development Plan
Area Action Plan for Cambridge East
LNCH Supplementary Planning Document
Other relevant documents

4.0 Development principles and vision for LNCH

5.0 The proposed development
Land use
Movement and access
Building heights
Landscape and green infrastructure
Urban form
Illustrative masterplan

6.0 Development management considerations
Principle of development
Development in the Green Belt
Provision of new homes
Education, community facilities, and local centre
Character, design and place-making
Landscaping and trees
Open space and recreation
Transport
Airport safeguarding
Biodiversity and ecological enhancement
Flood risk
Drainage
Ground conditions
Sustainability and energy
Environmental noise
Air quality and odour
Archaeology
External lighting
Servicing and waste management
Socio economic
Health impact
Deliverability of the scheme

7.0 Planning obligations and conditions

Planning obligations
Airport safeguarding requirements
Environmental Statement mitigation measures
Traffic and transport mitigation

8.0 Conclusion: Planning consideration and balance

Appendices

Appendix 1: Relevant planning policies
Appendix 2: Parameter plans
Appendix 3: Parameter plans description text
Appendix 4: Affordable housing statement
Foreword

“We are delighted to bring forward proposals for the development of Land North of Cherry Hinton. Just as with our development at Wing (North of Newmarket Road), we remain committed to the highest standards of design.

In combination with the Wing development, we believe the schemes will bring positive change to East Cambridge – centred on the delivery of around 2,500 homes.

This proposal has great potential - to deliver housing of a mix and type of tenure, new open spaces for people to enjoy, a community hub to help integrate Cherry Hinton old and new, schooling for children from early years through to secondary school, improved transport links to Cambridge (and beyond) and most importantly we want to work towards creation of a place that people will enjoy – for living, for working, for learning, for resting and for play.

We are passionate about ensuring the scheme works for new residents and existing communities alike and welcome and value your views on our proposals.”

Robert Marshall, Group Chief Executive

“Endurance Estates is pleased that a major milestone has been reached, through the submission of this outline planning application, for an exciting new development in east Cambridge. We are a property company based in Cambridge, with considerable expertise in taking strategic sites through the planning system and delivering new homes in the region.

Given our experience working on the Orchards Green development in Ely, comprising 1,200 new homes a new primary school and associated facilities, we fully understand that the development of a new neighbourhood at Land North of Cherry Hinton must be sustainable and of high quality. We aim to ensure that the new community becomes an integral part of Cherry Hinton, recognising its local context and respecting its history.

The submission of this application follows an extensive period of pre-application consultation with the Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council and the local community. We would like to thank everyone for their input to date and look forward to working with our partners during the determination of the planning application. We are excited at the prospect of delivering a great new place.”

Tim Holmes, Managing Director of Endurance Estates
Executive Summary

This statement supports an outline planning application submitted on behalf of Marshall Group Properties (MGP), part of the Marshall Group (which owns Cambridge Airport), and Endurance Estates Strategic Land (EE), representing a local landowner, for the proposed development of Land North of Cherry Hinton (LNCH), located within east Cambridge.

The proposals will deliver up to a maximum of 1,200 homes (up to 40% of which will be affordable, subject to viability) with potential for an element of these new homes to be provided for retirement living, together with a 2 form entry primary school and 6 form entry secondary school, a new centrally located community hub with local shops and potential community hall. This will be in addition to 16.12 hectares of public open space (to include informal open space, allotments, children and teenager’s playspace), a network of new streets and associated infrastructure including the creation of new safe and direct cycle and pedestrian routes between the settlements of Cherry Hinton and Teversham, enhancing connectivity locally and to the city centre.

Our vision for the new community has been informed and developed through extensive local community engagement, technical work and is based on the allocation of LNCH for residential-led mixed-use development in both the adopted Cambridge City Council and South Cambridgeshire District Council Local Plans, the approved Cambridge East Area Action Plan (CEAAP) and the adopted LNCH Supplementary Planning Document (SPD).

Healthy and sustainable lifestyle choices will be encouraged through an emphasis on the pedestrian and cyclist and through the provision of accessible and usable green spaces that permeate throughout the development. The provision of allotments will reinforce links with the natural environment and encourage residents to grow their own produce locally. These new green spaces, combined with new supporting community facilities located at the heart of the new community, will provide opportunities for social interaction, thus creating a welcoming and vibrant neighbourhood that supports the health and wellbeing of its residents.

The proposals have been carefully designed to be compatible with the current and future operation of Cambridge Airport located to the immediate western boundary of the site.

In line with the National Planning Policy Framework (NPPF), the proposals will deliver a sustainable development by simultaneously securing a series of social, environmental and economic gains, which are explained within this document.

LNCH is considered to achieve high quality in respect to design and landscape, sustainable drainage, energy and low carbon strategy and water conservation targets. The Environmental Impact Assessment (EIA) accompanying this application has identified appropriate mitigation measures that have either been incorporated into the outline application parameters, or will be adopted at the detailed design stage and implemented during the construction period to avoid and minimise any potential residual impacts to an acceptable level.

The outline proposals provide a comprehensive and robust framework to guide the preparation of a future Design Code and detailed planning submissions made at the Reserved Matters stage. As such, and in accordance with planning law, national and local policy guidance and taking account of other material considerations the Joint Development Control Committee (JDCC) can, with confidence, grant planning approval for this new sustainable community.
LNCH will deliver social benefits by:

- Boosting the supply of land for housing, and providing a mix of much needed, high quality, market and affordable family housing (including potential retirement living) on the fringe of Cambridge, helping to meet the local plan housing needs.
- Providing up to 480 affordable homes (40%).
- Providing access to a wide range of community and leisure facilities, which will include allotments, outdoor sports facilities, children and teenagers play space, informal open space and a community hall.
- Providing a local centre to meet day-to-day shopping needs, including a convenience type foodstore and other small retail units, and local employment opportunities.
- Providing new primary education capacity.
- Providing new secondary education capacity.
- Facilitating the provision of space for new local healthcare facilities if a demonstrable need is identified and this can be practically delivered and managed.
- Ensuring the integration of the site with existing communities in the vicinity through an extensive on-site footpath and cycle network with enhanced connectivity.
- Providing opportunities for sports, leisure, walking, cycling, growing of produce and relaxing, together which will encourage healthy lifestyles.

LNCH will deliver environmental benefits by:

- Promoting sustainable forms of transport through the incorporation of a network of high quality cycleways and footpaths and an enhanced local bus service to improve connectivity with surrounding settlements and Cambridge.
- Utilising a sustainable urban drainage system (SuDS), which reduces run-off to the existing watercourse and drainage ditch on site, and incorporating features to enable effective maintenance for the lifetime of development.
- Enhancing and better managing the landscape habitats for biodiversity gains.
- Remediating any localised areas of contaminated land, as appropriate so they are suitable for their proposed future reuse.

LNCH will delivering economic benefits by:

- Providing employment opportunities in the local centre, and new community and education facilities; and providing local construction jobs during the build period.
- Further jobs to be created in the construction supply chain and through indirect employment.
- Providing high quality homes that will help to attract and retain high calibre staff and support the Councils’ and Local Enterprise Partnership’s economic growth aspirations.
• Supporting the long-term viability of Cherry Hinton high street by improving connectivity and ensuring that the proposals provide complementary (rather than competing) services.
1.0 Introduction

The application

1.1 This Planning Supporting Statement (PSS) has been prepared by Terence O’Rourke Ltd, on behalf of joint applicants Marshall Group Properties (MGP) and Endurance Estates Strategic Land (EE), in support of the following submission:

“Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1,200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.”

1.2 The application is submitted to both Cambridge City Council (CCiC) and South Cambridgeshire District Council (SCDC) as the site area covers land within the jurisdiction of both local planning authorities.

1.3 As an outline application, a set of Parameter Plans are submitted to provide a framework to guide future detailed development proposals, initially through the production of a Design Code, and then progression 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:

- Mixed use residential led scheme providing up to a maximum of 1,200 dwellings (Class C3).
- Potential retirement living facility; up to 90 bed spaces (Class C2/C3 within 1,200 above).
- Local centre; up to 1,850 sq.m floorspace (Use Class A1/A2/A3/A4/A5/B1a/D1/D2 flexible units – of which a food store will not be more than 500 sq.m).
- Community hall (Class D2); up to 250 sq.m (within 1,850 sq.m above).
- Primary School 2FE.
- Secondary School 6FE.
- New primary access street from Cherry Hinton Road to Coldhams Lane (that passes through the local centre), as well as other access routes.
- Pedestrian, cycle and vehicle routes and parking.
- Open space and landscaping; including pocket parks, play areas, playing fields, allotments, SuDs water features, and formal and informal open space.
- Ancillary works and infrastructure.
The applicant

1.5 The site is split between two ownerships, a local landowner and Marshall Group Properties (MGP), part of the Marshall Group which owns Cambridge Airport. On behalf of the local landowner, Endurance Estates Strategic Land Limited (EE) has been appointed to work alongside MGP and jointly prepare and submit this outline planning application. MGP and EE have been working together collaboratively to ensure that the proposals for LNCH are brought forward in a coordinated manner and are deliverable.

1.6 MGP is a subsidiary of the Marshall Group (Marshall), which was founded in Cambridge in 1909 by David Gregory Marshall. The company has grown from small beginnings as a chauffeur drive and motor company, to a global leader in the fields of engineering, aerospace, military aviation and land systems. The Group is headquartered in Cambridge, and now has an annual turnover in excess of £2 billion, and employs nearly 6,000 people. These figures include the Marshall Motor Group, a listed company with a national network of car franchise dealerships. The Marshall Group is the majority shareholder.

1.7 The Marshall Group remains a family owned business, with active involvement from Sir Michael Marshall (Life President) and Robert Marshall (Group Chief Executive), family members who take a hands-on approach to the business and take a personal interest in the development activities of the company, including WING and Land North of Cherry Hinton.

1.8 EE is a property company based in Cambridge, with considerable experience in taking strategic sites through the planning system and delivering new homes in the region, including at Orchards Green, Ely, a new community comprising 1,200 new homes, a new primary school and associated facilities.

Content of submission

1.9 MGP and EE have appointed a planning and design team that has a good knowledge of Cambridge, a successful track record of working collaboratively alongside local authority officers, and an appetite for innovative design and best practice.

1.10 The applicants’ core consultant team comprises:

- Terence O’Rourke Ltd (TOR), in respect of planning, master planning, design and landscape services;
- Peter Brett Associates (PBA) in respect of transport, and environmental services; and
- LDA Design in respect to the co-ordination and production of the Environmental Statement.

1.11 Together, working closely with local planning authority officers and the local community, the team has devised development proposals, including a robust and appropriate masterplan for the new neighbourhood, that will deliver much needed new homes in a way that:
Maximises the benefits to be derived, including economic, social and environmental benefits.

Optimises the capacity of the site to deliver housing, within a high quality scheme, and strong connectivity through green infrastructure with priority for cycles and pedestrians.

Provides new education and community facilities, including primary and secondary schools, and access to community sports through the dual use of facilities.

Secures opportunities to support the local economy, foster local business and support social cohesion.

Responds positively to the existing settlement context of Cherry Hinton, Teversham and Cambridge City.

Responds positively to the opportunities that the application site presents, improving connectivity and continued operation of Cambridge Airport.

Provides safe and suitable access for all users.

Minimises environmental harm through mitigation, enhancement and betterment where feasible.

1.12 This approach means that the development, as proposed, represents sustainable development as defined by the NPPF. Indeed, the planning application is submitted in response to the Government’s presumption in favour of sustainable development, which applies to all applications for housing, particularly where development is deemed to be in accordance with the provisions of an up to date local development plan.

1.13 This PSS provides an overview of the proposed for LNCH and assesses it within the national and local planning policy context and other relevant material planning considerations. In doing so it draws on the conclusions of the associated Environmental Statement, Design and Access Statement and extensive range and volume of technical work undertaken.

1.14 The PSS also incorporates the following:

- Planning policy schedule (Appendix 1)
- Parameter plans (Appendix 2)
- Parameter plans description text (Appendix 3)
- Affordable housing statement (Appendix 4)

1.15 The outline planning application comprises (revised March 2019):

- Completed application form
- Completed ownership certificates
- Plans, drawings and supporting documents:

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<td>Statement of Community Involvement</td>
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<td>Environmental Statement (ES)</td>
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An Environmental Statement (ES) has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. This reports the findings of the Environmental Impact Assessment (EIA) of the proposals.

The ES has been reviewed and updated since the original submission of the application in March 2018, following comments raised during the consultation period. As with this document, the changes made are highlighted in yellow for ease of reference.

A formal Scoping Opinion request was submitted to CCiC and SCDC on 9 August 2016. The joint Scoping Opinion from the Councils was issued in October 2016 confirming the technical assessment chapters to be included within the ES. The ES has been prepared in accordance with the advice received in the published Scoping Opinion.

These technical assessments are drawn together in the ES, including conclusions in respect of the potential effects of the development both in isolation and in combination. A standalone Non-Technical Summary (NTS) has been produced, and this provides an easy-to-read summary of the findings reported in the ES.

For clarity, the transitional arrangements set out within Regulation 76 of the Town and Country Planning (Environmental Impact Regulations) 2017 state that the Town and Country Planning (Environmental Impact Regulations) 2011 will continue to apply where an applicant has submitted either an ES or requested a Scoping Opinion prior to 16 May 2017.

A programme of pre-application meetings were held with CCiC, SCDC and Cambridgeshire County Council (CCC) officers commencing in summer 2016 through to March 2018 to discuss and review the emerging proposals for LNCH. Meetings comprised focussed technical workshops and detailed discussions to collaboratively address a number of issues relating to the proposals for LNCH.

In November 2017 three public exhibitions were held in the local community and a project website was launched, during which time comments were invited to be submitted, whilst the scheme parameters were being developed to ensure that local views informed the proposals in accordance with the NPPF (paragraph 66).
1.23 Proposals were also presented to the following:

- Cambridge City Council Disability Consultative Panel (29 November 2017)
- Joint Development Control Committee (13 December 2018 & 14 March 2018)
- Cambridgeshire Design Quality Panel (8 January 2018)
- Cambridge East Community Forum (20 March 2017, 14 November 2017, 6 March 2018)

1.24 Feedback from council officers, members, review panel, and the local community have assisted the evolving design, content and layout of the scheme. Further details are included in the Design and Access Statement (DAS) and Statement of Community Involvement (SCI).

1.25 The application project team were also actively engaged and involved in assisting the Councils prepare the LNCH Supplementary Planning Document (SPD) between March 2017 and February 2018. There has been a process of continual engagement on the appropriate form of development of the site. The SPD provides a development brief and guide for all future proposals in relation to the LNCH site. The SPD has been subject to key stakeholder workshops (March/April 2017) and public consultation (Summer 2017). All comments were assessed and modifications undertaken to allow the Cambridge City Council Development Plan Scrutiny Sub-Committee, and South Cambridgeshire Planning Portfolio Holders Meeting to agree to adopt the document, upon the adoption of the local plans (formally adopted in 2018).
2.0 Application site

2.1 The site comprises 55.93 hectares of land to the east of Cambridge. The site is located within the administrative boundaries of both SCDC and CCiC. A site plan is shown below (Figure 1).

![Site location plan](image)

Figure. 1 Site location plan

2.2 The application site is located to the north of Coldhams Lane, and to the north of the residential suburb of Cherry Hinton; bordering dwellings along Teversham Drift, March Lane, Reilly Way and Church End. The eastern boundary of the application site is formed by Cherry Hinton Road / Airport Way. To the west and north-west of the site is Cambridge Airport. The area north of the site is in agricultural use. The village of Teversham is located immediately to the north east of the site.

2.3 The southwestern part of the site is vacant land adjacent to Cambridge Airport, while the northeastern part of the site is currently in agricultural use. The site comprises large open arable fields, some of which are bounded by fragmented mature and semi-mature hedgerows and scattered hedgerow trees. The western extents of the site consist of airport land, which is open managed grassland. The land is generally flat, rising very slightly to the centre of the site and consists of Grade 2 and 3b quality agricultural land. There is an existing building (known as Glider Blister, Building ‘B1’) associated with the airport activities located in close proximity to the site boundary, which is connected by a track to the main airport facilities. A public footpath that connects Teversham and Cherry Hinton, crosses the site in a south to north direction.

2.4 The site falls within Flood Zone 1, and is therefore at low risk from fluvial flooding. The site is at risk from surface water flooding, as instances of surface water flooding are known to have occurred in the area immediately adjacent the existing drainage ditches within the site.
2.5 An unnamed watercourse flows south to north through the centre of the application site and along the eastern boundary towards Teversham. The watercourse is defined by a number of existing trees, hedgerows and scrub. Two shallow ditches feed into the watercourse from the west of the site. The application site area has been defined to include a link to the watercourse at the north western boundary.

2.6 There are three ecological designations located along the site boundary:

- Teversham Drift Hedgerow (City Wildlife Site);
- Airport Way Roadside Verge (County Wildlife Site); and
- Teversham PRV S38 (Protected Road Verge).

2.7 This PSS appraises the relevant planning policy framework at Section 4.0. In summary, the site is located on land identified for residential development in the adopted plans of CGC and SCDC, the adopted joint Cambridge East Area Action Plan (CEEAP) and the LNCH Supplementary Planning Document.

2.8 Figure 2 below demonstrates the difference between the site areas for the outline planning application (red line) and the LNCH allocation in the adopted local plans, and SPD. The application site boundary (red line) extends beyond the site allocations (blue line) in order to include all land required for the proposed development including highway improvement and access works and access arrangements, watercourse realignment and the provision of playing fields to the north. The minor departures from the SPD site area have been discussed and agreed with officers during the pre-application process. The planning merits and justification for this are stated in Section 5.0.

![Figure 2: site location plan showing application site (red) and site allocation (blue)](image-url)
2.9 The northern part of the application site (outside of the allocation site boundary – blue) is designated as Green Belt, which continues beyond the north and eastern boundaries of the application site area. The remainder of the site is free of planning policy designations. To the west, the site adjoins safeguarded land identified as having long term potential for further housing development outside of the local plan time frame and in accordance with the spatial strategy set out in the adopted CEAAP.

2.10 There are a number of listed buildings to the south of the site within Cherry Hinton, including The Red Lion pub (grade II listed), Cherry Hinton Hall (grade II listed) and the grade I listed St Andrew’s Church. Teversham village to the north of the site, contains a number of listed buildings including the grade II* listed Church of All Saints. In addition, the Marshall Airport Control and Office Building located north of the site is grade II listed. There are no conservation areas within or immediately adjacent to the site.

2.11 The moated site at Manor Farm located some 650m east of the site is a scheduled ancient monument. The settlement by Caudle Corner Farm, approximately 1.6km south east of the site is also a scheduled ancient monument.

2.12 The site falls within an area where archaeological assets have previously been identified. Chapter 7 of the accompanying ES provides details of the assessment.

2.13 The Teversham Drift City Wildlife Site lies between the site and existing settlement of Cherry Hinton. There are also a number of non-designated heritage assets within proximity of the site which contribute to the character of the area. Figure 3 identifies the designations in proximity to the site (Site allocation and SPD area).

Figure 3- designations surrounding the site allocation area
Accessibility

2.14 The site is adjacent to two major roads (Airport Way and Coldhams Lane) connecting it to Cherry Hinton and nearby villages, as well as to the centre of Cambridge.

2.15 There are a number of bus stops within close proximity of the application site. Bus stops along Coldhams Lane are served twice daily by the in and outbound no.17, service which connects Newmarket, Fulbourn and Teversham with Cambridge at the start and end of the working day. The Citi 1 service from the Cherry Hinton Road bus stops provides frequent services (every 10 minutes) connecting Cambridge to Addenbrookes, Cherry Hinton and Fulbourn.

2.16 LNCH is approximately 2.5km from Cambridge rail station, which provides regular services to London within approximately 1 hour, and to other nearby settlements. Furthermore, the site is in easy reach of the new Cambridge North rail station, approximately 5.6km to the north west.

2.17 A public right of way (PRoW) runs north-south through the site, linking Cherry Hinton to Teversham. The footpath is accessed from March Lane, leading through to the north-west corner of the site.

2.18 Traffic free cycle routes run along the Tins cycle route and adjacent to the site, via Airport Way. A number of other on and off-road cycle-ways run through Cherry Hinton and into Cambridge.

2.19 The site is located approximately 5km east of Cambridge city centre, which has a good provision of services and facilities, including convenience and comparison retail stores and restaurants.

2.20 There are a number of primary and secondary schools and higher and further education establishments across Cambridge, including the University of Cambridge and Anglia Ruskin University.

2.21 The city also benefits from a number of employment, research and business centres, including the Cambridge Science Park.

2.22 Cambridge city centre offers a good public transport network, including a number of bus services and Cambridge and Cambridge North railway stations, providing direct links to London.

Relevant planning history

2.23 The application site has not been previously subject to applications for major development proposals. Cambridge Airport has been subject to a number of applications related to airport operations. The most recent and relevant is the Ground Running Enclosure (CC/C ref: 16/2212/FUL, SCDC ref: S/3591/16/FL) which was granted permission in November 2017 for:

"Aircraft Engine Ground Running Enclosure and supporting infrastructure works, including a new taxiway link and other associated works."
2.24 MGP has recently obtained outline planning permission for the Wing development (CCIC ref: 13/1837/OUT and SCDC ref: S/2682/13) located to the north west of Cambridge Airport for a residential led mixed-use development (part of the CEAAP). In November 2016 planning permission was granted at Land North of Newmarket Road for:

“Up to 1,300 homes, primary school, food store, community facilities, open space, landscaping and associated infrastructure and other development.”

2.25 Allocated site R41 which is located immediately to the south western boundary of the site, fronting Coldhams Lane. Detailed planning consent for Reserved Matters was obtained in February 2017 for:

“Reserved matters application pursuant to outline approval 14/0028/OUT, as varied by application 16/0970/S73, for the erection of 57 dwellings including 10 No. 1-bed and 19 No. 2-bed apartments together with 20 No. 3-bed and 8 No. 4-bedroom dwellings, open space, car parking and circulation space.”
3.0 Planning Policy Framework

Introduction

3.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

3.2 The National Planning Policy Framework (NPPF) February 2019 is a material consideration. Other statements of Government policy, including ministerial statements, and un-adopted local policy are also capable of being material considerations.

3.3 This section of the PSS sets out the national, regional and local planning policy framework against which the proposals should be assessed and determined.

3.4 A detailed schedule of relevant planning policies is attached as Annex 1.

National Planning Policy Framework (NPPF) February 2019

Overarching position

3.5 The NPPF confirms the primacy of the development plan, subject to material considerations, as well as confirming the purpose of the planning system “to contribute to the achievement of sustainable development” (NPPF paragraph 7).

3.6 The NPPF defines sustainable development and confirms the considerable weight applied to the presumption in favour of sustainable development (which applies to all housing development proposals irrespective of whether there is a five-year housing land supply or not). Paragraph 8 of the NPPF defines sustainable development as comprising of three dimensions (Table 2 below), with the planning system required to perform all roles.

<table>
<thead>
<tr>
<th>An economic objective</th>
<th>Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>A social objective</td>
<td>Supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect the current and future needs and support communities health, social and cultural well-being</td>
</tr>
<tr>
<td>An environmental objective</td>
<td>Contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy</td>
</tr>
</tbody>
</table>

Table 2: NPPF three dimensions of sustainable development

3.7 NPPF Paragraph 8 confirms that these overarching objectives are interdependent and should be pursued in mutually supportive ways. Achieving economic growth can secure higher social and environmental standards, with well-designed
buildings and places improving the lives of people and communities. To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

3.8 Paragraph 10 states that “at the heart of the NPPF is a presumption in favour of sustainable development”. Paragraph 11 states that for decision taking this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting planning permission unless:
  
  i) The application of policies in the Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or
  
  ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Delivering a wide choice of high quality homes

3.9 NPPF embodies an imperative to deliver housing, specifically to respond to the national housing crisis. Paragraphs 59 onwards outline the need to boost significantly the supply of housing, deliver a wide choice of high quality homes, and create sustainable, inclusive and mixed communities. Paragraph 60 requires authorities to plan for a mix of housing based on current and future demographic and market trends.

Requiring good design

3.10 Section 12 advises that creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

3.11 Paragraph 127 stipulates that the planning decisions and policies should aim to ensure that developments:

- 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;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- 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);
- 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;
• 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
• 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.12 The NPPF also places emphasis on the need for community involvement in the design of new development. Paragraph 40 sets out an expectation for the applicant to work closely with those directly affected by development proposals and take account of community views. Where this can be demonstrated through the design development process, proposals should be looked in more favourably.

3.13 The revised NPPF (July 2018 and February 2019) was launched against a background whereby the Government is requiring all local planning authorities to plan positively to deliver much needed new homes across the UK to address housing shortages and lack of affordability. It includes guidance on optimising density to make the best use of land and introduced a change in approach to the use of land in Green Belt when openness is preserved. The latter is relevant to this application and is discussed further in Section 6 of this PSS.

3.14 The revised NPPF places considerable emphasis on promoting healthy and safe communities. Paragraph 91 requires planning decisions to achieve healthy, inclusive and safe places. Part a) promotes social interaction by including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for multiple connections within and between neighbourhoods, and active street frontages.

3.15 Part b) places importance on creating safe and accessible environments and ensuring that the fear of crime, does not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

3.16 Part c) requires development to enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

**Adopted Development Plan**

3.17 The site is located on land within the administrative areas of two local planning authorities: Cambridge City Council and South Cambridgeshire District Council. The relevant adopted development plan for CCiC and SCDC comprises the following:

- Cambridge City Council Local Plan **October 2018**
- South Cambridgeshire District **Council Local Plan September 2018**
- Cambridge East Area Action Plan (2008) *(excluding policies CE/3 and CE/35)*

3.18 The CCiC and SCDC local plans were submitted for examination to the Planning Inspectorate in March 2014. The plans have been subject to examination, with main and minor modifications having been published and subject to further public consultation. Subsequent to final modifications, the respective local plans were found sound and were formally adopted by each authority in Autumn 2018.

3.19 The local plans are considered to be fully up-to-date, consistent with the NPPF, and should be attributed full weight in decision-making.

3.20 Under Section 38(5) of the Planning and Compulsory Purchase Act (2004) it is established that in circumstances where there may be conflicts between policies in development plans, this must be resolved in favour of the policy contained in the last document to be adopted, approved or published.

3.21 CCiC Local Plan 2018 and SCDC Local Plan 2018 refer to the historic Development Strategy within the region and previously adopted policies, which have influenced the current proposals for development. This includes the Cambridgeshire and Peterborough Structure Plan (2003), which initially identified the site as suitable for Green Belt release. Previous local plans allocated land in East Cambridge for housing (around 65 hectares worth), employment, strategic open space, a district centre and education uses.

3.22 The approach to development and Green Belt release has been carried through in the recently adopted Local Plans of CCiC and SCDC with site allocations for Land at Cherry Hinton within each authority.

3.23 In the Cambridge Local Plan (2018) Policy 13 Cambridge East, Land North of Cherry Hinton (R47) is allocated for approximately 780 dwellings during the plan period, along with adjoining land allocated in Policy SS/3 of the adopted South Cambridgeshire Local Plan (2018) for approximately 420 dwellings. A combined total of 1,200 dwellings is allocated.

3.24 The plans state that proposals for residential development will be supported if:

- Acceptable mitigation of environmental and health impacts (including noise) from the airport can be provided; and
- A masterplan is submitted for the development of site R47 and adjoining land in South Cambridgeshire which safeguards the appropriate future development of the wider safeguarded land; and
- The continued authorised use of Cambridge Airport does not pose a safety risk.

3.25 Furthermore, the local development plans require that the proposals for LNCH should make “provision for a primary and secondary school, a local centre with a community hub, open space and a spine road connecting Coldhams Lane with Cherry Hinton Road”.

Terence O’Rourke Ltd 2019
Cambridge East Area Action Plan (2008)

3.26 The Cambridge East Area Action Plan (CEAAP) sets out aspirations for the area and objectives in terms of creating district and local centres, housing, employment, leisure and community facilities, and guiding principles relating to landscape, biodiversity, water strategy and sustainability. The document represents a long-term vision for the area, however since its publication there have been a number of changes in circumstance, both local and national, including an announcement from Marshall’s of its intentions to remain in Cambridge for the foreseeable future.

3.27 The CEAAP was adopted by both Councils in February 2008 with an objective to “create a new and distinctive sustainable community on the eastern edge of Cambridge which will enhance the special character of the city and its setting and is connected to the rest of the city by high quality public transport and non-motorised modes of transport.” (Objective B/a, page 5).

3.28 The CEAAP was based on the assumption that the airport would relocate operations away from the area in the medium-term. The document identified three areas that together form the wider Cambridge East development area:

- Cambridge Airport;
- Land North of Newmarket Road, and
- Land North of Cherry Hinton.

3.29 Policy CE/1 provides the vision for Cambridge East:

“Cambridge East will be a modern, high quality, vibrant and distinctive new urban quarter for Cambridge which will complement and enhance the character of the city and protect and enhance the environmental qualities of the surrounding area.”

3.30 Chapter B sets out the overall principles for the development of the Cambridge East Urban Quarter of 10,000 – 12,000 homes, which will deliver this vision.

3.31 In summary, Policy CE/2 states that Cambridge East will develop as a mixed community of homes, employment, services, facilities, and infrastructure. It will be well integrated through a variety of edge treatments, and linked with the existing urban fabric, whilst preserving existing residential amenity, be compact and sustainable, well designed to a high quality and with a strong sense of identity. It will be distinctive, reflecting innovative urban design, which engenders an inclusive, vibrant and diverse community with a strong sense of identity and community spirit. These will be landmarks and other points of interest particularly in the centres, including public art to create a sense of place.

3.32 The housing is intended to achieve an overall high density that is well designed and of a high quality. The design will be flexible, making best use of energy and other natural resources, and it will be an exemplar of sustainable living. There will be a high quality of built form and landscaping throughout, which is permeable and legible. There is to be low car dependency, and the community is to be highly accessible by foot, cycle and public transport, with good links the city centre and major employment centres.
Land North of Cherry Hinton SPD (2018)

3.33 In accordance with the site allocation policies, the LNCH SPD provides guidance for a specific site through the evolution of the associated framework master plan, referring to modified proposed policies within the adopted local plans. It is a planning guidance document which supports policy in the Cambridge City Local Plan and South Cambridgeshire District Council Local Plan. The proposals have been designed in accordance with the LNCH SPD framework.

3.34 The LNCH SPD was adopted by both councils subsequent to the adoption of respective Local Plans in Autumn 2018, and is a significant material consideration.

Other relevant documents

3.35 Annex 1 of this PSS lists a schedule of relevant adopted development plan policies. Other relevant documents, regarded as material considerations to be taken into account in decision-making, and which have guided the proposals include:

- CCiC Affordable Housing SPD (2008)
- CCiC Planning Obligations SPD (2010)
- CCiC Sustainable Design and Construction SPD (2007)
- SCDC Open Space in New Developments SPD (2009)
- SCDC Trees and Development sites SPD (2009)
- SCDC Affordable Housing SPD (2010)
- SCDC Biodiversity SPD
- SCDC Landscape in New Developments SPD (2010)
- Cambridgeshire Flood and Water adopted by SCDC in November 2016. City Council yet to formally adopt.

3.36 The weight to be attached to the above documents as material considerations in decision-making will depend upon their consistency with national policy and guidance.

3.37 The above material considerations will be considered alongside relevant development plan policy in the planning considerations section of this PSS.
4.0 Development principles and vision for LNCH

4.1 To summarise, the development principles and vision for the LNCH has evolved from the following:

- Adopted development plans
- The Cambridge East Area Action Plan
- Land North of Cherry Hinton SPD
- Cambridgeshire Quality Charter for Growth
- Stakeholder engagement

4.2 The combination of the above will ensure LNCH delivers a new neighbourhood that will provide a vibrant, high quality distinctive extension to the existing settlement, reflecting and enhancing the character of the surrounding area, and Cambridge as a whole.

4.3 The vision for LNCH has been shaped by the engagement undertaken from the outset of the planning and design process. The engagement events, the feedback received, and the summary of responses to comments made can be read in detail in the submitted SCI.

4.4 The proposals for LNCH provide an extension by means of a new neighbourhood to the existing settlement of Cherry Hinton. Elements of the existing urban form and vernacular will be incorporated into the development proposals to ensure a smooth transition between new and existing, although importantly the new neighbourhood will have its own character and identity to ensure that it becomes a place in its own right.

4.5 Analysis of the site and surrounding area has informed the overarching vision for LNCH. The vision for the site reflects the Cambridgeshire Quality Charter for Growth which promotes planned growth of sustainable and vibrant new communities in accordance with four key themes: Community, Character, Connectivity and Climate.

4.6 LNCH has been designed to be a vibrant, high-quality and distinctive extension to the existing settlement, reflecting and enhancing the special character of the surrounding area, whilst working in synergy with Cambridge as a whole.

4.7 It will be an integrated and well-connected neighbourhood that is in harmony with its natural setting. Design cues taken from the surrounding area will create a unique neighbourhood that will include a distinctive entrance to Cherry Hinton, a transition from rural to urban, a celebration of views across the airport, and the incorporation of existing pedestrian and cycle links.

4.8 The overarching design of the proposed development is landscape-led with the guiding Parameter Plans informed by the location of existing features of the site such as trees, hedgerows, topography, hydrology, and ecological habitats.

4.9 Healthy and sustainable lifestyle choices will be encouraged through an emphasis on the pedestrian and cyclist and through the provision of accessible and usable green spaces that permeate throughout the development. The provision of
allotments will reinforce links with the natural environment and encourage residents to grow their own produce. These new green spaces, combined with new community facilities at the heart of the development, will provide opportunities for social interaction, creating a welcoming and vibrant neighbourhood that supports the health and wellbeing of its residents.

4.10 LNCH presents a unique opportunity to provide new homes in a distinctive and attractive setting that celebrates the unique sights and sounds of Cambridge Airport and surrounding area.

4.11 LNCH will be an accessible neighbourhood within walking distance of public transport connections and within proximity of Cambridge rail station and the city centre. The enhancement of the existing public footpath and cycle networks and the provision of a new bus route will link the development with the neighbouring settlements.

4.12 The DAS provides further explanation of the vision and place-making principles that have been adopted at outline stage, and are to be developed further at the subsequent Design Code and Reserved Matters stages. As a contemporary interpretation of the traditional urban form and architectural character of Cherry Hinton, the new homes will combine traditional vernacular styles with contemporary technologies and design details that meet the needs of modern lifestyles.

4.13 A variety of housing types will create a visually rich neighbourhood, tied together harmoniously by a consistency of materials and architectural details, not only meeting local housing need but ensuring the development merges seamlessly with the existing settlement.
5.0 The proposed development

5.1 The application seeks planning permission for:

“Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1,200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.”

5.2 As an outline application a series of Parameter Plans are submitted for approval which will guide future detailed development proposals, to be secured through a Design Code and Reserved Matters stages. The plans (appendix 2) and accompanying descriptive text (appendix 3) are appended to this statement. An Illustrative Masterplan has been prepared which is underpinned by the Parameter Plans listed below. To confirm, these are submitted for formal approval:

- Land use
- Movement and access
- Building heights
- Landscape and green infrastructure
- Urban form

Land use

5.3 The proposed development will be a sustainable mixed-use neighbourhood on the eastern fringe of Cambridge. The Land Use Parameter Plan (PP002) and Illustrative Masterplan together identify the land use across the site. It will comprise the following types and quantum of development:

- Mixed use residential led scheme providing up to 1,200 dwellings (Class C3).
- Potential retirement living facility; up to 90 bed spaces (Class C2/C3 within 1,200 above)
- Local centre; up to 1,850 sq.m floorspace (Use Class A1/ A2/ A3/ A4/ A5/ B1a/ D1/ D2 flexible units – of which a food store will not be more than 500 sq.m)
- Community hall (Class D2); up to 250 sq.m (within 1,850 sq.m above)
- Primary School 2FE
- Secondary School 6FE
- New primary access street from Cherry Hinton Road to Coldhams Lane (that passes through the local centre), as well as other access routes
- Pedestrian, cycle and vehicle routes and parking
- Open space and landscaping; including pocket parks, play areas, playing fields, allotments, SuDs water features, and formal and informal open space.

5.4 The majority of the site is to be residential in use. The local centre and primary school will be situated at the heart of the development. The proposed new
secondary school will be located to the north, with the associated playing fields located within the Green Belt, which will include community sports provision. It is proposed that the school sports facilities will be subject to a community access agreement (to be secured by a legal agreement). Areas of public open space are located throughout the site for informal and formal recreation and play.

5.5 The Land Use Parameter Plan illustrates the broad location and indicative alignment of the primary and secondary streets, which link Coldhams Lane in the south to Cherry Hinton Road in the east.

5.6 The Land Use Parameter Plan proposes an option for the development edge at the north western boundary. The precise location of built development will be defined by the final drainage design and the proposed re-routing of the watercourse which is subject to a separate procedure under the Land Drainage Act (1991). The Land Use Parameter Plan therefore builds in sufficient flexibility and tolerance for the built edge in this area to adjust as required to react to the detailed design solution in this respect and avoids the need for future further minor amendments to the Parameter Plan.

5.7 The site area extends beyond the proposed site allocation and SPD boundary. This is to accommodate the land required to facilitate the development including land required for highway improvement works and watercourse realignment, however there is no built development (residential or non-residential footprint within these areas). As noted above, the playing fields are located within Green Belt land. The merits of this are discussed in the following section (see 6.10-6.28).

**Housing mix and tenure**

5.8 Approximately 28 hectares of the total site area will comprise residential accommodation, making this the principal land use. The housing will comprise a mix of types, sizes and tenures, including up to 40% affordable housing. An indicative housing mix is set out below, based on policy framework and market evidence although this will be subject to further viability and market testing. The precise housing mix will be brought forward, and agreed with the local planning authorities, as Reserved Matters are submitted for future phases of development.

<table>
<thead>
<tr>
<th></th>
<th>Market</th>
<th>Affordable</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed apartment</td>
<td>100</td>
<td>75</td>
<td>175</td>
<td>15%</td>
</tr>
<tr>
<td>2 bed apartment</td>
<td>170</td>
<td>90</td>
<td>260</td>
<td>22%</td>
</tr>
<tr>
<td>2 bed house</td>
<td>160</td>
<td>120</td>
<td>280</td>
<td>23%</td>
</tr>
<tr>
<td>3 bed house</td>
<td>232</td>
<td>145</td>
<td>377</td>
<td>31%</td>
</tr>
<tr>
<td>4 bed house</td>
<td>58</td>
<td>50</td>
<td>108</td>
<td>9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>720</td>
<td>480</td>
<td>1200</td>
<td>100%</td>
</tr>
</tbody>
</table>

Table 3: Indicative housing mix

**Local centre**

5.9 The local centre will comprise a mix of uses designed to offer flexibility at outline stage, with a view to serving the local needs of the development and to meet market demands to ensure that the local centre uses are viable in the long-term. It includes potential for the provision of community facilities and is located at the heart of the proposed development. The local centre will be situated adjacent to
the new proposed primary school and being easily accessible to all new residents of the community will provide an opportunity for social engagement and activity supporting community cohesion. It is envisaged that the local centre will comprise the following:

- Local centre; up to 1,850 sq.m floorspace (Use Class A1/ A2/ A3/ A4/ A5/ B1a/ D1/ D2 flexible units (of which a food store will not be more than 500 sq.m);
- A community hall (up to 250 sq.m).

5.10 The local centre includes provision for community facilities, which could include a new community hub (for example, a hall, meeting space, children’s playspace and potential café). Consultation with local stakeholders has identified a particular need for such facilities to encourage social interaction and cohesion for the new and extended neighbourhood. Initial discussions have indicated a desire for community meeting space, managed locally. The application provides flexibility for the nature of community use(s). Details of provision, management and use will be determined at reserved matters stage taking account of local views and confirmed identified need.

5.11 The local centre has been designed to allow for the provision of a health centre in the future if this is required, subject to there being a demonstrable need for a new facility and that this can be viably delivered, managed and maintained to provide a long-term community resource.

**Education provision**

5.12 The proposals include the provision for up to a 2 FE primary school which will meet the needs of the proposed development and wider community and is located in the centre of the site. The location of the proposed primary school will ensure it is easily accessible via the comprehensive cycle and pedestrian network within the wider development and well located to the local centre.

5.13 A 6 FE secondary school is also proposed to meet the needs of the proposed development, and also a wider catchment area. The secondary school is located within the northern extents of the site, with vehicular access provided primarily by the new junction onto Airport Way and secondary street. The secondary school sports pitches (approximately 4 hectares) will be located entirely within the Green Belt and will be subject to dual use serving both the secondary school and the new and wider community, ensuring that the benefits of these sports facilities can be enjoyed by all.

**Movement and access**

5.14 The Movement and Access Parameter Plan (PP003) illustrates the primary and secondary streets within the site together with the desired alignment of the cycle / pedestrian network.

5.15 Means of access and detailed junction design are proposed as part of this application. Vehicular access to the site is proposed from three principal access points, including:
• Access from Cherry Hinton Road (a new arm to the Gazelle Way roundabout to the south),
• Access from Airport Way (a traffic signalled junction to the north) and,
• A new traffic signalled junction onto Coldhams Lane.

5.16 These access points will be connected to form the primary street (referred to as the ‘spine road’ in the site allocation policy) through the development, crossing the site centrally, connecting south at Coldhams Lane to Cherry Hinton Road to the east. The detailed design and alignment of the primary street will be designed to control speeds to a maximum of 20mph. It will be open to all vehicles. The northern access on Airport Way will be a secondary street designed to serve the secondary school access.

5.17 The street network is proposed to be a bus route with stops appropriately located to serve the development, including the secondary school. Sustainable travel has been a key consideration in the design process, with the integration of bus routes and pedestrian and cycle links to the surrounding area.

5.18 The strategy proposes key desire lines for cycle and pedestrian movement as a priority, which will connect to / provide links to the primary and secondary school, local centre, public open spaces and the wider cycle and pedestrian network.

5.19 The retained PRoW provides a link between Cherry Hinton and Teversham. An additional cycle pedestrian link will be provided along the desired and more direct route linking Teversham to the linear park along the airport edge, community playing fields and allotments.

5.20 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.

5.21 The primary street and secondary streets will provide a width of 17.5m of adoptable highways land, with footpaths and cycleways on each side of a 6.2m carriageway. A network of tertiary and side streets with shared surfaces will serve the residential areas, linking these to the primary or secondary streets, the local square, the mixed use development around the local square and public open spaces. These streets will have footpaths both sides, unless it is a shared surface.

5.22 A network of new footpaths and cycleways will be provided within the application site. These will connect to the existing public footpaths to the north and south, existing PRoW to the north of the site, and to the new public open spaces created by the proposals. The network will significantly increase the permeability between Cherry Hinton and Teversham, providing coherent routes between the site and the surrounding area.

Building heights

5.23 The Building Height Parameter Plan (PP004 Rev A) identifies the maximum building heights permitted across the site. Heights will range between 2.5 storeys
and 4 storeys. Lower heights will be located on the southern edge of the site adjacent to the existing built area of Cherry Hinton with the tallest buildings to be located within the central area along the new primary street and the western boundary of the airport edge, and also the secondary school to the north of the site.

5.24 The proposed height and massing of the buildings has been carefully considered and designed to ensure that these maximise the potential of the site but also fully respect the character and visual appearance of the area. Heights are expressed as a maximum parameter, which allows flexibility for detailed designs to be progressed pursuant to the outline planning permission. AOD figures for existing ground levels are shown on the plan. An indicative cut and fill plan supports this information to demonstrate the area of potential ground reprofiling works (up to 1m level raise). The heights and massing strategy is set out further in the DAS.

5.25 The indicative heights shown on the massing model in the DAS, show how a more refined response could be achieved, with the form of the housing varying in response to its location within the street hierarchy and its adjacent surroundings.

5.26 Whilst not a Parameter Plan, the average residential density will be between 40 to 50 dwellings per hectare. The proposed level of density will vary across the site. The approach corresponds with the building heights in respect of concentrating the higher density development towards the western boundary and central part of the site and lowest density towards the southern edges, and existing settlement boundary to Cherry Hinton.

5.27 Variations to the average density across the site are proposed providing a legible sense of place, whilst respecting the heritage, landscape, visual impact and siting issues within the street hierarchy.

*Landscape and green infrastructure*

5.28 The Land Use Parameter Plan (PP002) and Landscape and Green Infrastructure Plan (PP006) together demonstrate the location, quantum, function of green spaces within the site. The key areas comprise:

- Public open space (POS) green corridors
- POS local centre
- Pocket parks within the built areas
- Green spaces adjacent to the existing edge of Cherry Hinton
- Children and teenage play spaces
- Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs)
- Allotments / community gardens
- Retained vegetation
- Recreation areas within secondary school site
- Retained public right of way corridor.

5.29 The existing site comprises predominantly open fields, and existing vegetation is mainly limited to the boundaries. Much of the existing vegetation is of poor
amenity value and biodiversity value. The better areas of existing vegetation lie on the southern boundary with the existing residential area and include the Local Nature Reserve. This vegetation will be retained. Some of the vegetation along the stream corridor will be retained, but it is generally of poor ecological value and much will need to be removed to improve the drainage profile of the stream, however this will be replaced with more native planting to compensate for any loss. The scrub boundary along Cherry Hinton Way and Airport Way will be removed and replaced with a more diverse and ecologically valuable hedgerow.

5.30 The green infrastructure and POS is an integral element of the proposed development and includes a number of uses. The proposals include a network of green spaces including informal and formal open space, provision for equipped and informal play for children and teenagers, retention of key vegetation supplemented by new planting and a series of footpaths and cycleways within the site linking to the surrounding area.

5.31 The western boundary comprises a large linear park as informal open space for recreation and this provides a buffer and wider views to the airport boundary. It will include a range of habitats to enhance biodiversity whilst ensuring that airport safeguarding considerations have been fully taken into account. As noted in 5.6 above, the proposals include flexibility for realignment of the existing watercourse in the north west corridor.

5.32 The existing watercourse is currently of minimal value for wildlife. This stream will be re-profiled to improve its biodiversity value and improve its role in preventing surface water flooding. In re-profiling, some existing hedgerow vegetation and trees would require removal, but these would be replaced with a considerably larger amount of new native planting. Subject to further studies, there is potential to re-align the stream towards the western boundary to enable more efficient use of the space available for the POS.

5.33 Further areas of informal open space are located on the eastern boundary and to the north. Smaller public open spaces will be located within the development area providing an integrated network of green connected spaces and local access to future residents. Two areas of allotments will be provided (north and south).

5.34 The proposals will deliver up to a maximum of 1,200 dwellings and in line with the public open space standards, there is an overall minimum requirement of 11.31 hectares of open space, including outdoor sports, allotments, children and teenagers play space and informal open space. The proposed development will provide 15.20 hectares of new public open space, thus substantially exceeding the minimum policy requirements. This includes 1.8ha of Green Belt land, of which the merits are discussed in Section 6.0.

5.35 The proposals include three locally equipped areas of play (LEAP) and one neighbourhood equipped area of play (NEAP). These will be strategically located within pocket parks distributed across the development. Provision has also been made for formal sports pitches through community access to pitches and facilities proposed at the primary and secondary school and the mechanisms for this will be established through s106 discussions.
5.36 The south eastern linear park will include a range of spaces integrated with drainage features, pedestrian paths and a new native hedgerow along the boundary with Cherry Hinton Way.

5.37 1.10 hectares of allotments will be provided in two key locations as shown by the green hashed areas at the southern end of the site adjacent to the existing settlement, and adjacent to the Green Belt land within the northern half of the site.

5.38 Green spaces and pedestrian access points along the southern boundary of the site with the current area of Cherry Hinton will help integrate and link the new and existing residential areas. Spaces include a buffer area adjacent to the Local Nature Reserve, comprising a belt of mature vegetation; pocket parks, allotments and school playing fields.

5.39 Movement corridors will incorporate appropriate landscaping and tree planting / shrub planting. Street trees will be provided at a scale appropriate to the road hierarchy and species selection, tree management and location will take account of air safeguarding matters, reflecting proximity to the airport. Planting proposals have been developed to ensure airport operations are safeguarded and potential for bird hazard is minimised.

_Urban form_

5.40 The Urban Form Parameter Plan (PP007) 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.

_Key spaces_

- Informal open space
- Pocket parks are located throughout the site providing public open space for residents – green links indicate desire lines connecting green spaces across the site
- Primary square
- Shared surface spaces
- Key nodal spaces identified throughout the site
- Frontages
- Primary frontages will extend along the primary and secondary streets, ensuring overlooking and active edges
- Frontages responding to and integrate with the landscape framework located along the green corridor edge and the green open space adjacent to the secondary route and access point from Airport Way
- Frontage responding to pocket parks will ensure overlooking and natural surveillance of these areas of public open space
- Frontage responding specifically to the green belt land extends along the edge of the secondary school development parcel and to the front of the proposed allotments
• 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.

• Buildings that will front onto public spaces, including the centrally located local / mixed-use centre, and primary and secondary streets will be created through key frontages.

_Schools_

• The schools will be landmark buildings, positively addressing the public realm and providing legibility.

• The secondary school site provides an opportunity for the secondary school to define the development gateway; the primary school site provides an opportunity for the school to contribute to the primary frontage along the primary street and local centre.

_Movement_

• The plan shows the retained PRoW and key pedestrian and cycle routes.

• The primary route links through from Coldhams Lane to Airport Way, in line with the movement and access parameter plan. The secondary route loops in from Airport Way around past the secondary school.

• Green link desire lines show cycle / pedestrian links between key open green spaces across the site.

_Views_

• Strategic and secondary views from the site to the Airport and surrounding countryside.

_Illustrative masterplan_

5.41 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 strategy and access points could function together and deliver the quantum and type of development proposed.

5.42 The detailed form of development will be secured at individual stages of Reserved Matters, for applicable parcels of land.
6.0 Development Management Considerations

Principle of development

6.1 Section 3.0 of this PSS has outlined the policy framework to which this planning application should be assessed and determined. The principle of establishing a new residential-led development at LNCH has been established for several years.

6.2 The Cambridgeshire and Peterborough Structure Plan 2003, CCiC Local Plan 2018, SCDC Local Plan 2018, CEEAP 2008, and LNCH SPD (2018) have all identified the site as appropriate for Green Belt release, and a suitable growth location to deliver much needed housing for Cambridge and South Cambridgeshire District. The proposals have therefore been developed in accordance with these documents.

6.3 Adopted in 2008, the CEEAP outlines the vision for a new urban quarter of approximately 10,000 to 12,000 dwellings located to the east of Cambridge, with associated employment, services, facilities and infrastructure. The site identified for Cambridge East is approximately 250 hectares in area and comprises two parts located north and south of the green corridor, which includes the LNCH. The CEEAP outlines the need to maximise the yield from the site to meet sub regional housing need. This requirement is also reflected in the Cambridge-Milton Keynes-Oxford corridor interim report that further emphasises the chronic undersupply of housing to accommodate the level of demand in this location.

6.4 Site-specific development principles for the LNCH have emerged further through recently adopted Cambridge and South Cambridgeshire Local Plans. To confirm, within the CCiC Local Plan (2018), Land North of Cherry Hinton (R47) is allocated for approximately 780 dwellings during the plan period, together with adjoining land allocated in Policy SS/3 of the South Cambridgeshire Local Plan (2018) for approximately 420 dwellings. The LNCH SPD (2018) develops the principles further, setting the framework for future development proposals.

6.5 In accordance with the aims of the adopted policies, the proposed development demonstrates:

- acceptable mitigation of environmental and health impacts (including noise) from the airport
- A masterplan is submitted for the development of site R47 and adjoining land in South Cambridgeshire which safeguards the appropriate future development of the wider safeguarded land; and
- the continued authorised use of Cambridge Airport does not pose a safety risk.

6.6 The masterplan should also make “provision for a primary and secondary school, a local centre with community hub, open space and spine road connecting Coldhams Lane with Cherry Hinton Road”. The proposed development comprises up to 1,200 new homes, and meets all of the above requirements for schools, local centre, open space and the central spine road between Coldhams Lane with Cherry Hinton Road.
6.7 The proposals for a mixed-use community accords with the development principles contained in both the adopted Local Plan policies, CEAAP and LNCH SPD.

6.8 The planning application clearly demonstrates that the proposal represents sustainable development and delivers significant benefits, as defined by the NPPF. This is demonstrated through compliance with the three dimensions of sustainable development as follows:

| Economic benefits | A development that will support the local economy through its construction, both on site and through the local supply chain. Increased population to support existing and future services. New local centre with a range of potential commercial/community uses. Support of Cherry Hinton high street through the provision of complementary services (not competing) on-site through a local centre. New homes bonus, which can contribute financially to meeting wider aims and objectives within CCiC and SCDC. |
| Social benefits    | A masterplan layout that embraces the sustainability principles of walkable neighbourhoods. A new neighbourhood that seeks to support and integrate with the existing settlement of Cherry Hinton, and link to Teversham and Cambridge. A neighbourhood set within a network of pedestrian and cycle routes. A range of housing types, size and tenure. 40% of homes to be affordable. A high quality of life through establishing a new community within a series of formal and informal open spaces. Open spaces set within a walkable neighbourhood that encourages adoption of healthier lifestyles. Provision of new education and community facilities. |
| Environmental benefits | Landscape led development strategy offering a green network, and large open spaces for recreation. A landscape plan that enhances the net level of biodiversity. Sustainable drainage of surface water. A development that will lead to the implementation of a Travel Plan with the potential to reduce single occupancy car travel leading to positive impacts upon local air quality. Development within Flood Zone 1. Mitigation of existing small localised areas of ground contamination. |

Table 4: LNCH three dimensions of sustainable development

6.9 The LNCH proposals will deliver a sustainable mixed-use residential-led development for Cambridge East, in accordance with both the national and local planning policy frameworks, which together have established the principle of developing the site.

Development within the Green Belt

6.10 As identified in paragraph 2.9, the application site boundary extends beyond the site allocations (and LNCH SPD) in order to include all land required for the proposed development including highway improvement and access works and access arrangements, watercourse realignment and provision of playing fields to the north.
6.11 The extent of land outside of the site allocations in the northern part of the application site is located within Green Belt. This covers 1.8 hectares of land. The land will be subject to a change of use from agricultural land use to provide playing fields (for the secondary school and wider community use), and informal open space that facilitates the creation of a pedestrian and cycle connection to Teversham.

6.12 Consequently, Green Belt planning policy is applied to establish the principle of development. NPPF paragraph 134 lists the fundamental aims of Green Belt policy to maintain openness through restricting urban sprawl; merging of existing settlements; safeguarding countryside from encroachment; preserve setting and character of historic towns; and encourage recycling of derelict or urban land.

6.13 NPPF paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraphs 145 and 146 provide a limited number of exceptions where development may not be considered to be inappropriate.

6.14 Paragraph 145 states that local planning authorities should continue to regard the construction of new buildings as inappropriate in the Green Belt, subject to certain exceptions. Paragraph 145 (Part b) accepts that the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; would not be inappropriate in the Green Belt provided that the facilities preserve the openness of the Green Belt and they do not conflict with the purposes of including land within it.

6.15 Paragraph 146 further confirms that certain forms of development are not inappropriate in the Green Belt. Part e states that these developments include:

*Material changes in the use of land that would preserve the openness of the Green Belt and not conflict with the purposes of including land within it (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds, so long as the development would preserve openness);*

6.16 Therefore, the proposed inclusion of school playing fields, public open space and ancillary structures within the Green Belt as part of the proposed development on LNCH would be appropriate within the Green Belt, provided these are designed to preserve openness. The playing fields will preserve openness, and contain no built development. As such there would not be a requirement to demonstrate very special circumstances.

6.17 The proposals are considered to be entirely consistent with the local policy expectation to locate playing fields (no built development) within the retained Green Belt. The playing fields and open space will remain free from built development maintaining their openness. The playing fields will have sports pitches marked out (subject to final requirements from the school and community use). There will be no floodlights. The public open space will comprise an informal meadow and involve minimal intervention from its current status, enabling the site to link to the existing watercourse connection works and provide direct access to Teversham for cycles and pedestrians.
6.18 The proposal would not conflict with any of the five purposes of including land in the Green Belt set out in Paragraph 134 of the NPPF. Paragraph 145 of the NPPF promotes beneficial uses of the Green Belt, which include providing access and opportunities for recreation. With dual use to be secured for the proposed new playing fields, this provision is enhanced and maximised for a wide range of end users. The informal open space will be publicly accessible and provide a direct cycle and pedestrian link to Airport Way connecting the site to Teversham. Paragraph 91 of the NPPF recognises that such access can make an important contribution to the health and well-being of communities, which is at the heart of LNCH proposals.

6.19 There is need for the co-location of playing fields with the new secondary school to allow wider community use and access. The proposed development ensures the most efficient use of the allocation for housing to meet objectively assessed need and deliver the 1,200 homes expected through the local plan framework. Other land available and allocated for development within the local development plans has been identified for housing and the inclusion of extensive areas of playing fields within this area would require a significant increase in development density, that may be inappropriate in this location. Place-making, including the playing fields within the allocation itself would create a more disjointed and contrived masterplan.

6.20 Playing fields are an appropriate buffer use between the new built development and open areas and can be designed to minimise potential impact on openness and any potential harm. The playing fields will limit any built elements, which may affect openness of the Green Belt (i.e. fencing, changing facilities, floodlighting and engineering operation).

6.21 To confirm, the Green Belt boundary is not subject to change as part of the proposals. The proposed playing fields will be located on Green Belt, and all buildings, hard surfaces and floodlighting remains outside of any designated Green Belt land.

6.22 The need for sporting facilities is acknowledged in the submission Cambridge City Local Plan (Site R40, p253 of the draft plan which states that the site should provide “open space requirements to reflect the location of an area of accessible open space deficiency.”) and shared use will provide additional benefits for the wider community.

6.23 The inclusion of the land adjacent to the playing field within the application site enables a cycle/pedestrian connection to Teversham based on a natural desire line of future users (in addition to the retained PRoW) and is considered to be a significant benefit to the masterplan and movement strategy for the site, and surrounding area. It is confirmed the inclusion of this 1.8 hectares of land is additional to the open space policy requirement and therefore represents a substantial benefit to the new and existing communities and in providing further wildlife habitat area provides an opportunity for biodiversity enhancement.

6.24 Environmental Statement (Chapter 9) identifies that, due to the proximity with Airport Way, the noise levels at the location of the proposed secondary school are currently at the upper end of acceptable and it is possible that for some periods of the day the noise levels will exceed this limit. As part of the landscape proposals, an acoustic screen/bund is proposed as embedded mitigation along part of the
eastern site boundary with Airport Way. Paragraph 6.19 explains the rationale for the location of the school (and playing fields) within the LNCH proposals. The noise mitigation requirement is a consequence of this location. The DAS includes an indicative section of the potential form of this mitigation, which could be provided through a build-up land bund or screen (2m in height). There is an existing hedge, at approximately 2m in height, for a proportion of the Airport Way boundary. As detailed in the ES noise chapter, the height of the barrier has been tested at 2m, 2.5m and 3m. The impact of raising the height of the barrier in reducing noise levels is not considered justified when measured against the visual impact. Full details will be agreed at Reserved Matters stage to ensure an appropriate appearance and function.

6.25 It is acknowledged that there may be a marginal impact on openness as a result of the limited features for the pitch (e.g. goal posts) and impact on landscape character associated with any boundary, noise mitigation and security measures. However, with appropriate conditions attached to a planning approval and details secured at Reserved Matters stage, the aforementioned reasons outweigh any perceived harm caused by the change of use, alongside the overall significant benefits of the LNCH proposals including the provision of education facilities, maximising contribution to housing supply, opportunities for enhanced biodiversity and the community use of the sports pitches.

6.26 The NPPF (2019) states that the material change of use of land within the Green Belt for uses such as outdoor sport and recreation would be appropriate where this preserves openness and does not conflict with the purposes of including land within it. As outlined above, the development will accord with this.

6.27 Notwithstanding the exception within the NPPF for change of use where openness is preserved, it can also be demonstrated that very special circumstances exist in respect to the proposals for LNCH, to justify the inclusion of land for school playing fields and public open space in the Green Belt. This is summarised below.

Summary

6.28 The NPPF allow a change of use of land t is considered that within the context of current NPPF guidance very special circumstances do exist in this case to justify the location of playing fields and public open space within the Green Belt, these are:

- There is a pressing need to deliver a new secondary school in East Cambridge to meet the needs of new planned growth in the local development plans and an existing shortfall in capacity.
- The allocated LNCH site is required by local plan policy to provide a new secondary school and Policy 13 of the adopted CCiC local plan specifically states that it will be acceptable for school playing fields to be located in the retained Green Belt.
- CCC Education has determined that there are no other viable alternative locations to the LNCH site for the delivery of a secondary school within the Cambridge East growth area that could be practically be delivered within the required timeframes to meet the existing and future need, outside of the Green Belt.
• There is a pressing need to maximise housing delivery to meet both CCiC and SCDC housing requirements and for the best use to be made of land that has been removed from Green Belt to accommodate housing growth. The inclusion of school playing fields within the allocated site (outside of Green Belt) would significantly reduce the amount of developable land available to provide new housing and would result in delivery of a substantially lower number of homes than the 1,200 dwellings stated in the local development plan, thus adversely affecting the ability of both CCiC and SCDC to meet its housing requirement and undermining the strategic growth principles of the development plan.

• Additionally, in order to make good the potential shortfall of housing delivery, resulting from the provision of school playing fields within the allocated area for built development, it would be necessary to increase development density substantially above current proposed levels, which would be considered inappropriate in terms of preserving local character and respecting the context of Cherry Hinton.

• The inclusion of extensive school playing fields within the allocated area for built development would also (by means of the large area required), prejudice the master plan with key development principles and place-making objectives (set out in the DAS) compromised.

• The provision of school playing fields in the Green Belt would by means of their dual use for the community and educational needs, provide a significant benefit both to future residents at LNCH and existing residents of Cherry Hinton and Teversham.

• The provision of a new pedestrian and cycle link through the LNCH development to create a new and convenient route to Teversham via Airport Way would also deliver public benefit by increasing connectivity within the site and with nearby settlements.

• The provision of additional public open space provides the benefit of enhanced low-key recreation opportunities and opportunities for enhanced biodiversity.

6.29 To conclude, given the revised policy context and preservation of openness, the change of use to playing fields is an acceptable use in the Green Belt. Furthermore, it is considered that any harm caused to the Green Belt by these uses is outweighed by very special circumstances and the significant benefits that would be achieved by providing public access to sports facilities and additional open space and enhanced biodiversity.

Housing supply

6.30 The principle of providing new homes at this site has been established by the adopted policy position. Chapter 5 of NPPF seeks to ensure a sufficient supply of homes is delivered. Paragraph 59 states:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.
6.31 The LNCH proposals will deliver a wide choice of quality homes, to be offered a range of size, type and tenure.

6.32 The average net residential density across the site will be 40-50 dwellings per hectare, delivering up to 1,200 dwellings. Density will vary across different areas of the site, with higher densities corresponding with locations of higher building heights. This indicative density range accords with SCDC Policy H/8 and whilst it is slightly below the range recommended in Policy CE/7, this reflects the fact that the proposed development will accommodate a range of uses.

6.33 Lower densities will be located on the southern edge of the site adjacent to the existing settlement, with density increasing northwards. The higher densities will focus around the local centre and main activity zone. The CEEAP notes that the development should ensure the best use of land with higher densities supported in locations located close to a good range of services and facilities and public transport stops.

**Housing mix**

6.34 Policy H/9 of the South Cambridgeshire Local Plan outlines the need for a wide choice, type and mix of housing. For market homes, developments of 10 homes or more should aim for the following mix:

- At least 30% 1 or 2 bedroom homes;
- At least 30% 3 bedroom homes; At least 30% 4 or more bedroom homes;
- With a 10% flexibility allowance that can be added to any of the above categories.

6.35 For affordable homes, the mix should be based on local housing needs evidence.

6.36 Section Six and Policy 45 of the CCiC Local Plan states that developments should include a balanced mix of dwelling sizes, types and tenures to meet projected future household needs within Cambridge. This similarly applies to the provision of affordable housing.

6.37 Policy CE/7 of the CEEAP requires development proposals to demonstrate a good mix of house types, sizes and tenure which meet the needs of all ages and sectors of society. In Section D3.10 of the CEEAP, a high level of need is identified specifically for smaller 1 and 2 bedroom homes in the Cambridge area.

6.38 The proposed indicative housing mix for LNCH is as follows:

<table>
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<th></th>
<th>Market</th>
<th>Affordable</th>
<th>Total</th>
<th>%</th>
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<td>100</td>
<td>75</td>
<td>175</td>
<td>15%</td>
</tr>
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<tr>
<td>2 bed house</td>
<td>160</td>
<td>120</td>
<td>280</td>
<td>23%</td>
</tr>
<tr>
<td>3 bed house</td>
<td>232</td>
<td>145</td>
<td>377</td>
<td>31%</td>
</tr>
<tr>
<td>4 bed house</td>
<td>58</td>
<td>50</td>
<td>108</td>
<td>9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>720</strong></td>
<td><strong>480</strong></td>
<td><strong>1200</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Table 5: Indicative housing mix
6.39 This will assist the creation of a sustainable, mixed community within the site in accordance with policy objectives.

6.40 The development includes an option of up to 90 units for specific homes for the elderly, which will be provided depending on market demand. The proposals include flexibility for this provision as either Use Class C2 (Residential Institutions) or C3 (Dwellinghouses) as the type of retirement living can vary in nature. The proposals will therefore be able to respond to future needs of potential providers.

6.41 The preparation of a Design Code and subsequent Reserved Matters applications will secure the detailed design. Dwellings will be designed to provide future occupiers with efficient internal layouts, room sizes and access to the private amenity space. Dwellings will aim to provide both adaptability and flexibility.

**Affordable housing**

6.42 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. Similarly, Policy H/10 of the South Cambridgeshire Local Plan sets out a target of 40% of homes to be affordable.

6.43 This level of affordable housing provision is also reflected in the CEAAP which states that the starting point for negotiations concerning the provision of affordable housing at Cambridge East will be 40% or more of the dwellings.

6.44 The proposed development seeks to provide up to 40% affordable housing on site in accordance with the policy framework, subject to viability. The proposals will assist in meeting the local housing needs arising in Cambridge City and South Cambridgeshire. The development will be tenure blind with the affordable homes integrated with market housing and not identified through location, segregation or the appearance of buildings.

**Education and community facilities**

6.45 The provision of education and community facilities in the LNCH proposals accords with CEAAP CE/9 (community services), CLP Policy 73 (community, sports and leisure facilities), CLP Policy 74 (education facilities), and SCLP Policy SC/4 (meeting community needs), the site allocations and the LNCH SPD.

6.46 As Local Education Authority, CCC has confirmed that a 1.5FE primary school would be required to meet the needs of the 1,200 homes. Whilst mindful that the direct need is 1.3FE, it is not possible to build a 1.3FE school. In order to effectively mitigate the impact of the development CCC advise that a 1.5FE primary school would be required.

6.47 In addition to accommodating direct need arising from the development, a site area of 2.3ha has been designed for the primary school, to ensure sufficient flexibility exists to accommodate a 2FE primary school, in line with adopted policy. This has taken existing local supply of school places into account and forecast of future need.
6.48 The 2FE primary school is centrally located, in close proximity to the other community facilities, contributing to the activity and function of this zone. The Building Heights Parameter Plan identifies a maximum height of 3 storeys. The detailed design of the building will be developed at the Reserved Matters stage.

6.49 The 6FE secondary school is located close to the edge of the development and key transport routes, served by the secondary access from Airport Way. At 6FE it is expected to meet both the needs of the LNCH development, and a wider catchment area (c. 3 miles from the development). It will be a maximum of 3 storeys in height. As above, the design of the building will be developed at the Reserved Matters stage. At the north eastern edge, the building has an opportunity to define the development gateway, as indicated in the Urban Form Development Parameter Plan.

6.50 As noted in the Green Belt section above, the sports pitches are to be designed and made available for wider community use. This forms part of the supporting case for development and use of the land within the Green Belt. The s.106 legal agreement will secure this wider community use. The management and maintenance principles will be established at outline stage, with full details agreed at the detailed Reserved Matters stage.

6.51 Timing for the delivery of the schools has been discussed with CCC during the post-submission period to agree relevant triggers for funding agreed as part of s.106 legal agreement negotiations with the relevant providers. The CCC approach for school delivery in new developments is for these to be open in time to meet the needs of the new development (taking account of existing spare capacity), to facilitate the new community from the outset and support community development. Notwithstanding this, CCC accept that the nature of the proposed development, its proximity to the well-established community of Cherry Hinton and the desire to promote the integration of the site may provide a justification for considering an alternative approach. The s.106 is to secure flexibility in respect to triggers for delivery through a review process.

6.52 The local centre accommodates a range of potential uses (within Use Classes A1/ A2/ A3/ A4/ A5/ B1a/ D1/ D2). This flexibility of use allows for the commercial units to meet the needs of the future population whilst complementing the facilities already available within Cherry Hinton (rather than competing with them). The local centre could comprise a number of small local shops, community facilities (new community hub, meeting space, café) a children’s nursery, and healthcare, although the nature of the final provision of social infrastructure will be determined through s.106 discussions and delivered at Reserved Matters stage reflecting need and practical viability.

6.53 The applicant aims to ensure that the local centre provides a vibrant and active heart for the new neighbourhood that is genuinely sustainable in the long-term.

6.54 In accordance with the LNCH SPD masterplan, the community facilities are centrally located within the development site and within easy reach of all residents of the new community. The facilities will also be accessible for existing residents of Cherry Hinton and Teversham. With a maximum floor space limit, the new development will not compete with the Cherry Hinton high street offer, but instead seek to complement it.
Character, design and place-making

6.55 The proposals for LNCH provide an extension to Cherry Hinton as a new neighbourhood. Elements of the existing urban form and vernacular will be incorporated into the development proposals to ensure a smooth transition between new and existing. In accordance with the aims of the LNCH SPD, the proposals create a clear identity that is cognisant of the ‘village’ character that existing residents of Cherry Hinton cherish. Place-making principles are central to the proposed layout, with the highest quality materials, architecture, landscape and public realm.

6.56 The LNCH has been designed with the health and wellbeing of residents at its heart, in particular through an emphasis on the cycle and pedestrian network, the provision of community facilities, and consideration given to all members of community, including elderly and disabled persons.

6.57 Detailed design will be secured through a Design Code and Reserved Matters phases, subsequent to the outline planning stage. A consistent and simple palette of materials will create an attractive and unified street scene.

6.58 A perimeter block structure will ensure a legible layout with good public / private space distinction. A strong primary route connects through the heart of LNCH. This creates a well-connected place with opportunities for vistas into the Airport and back into the urban form. Community streets will help reduce traffic speeds and aid the creation of a walkable neighbourhood.

6.59 Streets are to be designed to be safe and legible and must add to the richness of the built environment. For the primary street a number of options are currently shown, and the final configuration will be determined via the outline application. The primary street must be legible and be perceived as the main route through the scheme. Built form and elevational treatment should reflect its primary role, with a high proportion of the 3-4 storey dwellings along this route. The intended design speed limit for this route is 20mph. The majority of streets will be lower order in character, with reduced traffic speeds to slow traffic and encourage cycle and pedestrian movements.

6.60 Tree planting along all streets will be fundamental to establishing a green setting to the housing, reflecting the local character of Cherry Hinton and connecting the green spaces and site with the surrounding area. A high proportion of smaller ornamental flowering trees should be used along lower order streets, with larger trees on primary routes focused within the open space and key public spaces.

6.61 The vision for the new neighbourhood embraces the Cambridgeshire Quality Charter for Growth, which promotes planning for sustainable growth along four key themes, in the following respect:

Community

- Network of open spaces throughout the site incorporating informal and formal play and community facilities
- A strong green framework permeates throughout the site
- Provision of a new centrally located local centre in response to consultation
• Quality housing of all tenure types
• Community and social infrastructure including primary and secondary school.

**Character**

• Proposed urban form and built form reflecting positive local characteristics
• A memorable landscape that makes use of the existing land form and features including the existing water course
• Pedestrian and cycle routes throughout the site and to the wider area
• Green links that celebrate views of the airport, surrounding countryside and All Saints Church, Teversham
• An appropriate mix of house types with varying density appropriate to proposed character areas
• A wide range of public spaces including pocket parks, linear parks and allotments
• A strong green framework supporting and enhancing biodiversity
• New homes will combine the character of the local area with contemporary styles and technologies
• An appropriate provision of car and cycle parking, storage and waste disposal.

**Connectivity**

• Improved connections to the wider public transport network including new bus route
• A strong pedestrian and cycle network throughout the site
• Connections to existing pedestrian and cycle network
• A clear hierarchy of streets that provide safe and direct routes to services and facilities.

**Climate**

• Environmental targets to be exceeded where possible
• Design proposals place an emphasis on the pedestrian and cyclist
• Appropriate tree and shrub planting across the site to help with drainage, air quality & climate change
• Biodiversity encouraged through the network of proposed green spaces and SuDS including the incorporation of urban rills and swales.
• Sustainable waste management integrated into the development

6.62 The proposals accord with NPPF chapter 7, which requires good design. Paragraph 56 outlines that good design is a key aspect of sustainable development, with paragraph 61 stipulating that good design goes beyond simple aesthetic considerations and should also address the connections between people and places, and the integration of new development into the natural, built and historic environment.
6.63 LNCH will accord with the adopted development plan policies. CCiC Policy 55 (responding to context), Policy 56 (creating successful places), Policy 57 (designing new buildings), Policy 59 (designing the landscape and the public realm) and SCDC HQ/1 (design principles). The development responds to the Cambridge Quality Charter for Growth and the masterplan framework of the LNCH SPD. The DAS provides further information in respect to the vision, design rationale, local character and context and place-making.

**Landscaping and trees**

6.64 The development of the site provides the opportunity to create an attractive green framework of public open spaces and wildlife habitats and to encourage sustainable lifestyles. 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. It will provide linear parks, pocket parks, formal and natural play, and allotments in line with policy requirements and as set out in the LNCH SPD. The DAS provides full details of the landscape and open space strategy underpinning the proposed development.

6.65 The integration of semi-natural habitats within new developments lies at the heart of much current thinking on urban nature conservation. The extension of this concept to form wildlife corridors, green grids or networks has added benefits where these include public open spaces and green routes providing alternative green recreational routes for pedestrians and cyclists.

6.66 LNCH will include a green corridor and series of smaller linked green spaces, comprising an informal linear park, play space and allotments. As well as reinforcing the city-wide green network, connected open spaces can play an important part in helping to integrate new development into the existing area.

6.67 The key objectives include to make best use of the existing landform and drainage pattern to achieve an efficient landscape and drainage strategy; to address and mitigate any identified effects on the local landscape character and views; integrating any measures with flood mitigation, attenuation and drainage; to promote the biodiversity of the local area; create an attractive setting for both the existing settlement of Cherry Hinton and the proposed development; provide a sensitive response to the green belt and to the landscape setting of Teversham; create a strong gateway to Cambridge; create a series of public open spaces for all abilities and promoting health through physical activity; to retain all public rights of way and create new routes; provide green streets; improve connectivity with the wider environment; provide playful landscapes; and to create a landscape which responds to the wildlife safeguarding area surrounding Cambridge Airport and discourages birds from establishing in habitats, especially immediately adjacent to the airport.

6.68 The application is supported by an Arboricultural 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. The AIA considers the pre-development issues for the proposals in relation to the tree stock, and also takes account of potential post development issues including shading and debris.
6.69 Of the 22 category ‘B’ trees and 6 category ‘B’ groups, 2 trees will be removed as a result of the proposals. Given the site context, which will include extensive tree planting as part of the proposed improvement of landscaping, this is not considered to be of significance. The development will result in the successful integration of existing and retained tree stock into the layout.

6.70 The AIA concludes that given the limited tree cover across the site, the impact on tree stock will not result in an adverse impact on the character and appearance of the site, or wider landscape. The trees will not be subject to future pressure to significantly prune or seek removal. Tree protection and method statements will be expected conditions to ensure trees are safeguarded during construction.

6.71 Through achieving the above objectives, the proposals for LNCH will fully accord with adopted CCiC Policy 59, SCDC Policies NH/2 and NH/6, and SCDC SPDs relating to ‘Landscape in New Developments’, and ‘Trees and Development’.

Open space and recreation

6.72 The relevant planning policies are CEEAP Policy CE/20 (public open space and sports provision), CCiC Policy 68 (open space and recreation provision through new development), SCDC Polices SC/7 (outdoor play space, informal open space and new developments), and SC/8 (open space standards).

6.73 Development of the site ensures an appropriate level and mix of recreation space to be provided serve the new community. This provision will be high and durable quality, designed to ensure they are accessible, well-connected and integrated with new and existing communities, and encourages healthy lifestyles and the use of sustainable travel modes, including cycling and walking.

Public open space and recreation

Open space requirements

6.74 Table 6 outlines the public open space (POS) requirements based on the policy position as set out in CCiC Local Plan (Policy 68 requires open space provision as per table I.1 Open space and recreation standards from Appendix 1), and the provision to be made through the LNCH proposals.
<table>
<thead>
<tr>
<th>Type</th>
<th>Policy standard hectares per 1000 population</th>
<th>Multiplier</th>
<th>LNCH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Informal open space</td>
<td>2.2</td>
<td>6.07 ha</td>
<td>9.23ha*</td>
</tr>
<tr>
<td>Allotments (Formal)</td>
<td>0.4</td>
<td>1.10 ha</td>
<td>1.10ha</td>
</tr>
<tr>
<td>Outdoor sports facilities (Formal)</td>
<td>1.2</td>
<td>3.31 ha</td>
<td>4.0ha  **</td>
</tr>
<tr>
<td>Indoor sports facilities</td>
<td>1 sports hall per 13,000 people. 1 swimming pool per 50,000 people</td>
<td>N/A</td>
<td>N.A.</td>
</tr>
<tr>
<td>Children and teenagers play space (Formal &amp; informal provision)</td>
<td>0.3</td>
<td>0.83 ha</td>
<td>0.87</td>
</tr>
<tr>
<td>Total</td>
<td>4.1</td>
<td>11.30 ha</td>
<td>15.20ha</td>
</tr>
</tbody>
</table>

Table 6: LNCH open space provision

*1.8 hectares of informal open space in Green Belt;  
**4.0 hectares provided as part of school playing fields use (to be used for wider community use)

**Formal sports provision**

6.75 In accordance with the LNCH SPD, the provision of formal sports pitches with community use access will be provided at the secondary school. The area comprises 4.4 hectares of outdoor provision through dual use of the playing fields.

6.76 The full details of facilities (indoor and outdoor), associated activities and use and management arrangement will be secured at Reserved Matters stage when the secondary school is delivered.

**Play space and sports provision**

6.77 Children’s play space for a range of ages is provided within the development. 0.87 hectares will be provided which complies with the policy requirement. This comprises three local equipped areas of play (LEAP) and one neighbourhood equipped area of play (NEAP). Play areas will be located throughout the development for ease of access to all residents.

**Informal open space**

6.78 The majority of informal open space provision is located along the green linear park, which includes approximately 6 hectares of natural green space, and a width of 20-55m. In addition to this, pocket parks and informal open space is provided within the residential areas for more immediate local access. The informal open space provision of 9.23 hectares includes the 1.8 hectares located within the Green Belt. This evidences that the development is not reliant on this area to be policy compliant, and that this area will provide an additional benefit. The DAS (Figure 10.1) includes breakdown of open space within LNCH, including multifunctional drainage features as identified by the drainage and landscape strategies (with storage provided within the range above 1 in 2 year to 1 in 100 year events, plus 40% climate change). Where multifunctional space is delivered, the detailed design of these features will be developed at Design Code and Reserved Matters stages to ensure appropriate form and function for proposed locations.
**Allotments**

6.79 Two locations for allotments are to be provided, one in the northern part of the site, the other to the south which splits the provision between future users and allows convenient access from Cherry Hinton and Teversham. The allotments will be in close proximity to overlooking homes and be accessible for new and existing residents. The requirement for the provision of allotments across the site is 1.1 hectares. LNCH proposals will accord with this.

**Transport and access**

6.80 A Transport Assessment (TA) and site wide Framework Travel Plan (FTP) have been prepared to accompany this application and provide an assessment of the full development effects of the proposals in transport terms.

6.81 A Transport Assessment Addendum (TAA) has also been prepared to summarise the changes to technical work arising from comments received during the post-submission stage. This supports the original TA.

6.82 The TA includes separate strategies for walking and cycling, public transport and private vehicles, as well as consideration for the integration of these modes to serve the communities of Cherry Hinton and Teversham, Cambridge City Centre and the wider Cambridge area together in order to deliver a sustainable development and associated mobility.

6.83 The TA should be read in conjunction with all other documents submitted with the planning application.

6.84 Throughout the process of developing and preparing the TA, proactive engagement has been undertaken with the relevant highway authorities and other transport stakeholders. The following primary stakeholders have been consulted:

- Cambridgeshire County Council
- Cambridge City Council
- South Cambridgeshire District Council
- Highways England

6.85 The scope of the TA has been discussed and agreed with Cambridgeshire County Council and provided to Highways England, with a scoping note appended to the TA (Appendix B). As documented in the TAA, engagement continued with the above primary stakeholders post-submission in respect to highways matters. The TAA includes details of the consultation and the outcomes reached. As part of this process it was agreed with CCC that no revisions would be required to the Environmental Statement chapter for transport, because the updates undertaken were not deemed to be significant enough to change the original conclusions. The extent of additional work undertaken is detailed in the TAA, and referred to as necessary below.

6.86 In addition to the primary transport stakeholders, other relevant organisations and stakeholders have been consulted. These stakeholders have been engaged primarily through the production of the LNCH SPD, prepared by CCiC and SCDC. Whilst these have not influenced the approach to technical assessment and
reporting, the views, support and observations of these organisations have all
been sought and considered in the development of the proposed transport
strategy. They include:

- Cambridge Cycling Campaign
- Stagecoach
- Parish Councils and Residents Groups

6.87 The applicant’s primary objective for the proposed development of this site, in
transport terms, is to promote travel choice, providing opportunities to travel on
foot, by bicycle and by bus both within and off-site, with the balance of design in
favour of sustainable modes of transport. This approach provides access for all
modes while prioritising the modes that generate the least impact.

6.88 It should also be noted that the application site has been allocated in the
Cambridge City and South Cambridgeshire District Local Plans, in part because of
the site offers an accessible location and presents opportunities to deliver
sustainable travel patterns with infrastructure that will also benefit the wider
community in accessing a number of key employment growth areas including
Cambridge City Centre, Addenbrooke’s and the northern fringe employment sites.

Existing accessibility

6.89 The TA provides detail of the existing transport networks around the site including
road, bus, rail, pedestrian and cycling links. It also considers local facilities and
their accessibility to walk, cycle and public transport networks. It concludes that:

- In terms of accessibility to facilities there are a number of facilities in close
  proximity to the site, located largely within Cherry Hinton High Street.
  Significant food retail (Sainsburys and Tesco) is also available nearby together
  with Addenbrooke’s Hospital (including significant employment) to the south.
- The site in its current form, coupled with a lack of crossing infrastructure on
  Airport Way limits pedestrian and cycle connectivity east-west between
  Teversham and Cambridge as well as to the northwest because of the airport
  land.
- Much of the surrounding area is accessible by bicycle using the existing
  network. However, in some cases the quality of the cycle infrastructure is
  poor or non-existent and this therefore increases journey times or discourages
  people from using cycling as a travel mode. Those destinations to the north of
  the site along the Newmarket Road tend to be less accessible than other
  destinations because of the lack of walk and cycle infrastructure.
- On public transport accessibility the Citi 1 bus provides good access from
  Cherry Hinton to Addenbrooke’s Hospital. However, bus provision between
  Teversham and the site is poor, and it is understood there will be no service
  from March 2018 onwards. More widely the Newmarket Road Park & Ride
  provides 10 minute services to central Cambridge, with high quality rail access
  possible from Cambridge station being accessible by bus or by bike.
- The site is well located in terms of access to the strategic road network.
  Junction 35 of the A14 is to the north east of the site with access via Airport
  Way and Newmarket Road.
Baseline conditions

6.90 The TA (section 4) details the baseline conditions i.e. the current performance of the networks prior to any future transport schemes, any background growth or the effect of development being realised.

6.91 Pedestrian and cycle counts were undertaken (the scope having been agreed with CCC highways) for the Tins route and Coldhams Lane between the Barnwell Road / Coldhams Lane Roundabout and Coldhams Lane / Rosemary Lane / Norman Way signalised junction, to understand the relative use of these routes by pedestrians and cyclists as these routes were considered likely to be important to future residents at the application site.

6.92 Whilst most pedestrian activity was found on Cherry Hinton High Street and lower volumes on both Airport Way and Coldhams Lane, a significantly higher volume of pedestrians were recorded using the Tins as a pedestrian route into and out of Cambridge than Coldhams Lane. The volume of cyclists using the Tins route again is significantly higher than those observed using Coldhams Lane as it currently offers a more desirable cycling route.

6.93 Having undertaken a bus occupancy survey significant levels of residual capacity were observed on the Citi 1 service during the peak hours both in and out of Cambridge when boarding at the stops adjacent the Proposed Development.

6.94 In addition, having assessed information available from the Cambridge Access Study, the Newmarket Road Park and Ride site is the fourth least used site out of the five Cambridge sites based on data collected in 2015. This report also indicated that the maximum parking accumulation achieved at the site was 45% (393 spaces used) which occurs midweek. Therefore, plenty of capacity is available at this site.

6.95 Cambridge Station is well used, particularly at peak times, with a recorded 11,424,902 entries and exits in 2016/17 (representing a 4.3% increase on 2015/16) with Census information (2011) indicating the proportion of rail trips is around 3.4%.

6.96 Traffic count data was collected in the vicinity of the site (to a scope agreed with CCC highways) to inform the TA. The data collected has been used to generate the baseline models that have been used to test and assess the highway impacts of the scheme. The busiest period across all the junctions in the network was identified as being:

- AM Peak: 08:00 – 09:00
- PM Peak: 17:00 – 1800

6.97 The TA (sections 5 and 6) considers future travel patterns, without the proposed development of Land North of Cherry Hinton, taking account of planned transport improvements and the cumulative effects of other developments likely to come forward during the same period. It also considers future accessibility by walking, cycling and public transport.

6.98 It is essential to understand the future accessibility of the site to identify where deficiencies on the transport network would continue to exist despite public sector
investment. This enables the proposed development’s transport strategy to focus on addressing the remaining gaps in sustainable transport infrastructure. The TA concludes that:

- Whilst a number of pedestrian and cyclist measures are proposed for delivery up to 2031, few immediately affect the site and therefore accessibility by these modes remain largely unchanged.
- Whilst much of the surrounding area is accessible by bike, using the future baseline cycle network, but in some cases poor quality infrastructure limits the potential for encouraging cycling from Teversham in particular due to the lack of crossing points.
- In terms of walking, whilst the existing village can be accessed, destinations to the north and further afield to the west, cannot easily be accessed because of a lack of suitable footways, limited safe crossing facilities and the barrier effect of the site itself and Airport Way, which prevents easy access to and from Teversham.
- Although the accessibility of the proposed site will be marginally improved through already committed public transport schemes along the Newmarket Road Corridor, the limitation will remain in respect to access to these services from the proposed site.

**Movement principles & on-site transport Infrastructure**

6.99 Whilst the application is submitted in outline with all matters reserved except for the access arrangements, the development of the Parameter Plans that support and underpin it have been based on a number of key principles and decisions in respect to transport and movement. These principles are enshrined in the Land North of Cherry Hinton SPD, prepared jointly by CCiC and SCDC in association with CCC.

6.100 The proposed new community will be a place in which pedestrian activity and movement takes priority. It will support safe and attractive local scale walking along landscaped streets and open spaces, reflecting everyday desire lines to places and amenities used by residents whatever their age or mobility. It will support the ability to walk or use a bicycle for short local everyday journeys and recreational movement across the site, and then by bicycle and/or public transport for commuting longer distances into the city and other recreational/employment zones. Cycling will be supported with a mixture of dedicated routes and safe shared settings where adjacency to pedestrians or other vehicles is appropriate.

6.101 It is also essential that public transport is given a degree of priority and this will include bus priority measures within the site where appropriate and the promotion of services to residents and employees.

6.102 The spatial layout of the proposed development incorporates the following broad principles in respect to access and movement:

- the creation of walkable neighbourhoods by ensuring that homes are located with good access to the public transport routes, the schools and the on and off site local amenities.
• creation of a comprehensive network of interconnected streets and spaces that allow efficient movement, promoting a permeable walking and cycling network with strong links to the surrounding areas including Cherry Hinton Village, Teversham, Newmarket Road and Coldhams Common (to access the north of the City).

• provision of direct and convenient routes for pedestrians and cyclists (through and around development blocks) and deliberately less direct routes for private cars, to discourage their use for short journeys. This will encourage residents to use more sustainable travel options, by reducing walk/cycle journey times but also increasing journey times for short trips by car.

• vehicle movement through the site will operate at low speeds, in order to respect pedestrian and cycle activity, through the provision of various traffic calming measures and street design.

6.103 A comprehensive cycle and walking network will be provided within the site. This includes a fully segregated shared walk/cycle path of 4.0m width between Airport Way and Coldhams Lane. This path runs through the linear park that bounds the full western edge of the development tying in with Coldhams Lane via the new site access junction. A number of additional segregated shared path connections are provided through the wider green infrastructure allowing connections to Teversham Drift, Church End and Coldhams Lane through the adjacent Western Homes development site.

6.104 The primary street through the centre of the Proposed Development connects the new access points on Coldhams Lane and Cherry Hinton Road. The primary street within the development will carry the highest volumes of traffic. The primary street will therefore likely have a vehicular carriageway of 6.1m, pedestrian footways of a minimum of 2.0m width, and separate unidirectional hybrid cycle ways of 2.1m width on each side of the vehicular running lanes which will cater for both faster and slower cyclists and allow the use of Cargo Bikes. The cycle lanes will be designed to be continuous across side roads. The cycleways would be differentiated from the pedestrian routes and the carriageway by a raised kerb and coloured.

6.105 The same typology is to be applied to the secondary street, which whilst carrying less traffic would also be an important part of the cycle network and which serves the secondary school. CCC has advised that direct frontage access is permissible along primary and secondary streets and consider this complementary to achieving a 20mph design speed. No specific cycling infrastructure is proposed for the tertiary and community streets within the development where traffic speeds and volumes will be significantly less.

6.106 A number of safe crossings for both pedestrians and cyclists will need to be provided in locations where pedestrian and cycle paths meet the primary and secondary streets. The locations and type will be determined through subsequent stages of the planning and design process.

6.107 The proposed development has been designed to cater for buses. Where bus stops are to be provided then these will be ‘floating’ stops which would again see the cycle paths pass around the stops meaning uninterrupted cycling conditions for cyclists.
6.108 The existing Public Right of Way (PRoW), classified as a footpath, that crosses the Site, linking Cherry Hinton to Teversham, will be retained where the route crosses the local centre, discussions with CCC PRoW Officers will be required to agree the nature of this short section.

**Access and infrastructure**

6.109 Vehicular access to the proposed site is provided from Coldhams Lane, Cherry Hinton Road/Gazelle Way and Airport Way. The accesses are being applied for in full and have been discussed in detail with CCC Highways. Stage 1 Road Safety Audits have been undertaken by TMS Road Safety (Appendix H to the TA) and where recommendations have been provided these have been incorporated into amended and submitted designs.

6.110 Details of the proposed access arrangements are provided in Section 7 of the TA and associated drawings. The three principle junctions and drawing references are as follows:

- **Junction 1 Airport Way / Cherry Hinton Road Access Signalised Junction** (Drawing number: 37305/5501/001 Rev G) - This junction is proposed to be a signalised four arm Left/Right staggered junction formed of Airport Way/Cherry Hinton Road/ the site.
- **Junction 2 Cherry Hinton Road / Gazelle Way Roundabout Access Drawing number: 37305/5501/002 Rev H** - This access would see the addition of a fourth arm onto an existing 3 arm roundabout between Cherry Hinton Road and Gazelle Way.
- **Junction 3 Coldhams Lane Site Access Signalised Junction** (Drawing number: 37305/5501/003 Rev G) - The junction onto Coldhams Lane is designed to operate alongside the junction that is proposed to serve the Weston Homes development on land at Hatherdene Close (subject of a separate, unrelated planning application). In order to ensure maximum spacing between the two junctions, the Coldhams Lane access to the site is located on the western boundary.

6.111 Following post-submission comments, the above junctions have been subject to minor amendments and submitted to CCC Highways for a Stage 1 Road Safety Audit. The TAA includes details of the rationale for amendments, with the amended design shown on the amended plans.

**Car and cycle parking**

6.112 The proposals will accord with CCiC’s parking standards which are maximum standards in line with national guidance and the council’s sustainability aims, and with CEAAP Policy CE/11 (alternative modes and parking), Cambridge City Local Plan Policy 82 (parking management) and South Cambridgeshire District Local Plan Policy T1/3 (parking provision), which together seek to ensure that appropriate parking provision is in new developments for motor vehicles and cycles.

6.113 The proposed on-site parking provision would meet the requirements of Blue Badge holders and provide for a Car Club to be established so that all occupiers would have access to the shared use of pay-as-you-go vehicles. The parking
strategy will also consider the necessary future proofing required if electric charging points are required at a later stage.

6.114 Safe and secure cycle parking will be provided and will accord with both CCiC and SCDC policy requirements and cycle parking guidelines, following guidance contained with the Cambridge Cycle Parking Guide February 2010. Cycle parking will be considered early in the more detailed design stages and will generally be provided as Sheffield stands or within garages wherever possible and appropriate.

*Off-site transport strategy*

6.115 The development proposals for the site are supported by an effective off-site transport strategy that addresses and where necessary mitigates the effects of the development but also, and where possible, addresses the infrastructure deficit that exists in the area as a means to also incentivise modal shift to more sustainable modes from existing residents and workers in the area. The proposed transport strategy has been developed alongside Local Transport Plans to help meet the eight key challenges set within the “Third Cambridgeshire Local Transport Plan”, which include:

- improving the reliability of journey times by managing demand for road space, where appropriate and maximising the capacity and efficiency of the existing network.
- reducing the length of commute and the need to travel by private car.
- making sustainable modes of transport a viable and attractive alternative to the private car.
- ensuring people - especially those at particular risk of social exclusion - can access the services they need within reasonable time, cost and effort wherever they live in the county.
- addressing the main causes of road accidents in Cambridgeshire;
- protecting and enhancing the natural environment by minimising the environmental impact of transport.
- influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire.

*Cycling and walking strategy*

6.116 The TA notes that a walking and cycling audit was undertaken of walk and cycle routes in the local area along Newmarket Road, Cherry Hinton Road, Airport Way, Cherry Hinton High Street, Coldhams Land and Gazelle Way. This audit identified the quality of existing infrastructure and identified opportunities for improvements within the wider context, based upon further feasibility and giving priority to measures that offer wider strategic and local benefits. The TAA includes additional improvement schemes as identified as necessary. The full schedule for the off-site strategy, as agreed with CCC Highways comprises the following:

- A new 3m shared path between the site access on Coldhams Lane and Nuttings Road, providing an off-road option for cyclists on Coldhams Lane.
- The widening of the existing section of the airport orbital route on Airport Way from 1.8m to 3m in the vicinity of the site accesses and north towards the Church Road / Airport Way junction. This Church Road / Airport Way junction
is soon to be upgraded as part of the commitments associated with the Wing Development. This will offer wider routes to help reduce pedestrian and cycle conflicts and offer access to the on-site Secondary School.

- The provision of a financial contribution to CCC Highways to deliver walking and cycling infrastructure improvements across Coldhams Common to the Chisholm Trail. In combination with the infrastructure proposed as part of the on-site strategy, this will provide a new traffic-free cycle route which will connect Airport Way with the Chisholm Trail, offering a new radial route for cyclists into the main cycle network in the City.

- A financial contribution towards improvements to the existing footway on Cherry Hinton Road which links Teversham Village with Airport Way.

- A financial contribution to CCC Highways towards its proposed improvement scheme identified for the Barnwell Road / Coldhams Lane / Brooks Road roundabout.

- The establishment of a local walking and cycling fund which will contain an agreed financial sum to CCC Highways which is ring-fenced to help towards delivering further smaller-scale walking and cycling measures in the locality, for example:
  - improvements to footway surfacing, particularly along Coldhams Lane;
  - a review of pedestrian guard railing and pedestrian comfort at the Coldhams Lane / Norman Way / Rosemary Lane junction and along the Cherry Hinton High Street to improve comfort levels for pedestrians and cyclists;
  - verge and vegetation trimming and maintenance to preserve the usable width of existing facilities;
  - measures to improve road safety at critical junctions for cyclists.

- A financial contribution to CCC Highways towards the extension of public realm improvements and cycle facilities from Cherry Hinton High Street north to the Cherry Hinton Road / Airport Way / Gazelle Way Roundabout.

- Implementation of a signage strategy to improve wayfinding for existing cyclists both using the Tins and the routes proposed as part of the new development.

- Improvements to Norman Way to connect Coldhams Lane with the Tins for cyclists
- Improvements to the existing Barnwell Road pedestrian crossing refuge
- Widening of the existing footway on the west side of Gazelle Way, between the site access and Gazelle Way/Tesco Roundabout

6.117 It is proposed that cycle maps showing the new routes above will be distributed to the local Parish Councils to promote the use of these new connections by existing residents.

6.118 The mechanisms and timing of delivery of these off-site improvements and financial contributions has been discussed and agreed with CCC Highways as part of the s.106 planning obligations. Full details are included in the TAA (Appendix C).

6.119 The off-site walking and cycling strategy prioritises off-site schemes and connections that will also offer wider benefits to existing residents. When
considered in their totality, the on and off-site strategy works together to create a new radial connection into Cambridge from the east which does not rely on the use of the Tins route.

6.120 Residents in Teversham will benefit from new crossings along Airport Way, allowing residents to visit the on-site education, retail and community facilities within the site, as well as being able to travel onwards into Cambridge via a traffic-free cycle route through the site, on Coldhams Lane and across Coldhams Common to the Chisholm Trail.

6.121 Residents along Church End and the surrounding roads will benefit from walking and cycling connections into the development, also allowing access to the allotments, community facilities, retail and education on-site. Cherry Hinton residents will also have an alternative cycling route to the existing Tins route and those on Cherry Hinton Road, depending on their destination in Cambridge.

6.122 Overall the proposed walking and cycling strategy for the site provides choice for residents living within the site as to how they travel and encourages more sustainable travel, whilst also providing alternatives for residents already using existing routes in the vicinity.

6.123 In terms of future walking accessibility, the TA confirms that there would be improved connectivity along Coldhams Lane for pedestrians, the extent of area within walking distance increasing towards facilities in this direction. Overall, whilst journey times to other destinations do not significantly change, the amenity of these routes will significantly improve with the proposed strategy, particularly with the introduction of new crossing points on Coldhams Lane and Airport Way.

6.124 In terms of cycling accessibility, the TA confirms that the proposals would lead to improved connectivity along Coldhams Lane with the outer boundaries of the isochrones increasing, particularly to the north-west of Cambridge and into the Science Park. Overall, whilst journey times to other destinations do not significantly change, the amenity of these routes will significantly improve with the proposed strategy.

6.125 Overall, whilst journey times to other destinations do not significantly change, the amenity of these routes will significantly improve with the proposed strategy, particularly with the introduction of new crossing points on Coldhams Lane and Airport Way.

Public transport strategy

6.126 As set out in the TA the proposed bus strategy has been agreed in principle with CCC Highways and Stagecoach. This is based on providing public transport connectivity where no such connectivity currently exists and being cognisant of other investments being made in the area.

6.127 It is important that any service provided at the development will achieve commercial viability once the Proposed Development is complete and fully occupied. Based on assessment of potential costs for providing a new bus service for the development and the potential on-bus and concessionary fares revenue, the viability assessment indicates that the development can support a commercially sustainable operation requiring two vehicles.
6.128 The proposal is for a new service between the Proposed Development and Cambridge city centre via Coldhams Lane operating up to every 30 minutes during Monday to Saturday daytimes. At peak and school times the service starts from/continues to the Wing development via Teversham, to provide additional connectivity for workers in central Cambridge and for expected student numbers at the new North Cherry Hinton secondary school. In the early mornings and post-evening peak period the service operates via Mill Road to provide access to Cambridge railway station, but in the off-peak period buses would continue on Coldhams Lane.

6.129 In terms of public transport accessibility, the TA shows a significant change in bus accessibility from the current situation and the future baseline scenario. Accessibility significantly improves along Coldhams Lane where there is currently no bus service that serves Cherry Hinton, as well as towards Teversham that has a very limited bus service currently.

Walking, cycling and public transport summary

6.130 The proposed implementation of new walk and cycle links and a new bus service will improve accessibility in the surrounding area for existing residents as well as those resident within the development.

6.131 The main benefits of the proposed development in terms of accessibility for existing communities include:

- Improved walk and cycle links and new crossing facilities for residents of Teversham travelling towards Cherry Hinton and to the proposed development, providing the opportunity to use a traffic-free cycle route between Airport Way and Coldhams Lane.
- Improved bus services for residents of Teversham providing connections to facilities within the Wing Development and the proposed development as well as Coldhams Lane retail parks and Cambridge Station. The 30 minute on-site bus service is accessible within the Proposed Development, approximately 900m walk from the centre of Teversham village via the new signalised junction on Airport Way.
- Improved bus services for residents on Coldhams Lane and those living on Church End with access to a regular 30 minute service into Cambridge City Centre.
- Improved accessibility for cyclists using Coldhams Lane through the provision of a new off-road shared footway / cycle track between the site access and Nuttings Road.
- Improved environment for cyclists using Cherry Hinton High Street through an extension to the improvements scheme between Coldhams Lane.

Highway strategy

6.132 The site is located close to facilities, services and jobs and as such there are good opportunities for travel for most purposes by modes other than the car. Also, the CCC Highways policy position seeks to avoid the provision of new highway capacity. The Transport Strategy for Cambridge and South Cambridgeshire Policy TSCSC14 and TSCSC15 states that:
"If increases in congestion are to be minimised, both in Cambridge and on the radial routes, other modes of transport must provide the additional capacity needed. The backbone of the strategy will be a high quality passenger transport network of bus, guided bus and rail services, fed and complemented by comprehensive pedestrian and cycle networks."

6.133 Therefore, the focus of the transport strategy is one of wider more sustainable mobility where needs can be met within the site or locally, communication infrastructure is provided to allow agile and flexible working, and external journeys that need to be made can be done so via active modes or through good access to the public transport network.

6.134 However, the site has been subject of discussion with officers with regards to the role that the internal highway network primary street (spine road) would need to play with regards to private vehicular movements between the corridors of Coldhams Lane and Airport Way and in particular whether this street would permit all traffic to move between the two corridors i.e. be connected.

6.135 PBA in conjunction with CCC Highways have undertaken significant assessment of the following two scenarios:

- 'Bus gate' - The link is not a through route and is severed in the middle: The assessment for this scenario considers development trips only (and internal trips across the site will need to exit the site and go around because of the barrier).
- 'Complete link' - the link can be used for through movements by all traffic:

6.136 On the 7th December 2017, the matter was taken to Cambridgeshire County Council's Economy and Environment Committee with a recommendation that the committee approve the spine road as a through route. This recommendation was made from the following conclusions extracted from the committee report contained in full in Appendix J).

- The evidence suggests that there are mixed pros and cons associated with either option.
- It is acknowledged that the County’s Policy position seeks to avoid the provision of new highway capacity.
- The bus gate option does create the issue of internal site movements having to exit the site to travel from one end to the other, placing greater pressure on Cherry Hinton High Street and Coldhams Lane.
- Both options have negative impacts on the Coldhams Lane and Barnwell Road junction, albeit the through route more-so due to the reassignment of trips through the site from the wider network.
- The complete route scenario through the proposed development is likely to ease traffic on Church End and Coldhams Lane east of the access in the short term. Such benefits could be short lived unless existing capacity is reduced to prevent backfill of trips.
- In any event the site will require comprehensive walking, cycling and public transport links, and safe routes to school.
6.137 As a result of the officer recommendation, the committee resolved to support the recommendation that the route be connected. This is further supported by the modifications to the SPD proposed at the DPSCC meeting on 13th February 2018 which removed a paragraph from the SPD which referred to the possibility of a bus gate.

6.138 Indeed, the SPD states that the requirements of the final spine road design will be determined by Cambridgeshire County Council as Highway Authority and local planning authorities, as part of the pre-application planning process. Specifically, that any future planning application would be expected to include a through-route spine road design in order to comply with the Highway Authority’s recommendations approved by the Economy and Environment Committee 7th December 2017.

6.139 The TA notes that the site can help to ease traffic on Church End and Coldhams Lane east of the access as some existing traffic utilises the route and reduces stress on these existing off-site links. In addition, the connectivity of the route means that development traffic is able to optimise its route through the site to take advantage of the accesses on both Coldhams Lane and Airport Way without the need to drive around the site and further add to the off-site network pressures.

6.140 The TA advises that this provides the opportunity for CCC Highways to ‘lock in’ some of the capacity relief that can be achieved on Church End and in the north of the village at the junction of Coldhams Lane and Cherry Hinton High Street. This could be in the form of additional traffic management or the delivery of filtered permeability on Church End and/ or the banning of turns at the junction of Coldhams Lane and Cherry Hinton High Street.

**Potential highways impact**

6.141 The TA methodology for assessing the potential impact of vehicle trips generated by the proposed new development on the highway network has been discussed in detail and by CCC Highways. The TAA summarises comments made by CCC Highways in respect to the TA methodology. It details where aspects were addressed and agreed with CCC Highways in subsequent correspondence. It also summarises whether there were any changes to the TA conclusions as a result of the query and whether there is new information that should be read alongside the TA as a result. Copies of all correspondence are included in the TAA.

6.142 As concluded in 6.33 above, it was agreed with CCC Highways that no revisions would be required to the Environmental Statement chapter for transport as the updates undertaken were not significant to change any of the conclusions as originally reached.

6.143 Having established appropriate trip generation figures for each proposed land use, the distribution of trips, appropriate modal share and network assignment of traffic generated, the TA has considered highways impact on the strategic and local road network under three scenarios:

- 2016/2017 baseline scenario – using data from observed traffic count surveys.
- 2031 future baseline scenario – includes flows from committed development in the area.
• 2031 future baseline + development scenario – includes traffic flows associated with the Proposed Development.

6.144 The TA considers the performance of the following existing junctions:

• A14 Junction 35 Roundabout
• A1303 / Airport Way Roundabout
• Airport Way / Church Road Priority Junction
• Airport Way / Cherry Hinton Road Priority Junction
• Airport Way / Gazelle Way Roundabout
• Yarrow Road / Tesco Roundabout
• Yarrow Road / Cambridge Road / Fulbourn Road Roundabout
• Church End / Teversham Drift Mini Roundabouts
• Coldhams Lane / High Street signalised junction
• Coldhams Lane / Rosemary Lane / Norman Way Junction
• Cherry Hinton Road / Queen Ediths Way signalised junction
• A1303 / A1134 Roundabout
• Coldhams Lane / Barnwell Road Roundabout
• Brooks Road / Burnside Junction
• Perne Road / Radegund Road Roundabout
• Perne Road / Cherry Hinton Road Roundabout

6.145 The performance of the three proposed new site access junctions has also been assessed in the TA. In addition, there are proposals being drawn up at the time of writing for improvements to the existing Airport Way / Church Road junction in Teversham by WSP on behalf of Marshall Group Properties Ltd as part of the Wing Development. It is currently proposed to upgrade the priority junction to a roundabout. As the Wing Development is a committed development, the improvements are assumed to be in place in the future baseline assessment for this junction.

6.146 The TA concludes that the majority of junctions within the study area continue to work within capacity, or are not severely impacted by the flows produced by the proposed development.

6.147 Given the city-wide walking and cycling schemes that are planned and currently under construction, as well as those proposed as part of the development, the only location where improvement works are likely to be required but are not yet finalised is at the Coldhams Lane / Barnwell Road junction. As CCC Highways is already exploring improvement schemes in this location, it is proposed that a financial contribution is provided to CCC Highways to help fund this feasibility work aimed at preparing a comprehensive improvement scheme in this location.

Framework travel plan

6.148 A site-wide Framework Travel Plan (FTP) supports this planning application. It will be implemented during the first 12 months of housing occupation, and will include the appointment of a Framework Travel Plan Coordinator (FTPC).
6.149 The FTP will be aimed at influencing the travel behaviour of all site users living, working and visiting The Application Site. This will include a comprehensive package of measures to influence travel behaviour towards sustainable modes, minimise the traffic impact generated by each phase of the development and set out the approach for the submission and management of Site-Specific Travel Plans (SSTP).

6.150 The FTP sets out the following process for the submission of SSTPs at the application site:

- Site-Specific Travel Plans (SSTP) – all employment and school sites exceeding Travel Plan thresholds as determined by CCC Guidance will submit a standalone TP for approval prior to occupation of each site, and in consultation with the Framework TPC; and
- Sustainable Travel Statements of Intent - In addition, organisations whose land use falls below the thresholds required by CCC of requiring a standalone SSTP will be encouraged by the FTPC to take part actively in the travel planning process by submitting a Sustainable Travel Statement of Intent and nominating a representative/contact for travel-related matters to act as a ‘Sustainable Travel Champion’ point of contact for employees.

6.151 The FTP forms part of the proposed transport strategy and has been tailored to embed sustainable travel behaviour into the culture of the settlement prior to first occupation. The document has been worked up in advance of planning and the measures include the following amongst others:

- Construction Travel Plans – to embed sustainable travel behaviour from the outset during the construction period.
- Appointment of a Framework TPC – to undertake site-wide management and monitoring activities as well as strategic role in liaising with surrounding TPCs.
- Site-wide Transport Steering Group – this would be overseen by the FTPC and attended by SSTPC, Sustainable Travel Champions and relevant external stakeholders including representatives from nearby residential and employment sites, local authority representatives and public transport operators.
- Cycle Parking – safe, secure and convenient cycle parking including requirements of SSTPs.
- Sustainable Travel Information Packs – these would be provided to staff and residents prior to commencement of employment and occupation of each dwelling, and include information and incentives to encourage sustainable travel.
- Subsidised Public Transport Tickets – these would be provided for each dwelling and it will be encouraged that the individual occupiers of the employment and school on-site also offer the same promotion.
- Subsidised Cycle Purchase – a voucher would be provided for each dwelling and it will be encouraged that the individual occupiers of the employment and school on-site also offer the same promotion.
- Car Sharing Scheme - a bespoke, web-based lift share journey-matching service would be set up for the development for the benefits residents, staff and visitors to the site.
• Free Personalised Journey Planning Service – this would be offered by the FPTC to all site users, to include provision of personalised journey plans for individuals as well as advice on walking, cycling, public transport routes and sustainable car use options for accessing the application site.

• Travel Awareness Campaigns – site-wide events promoting and incentivising uptake of sustainable travel, including staff/resident/parent/pupil competitions during Walk to Work Week, Bike Week, Walk to School Week and Liftshare Week.

6.152 Details of proposed sustainable travel measures are provided in the submitted Framework Travel Plan.

Transport strategy summary

6.153 The proposed new community will be a place in which pedestrian activity and movement takes priority. It will support safe and attractive local scale walking along landscaped streets and open spaces, reflecting everyday desire lines to places and amenities used by residents whatever their age or mobility. It will provide the opportunity to walk or use a bicycle for short local everyday journeys and recreational movement across the site, and then by bicycle and/or public transport for commuting over longer distances into the city and other recreational/employment area. Cycling will be supported with a mixture of dedicated routes and safe hybrid routes where adjacency to pedestrians or other vehicles is appropriate.

6.154 Allied to the proposals to support and encourage walking and cycling is the promotion of public transport. As such a new bus service is proposed that would connect the site (and Teversham) to the City Centre. This also enables journeys to be made into the City without having to go via Addenbrooke’s Hospital.

6.155 The applicant recognises that whilst car based demand can be encouraged down, the car will remain essential for certain journeys, and managing traffic and parking is therefore a key consideration. Access junctions that are designed with sufficient capacity will ensure that additional delay at these points on the networks will be minimised whilst the primary street that connects Coldhams Lane with Airport Way will mean that some traffic relief is provided to Church End and Coldhams Lane.

6.156 The TA and TAA have considered the transport impacts and presented the proposed supporting transport strategy and mitigation. The full schedule of mitigation measures is set out in TAA Appendix D, as agreed with CCC Highways during the post-submission period. This includes the identified schemes and the mechanisms for delivery.

6.157 A clear access and movement strategy for the development has been set out in the TA with the primary aim to promote sustainable and active transport. This will be targeted at both the new residents of development site and existing workers and residents in and around the east side of Cambridge. This will be achieved through the provision of an attractive and consistent network of pedestrian and cycle links which address identified gaps in the network and a new high quality bus service that provides connectivity to the City Centre. Linkages between the site and the Chisholm Trail will mean access to the northern fringe employment sites will also now be possible.
6.158 The off-site strategy has been tested through the TA using accessibility software and this has demonstrated much reduced journey times for the modes of cycling and public transport for journeys from the site (and hinterlands) to central Cambridge.

6.159 In terms of vehicular access, three points of access will be provided to Coldhams Lane, Airport Way and the Gazelle Way Roundabout. This proposed strategy will ensure that direct vehicular access onto Church End and Teversham Drift is avoided.

6.160 Whilst the site is not predicated on delivering additional highway capacity, after significant collaboration and dialogue with key stakeholders, it is proposed that the primary street through the site is a route that allows all traffic to use it. Evidence produced by PBA has indicated that this additional connection would not ‘induce’ additional strategic traffic into the area but would have a beneficial effect on the north end of Cherry Hinton village where some local traffic relief to Church End and Coldhams Lane is forecast.

6.161 Subject to the views of CCC Highways and the local community, the capacity relief that would be generated by the onsite infrastructure, could be ‘locked in’ through traffic management which might include stopping Church End as a through route or banning the right and left turn movements at the Coldhams Lane/Cherry Hinton High Street signalised junction. This approach would ensure that the ‘back filling’ of traffic over time would not occur.

6.162 The proposals for LNCH are balanced in favour of sustainable transport modes, which will give both existing and new residents a real choice about how they travel. The measures proposed for early phases of development and the more strategic measures supporting the fully built out masterplan both provide significant focus on ensuring that safe and suitable access to the site can be achieved for all people wishing to travel to, from and within development site. This accords with NPPF guidance which also states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The TA has demonstrated that the proposals accord with the NPPF and all relevant adopted local development plan policy and are acceptable.

6.163 **As reflected in the post-submission period**, the applicants are committed to continuing to work with the planning and transport authorities through subsequent stages of the planning process and, as a result of their long-term commitment to the site, through to delivery and beyond.

**Airport safeguarding**

6.164 In accordance with site allocation policies of CCiC and SCDC, and the LNCH SPD, the masterplan has considered the potential effects of the airport throughout the evolution of the proposals to ensure acceptable mitigation of environmental and health impacts are provided, and that the continued use of Cambridge Airport does not pose a safety risk. These have been developed in consultation with representatives of the airport and independent safeguarding consultants.

6.165 Effects relating to lighting, noise, air quality and odour are covered within the relevant sections below and in detail in the relevant supporting documents and
supported by planning obligations and conditions. There are additional airport operational requirements that have influenced the proposals and these are covered below.

**Primary surveillance radar**

6.166 The airport radar is a key tool to allow Air Traffic Control to safely manage the airspace near to the airport. The current location of the airport radar, and its associated safeguarding criteria, imposes height restrictions across the site to ensure the radar remains fully effective and to maintain aircraft safety. The radar in its current position would limit building heights and compromise the capacity of the site to deliver housing and other uses. The radar will need to be relocated to allow development proposals to progress and consequently a planning obligation will be proposed.

**Fire training ground (FTG)**

6.167 The airport fire crews must be fully drilled and ready to respond to a potential incident on the airfield. Training is currently delivered on site, using the airport’s Fire Training Ground located adjacent to the western boundary of the site. It is recognised that fire training in close proximity to new development may cause concerns for new residents. Marshall has committed to ceasing activity at the current fire training ground to allow the development to proceed. An appropriate planning obligation will ensure use of the fire training ground has ceased before first occupation of homes, thus protecting the amenity of future residents.

**Navigational aids**

6.168 The airport uses a range of other airport navigational aids to safely manage aircraft arrivals and departures. The potential impacts of the development on all airport infrastructure will need to be assessed on an on-going basis to influence the design, and to ensure navigational aids are appropriately calibrated as development comes forward. To confirm, modelling by National Air Traffic Services (NATS) of the impact of the proposed development on the ILS has concluded that there will be negligible impact and that the Instrument Landing System (ILS) will continue to operate within safe tolerances. The applicant will continue to work with the airport at more detailed stages of design to keep this under continual review.

**Cross wind runway**

6.169 The crosswind runway is used on very limited occasions. The LNCH development will bring public access to land immediately to the east of the crosswind runway, including public footpaths/cycle routes, public open space and the secondary school playing fields. Development of the secondary school building and new residential dwellings will be located immediately to the south of the runway approach from the east. It is considered that in combination, the GRE at the western end, and LNCH related uses at the eastern end, the cross runway should cease use indefinitely. As such, an appropriately worded planning obligation will be required.
Wildlife Hazard Management Plan

6.170 A draft Wildlife Hazard Management Plan (WHMP) has been submitted with this application. This document has been prepared by Aviaire, an independent airport safeguarding consultant working on behalf of the airport, to ensure that the landscaping proposals for LNCH (and other aspects of the scheme) do not create an undue risk to airport operations. The landscaping proposals include a planting strategy that specifically addresses the wildlife safeguarding issues whilst also providing for long-term monitoring and appropriate management. This will help deliver high quality open spaces and an attractive landscape without causing undue additional risk to airport operations.

Biodiversity and ecological enhancements

6.171 The existing site supports arable fields, and semi-improved and improved grassland. A combination of hedgerows, ditches and trees are present on field and site boundaries. The semi-improved and improved grassland, and the field margin habitats are assessed to be of low ecological value. The hedgerows within the site, a Habitat of Principal Importance, are considered to be of ecological value. Water vole, a Species of Principal Importance, is known to be present within the drainage ditches.

6.172 Three non-statutory designated sites are present on the site boundaries:

- Airport Way RSV County Wildlife Site (CWS) is located along the eastern site boundary. The CWS includes the road verges and associated hedgerows/scrub on Airport Way. It is of interest for its population of perennial flax, a nationally scarce plant.
- Teversham Drift Hedgerow City Wildlife Site (CiWS) forms part of the south site boundary.
- Teversham Protected Road Verge (PRV) forms part of the east site boundary. The PRV includes the road verges and associated hedgerows/scrub on Airport way and Cherry Hinton Road. It is of interest for the quality of the grassland habitat present in the road verge.

6.173 An Ecological Assessment has been undertaken of which the full details form part of the ES submitted with the application. This presents the approach and findings of the assessment of the potential effects on ecology, reviewing baseline conditions within and around the site. Having assessed the magnitude and significance of effects, mitigation measures are proposed in order to avoid and minimise the effects of the proposals during construction and operational phases.

6.174 Additional assessment work has been undertaken during the post-submission period to respond to comments received from consultees including CCiC and the Wildlife Trust.

6.175 The proposed development has been designed to avoid or reduce the significance of ecological impacts wherever possible. Additional compensation measures are also proposed that will reduce the impacts to neutral for breeding birds associated with arable and semi-improved grasslands habitats. A skylark mitigation strategy is appended to the ES (Appendix 6.8) which sets out how the
loss of skylark habitat will be compensated through the provision of dedicated off-site replacements.

6.176 In the case of hedgerows, species-rich grassland and water vole a net gain of habitat and positive impact will result from the proposed development through the provision of new species-rich hedgerow (a Habitat of Principal Importance), species-rich grassland, and drainage ditch that will be of greater habitat suitability for water vole. The proposed development also includes the installation of nesting and roosting features for birds and bats.

6.177 The habitats retained and created within the site will be managed positively to deliver biodiversity benefits in the long-term.

6.178 Further to comments received during the post-submission period, additional consideration has been given to the effects of increased local population on visitors to nearby designated recreational sites, including Fulbourn Fen and Wicken Fen. In taking into account the number of, distance between, and type of recreational spaces on and off site, including their management, the ES concludes that it will be unlikely that nearby designated sites will be damaged by the level of additional visitors generated. Furthermore, the proposed development includes a number of features to provide immediate access for everyday opportunities for recreation.

6.179 In addition, the change in biodiversity value has been assessed in order to demonstrate the achievement of net gain. The Biodiversity Impact Assessment Calculator (Warwickshire Coventry and Solihull 2014) has been applied to the development producing a Habitat Biodiversity Impact Score of -4.18. The opportunities on site are considered to be maximised, given the locational constraints (including an operational airport, Wildlife Hazard Management Plan). It has been agreed with CCiC to provide a financial contribution to an appropriate offset project or habitat creation. The details of such are to be agreed and secured through a planning obligation, and will ensure the development achieves a net gain in biodiversity value.

6.180 Given the mitigation, enhancement and precautionary compliance measures incorporated into the proposed development, accords with relevant wildlife legislation, the NPPF, CCiC local plan Policies 69 and 70, and SCDC Policies NH/4 and NH/5, LNCH SPD, SCDC Biodiversity SPD.

**Flood risk and drainage**

**Flood risk**

6.181 A Flood Risk Assessment (FRA) has been prepared in support of this application and informs the EIA.

6.182 The FRA confirms that the southern part of the site is entirely within fluvial Flood Zone 1 (based on EA Flood maps), and is at a low probability of flooding. Flood Zone 1 is land assessed as having less than 0.1% annual probability (1 in 1000) of flooding from fluvial sources. Fluvial flooding is typically defined as flooding caused by water in rivers rising above bank levels. The FRA considers the site has a low probability of flooding from public sewers and artificial sources and is at no risk of tidal flooding.
6.183 However, parts of the site are at high, medium, and low risk of surface water flooding. This is usually caused by heavy rainfall running off land and ponding in areas of low topography, as it flows towards a watercourse or land drain. The potential for surface water flooding at the site is also identified in the Cambridge Surface Water Management Plan (SWMP).

6.184 There are several watercourses which traverse the site. In the northern part of the site there is an ‘Awarded Watercourse’ under the jurisdiction of CCiC and SCDC, who assume responsibility for maintenance. There are some ‘Ordinary Watercourses’ within the southern part of the site which all merge before draining to the ‘Awarded Watercourse’.

6.185 Both the EA and SWMP modelling is based on a ‘high level’ approach which does not take into account small drains currently located within the site and detailed ground levels. Following consultation with the relevant approving authorities more refined modelling of the site has been undertaken. A baseline modelling report was prepared to identify the existing surface water flood risk to the application site based on current available data to develop an outline flood risk mitigation scheme to inform the masterplanning process. This followed the planning principles of making space for water and placing the most vulnerable land uses in areas of lowest flood risk.

6.186 Flood compensatory works are proposed at the site to allow for areas currently shown within the surface water flood risk extent to be incorporated within the development areas defined on the Parameter Plans and shown by the Illustrative Masterplan. The form of the flood compensation areas has been undertaken in agreement with the approving authorities and ensures that there is no detriment to off-site areas.

6.187 As with all development sites, there will be an increase in impermeable area over the existing situation. In line with good practice, therefore, a scheme has been developed to ensure that run off from the development is controlled close to source prior to being discharged into the existing network. However, the proposed drainage strategy outlined below for the proposed development is based on a mixture of above and below ground attenuation to mitigate the increase in run-off into the surrounding watercourses.

6.188 The proposed construction and mitigation arrangements demonstrate a robust solution that will minimise the risk of flooding to the proposed development and its occupants, and ensure the proposals do not cause an increase in flood risk to the surrounding area. As such, the proposals comply with NPPF guidance and flood risk Policies 32 of the Cambridge Local Plan, and Policy CC/9 of the South Cambridgeshire Local Plan.

**Drainage**

6.189 The Drainage Strategy Statement (DSS), details the proposed site drainage strategy for the sustainable management of surface and foul water, outlining any required mitigation measures. The DSS should be read alongside the FRA, and Ground Investigation and Utility and Infrastructure reports, submitted in support of this application.
It is proposed that Sustainable Drainage Systems (SuDS) be utilised throughout the proposed development. The proposed design of these will ensure that sufficient storage is provided during the 1 in 100 (1%) Annual Probability plus 40% climate change event with discharge rates limited to existing Qbar greenfield rates.

The design of the SuDS has been undertaken following consultation with a series of stakeholders and these have been designed in accordance with the Cambridge County Council’s (CCC) Surface Water Drainage Guidance document (December 2016) and Cambridge Flood and Water Supplementary Planning Document (November 2016).

The proposed on-site surface water attenuation is achieved by utilising strategic urban rills, linear detention areas, detention basins and where necessary below ground storage. The provision of upstream SuDS will provide an element of additional attenuation, and will contribute to part of the necessary water quality treatment, as part of a rigorous management train, to be achieved through the use of rainwater gardens, bio-retention planters, porous paving and potentially some on-plot urban rills.

Alternative flexible approaches to the emerging SuDS design have also been provided, with the option of utilising underground storage in areas of the site where Public Open Space use is a premium.

The surface water management strategy takes into consideration the current constraints of the site, long-term storage mitigation requirements, landscaping proposals and water quality treatment stages in accordance with the CIRIA SuDS Design Manual (C753), and Cambridge County Council Surface Water Drainage guidance documentation.

Additionally, the SuDS features have been designed to enable the cost effective maintenance throughout the lifetime of the development in accordance with the SuDS Management Plan and the requirements set out in the CIRIA SuDS Design Manual (C753).

These proposed measures combined represent a sustainable strategy for the management of surface water at the site that accords with the NPPF and relevant Building Regulations.

Foul water flows from the site will be discharged to the existing Anglian Water foul sewer located to the south of the site. A discharge rate has been agreed with Anglian Water with the sewerage undertaker confirming that the current system will require some reinforcement works to accept the proposed discharge rates from the development.

The proposals accord with Policies 31 and 32 of the Cambridge Local Plan, and Policy CC/8 of the South Cambridgeshire Local Plan.

**Ground conditions**

**Phase 1 assessment**

Whilst much of the application site comprises land that is currently in agricultural use, part of the site sits within the boundary of Cambridge Airport and therefore
land within and in close proximity to the site has been subject to a range of historical uses associated with the airport, or other activities resulting in made ground.

6.200 The Phase 1 Ground Conditions Report (Desktop Study) and Preliminary Contamination Assessment, has reviewed readily available information from published sources, public databases and the results of the geo-environmental analysis to ascertain the potential for contamination to be present associated with past and present use of the site and the surrounding area. A preliminary (Tier 1) qualitative assessment has been completed to identify any geo-environmental constraints to the proposed development. This was supported by a preliminary ground investigation undertaken as part of the wider investigations for flood and drainage assessments.

6.201 As part of this process, sampling, testing and monitoring was carried out to provide further information on ground conditions and to assess potential contamination. The ground investigation comprised the excavation of four trial pits and the drilling of twelve windowless sampler boreholes. All boreholes were installed with groundwater and ground gas monitoring wells. Selected soil and groundwater samples were retained and submitted for geo-environmental laboratory testing.

6.202 The review identified that contamination hot spots are considered to exist on-site associated with current and historical land uses on-site and immediately off-site. Specific areas are located west of the drainage features around the fire training areas. The investigations concluded that generally the site comprised topsoil overlying the West Melbury Marly Chalk Formation, although some made ground was encountered locally on-site. There was also some visual and olfactory evidence identified of contamination in the form of charcoal, pottery, brick, glass, metal, wood, dark grey staining and hydrocarbon odours generally found to be within the upper 0.5m of soils, but extended locally to a depth of 3.1m around the historical fire training area.

6.203 The laboratory analysis identified two soil samples containing elevated concentrations of Total Petroleum Hydrocarbons (TPH) exceeding the residential assessment criteria. One sample was recorded to contain elevated concentrations of fire fighting foam (PFOS). Ground gas monitoring results indicated that ground gas was considered to be a potential issue on-site and ground gas protection measures might be considered necessary for the construction of new dwellings.

6.204 The Phase 1 study recommended that further detailed ground investigation works be undertaken at the site and that a comprehensive Phase 2 ground investigation and remediation strategy should be prepared to define the extent of the contamination on-site and provide relevant remediation techniques and mitigation measures to apply to the construction phase and operation phase of the development.

**Phase 2 assessment**

6.205 A Phase 2 Ground Conditions and Land Contamination Assessment has subsequently been undertaken and submitted as part of this planning application, the scope of which was discussed and agreed with the CCiC environmental
health officer. The recent ground investigation undertaken by PBA comprised the following scope of works:

- 3 no. cable percussive boreholes drilled to a maximum depth of 15.0m below ground level (bgl). Boreholes backfilled on completion.
- Thirty dynamic sampler boreholes drilled to a maximum depth of 5.45m bgl. All, except one borehole were installed with monitoring well standpipes.
- Thirty-one machine excavated trial pits.
- Post-fieldwork monitoring of groundwater and ground gas and sampling of groundwater where present.
- Geotechnical and geo-environmental laboratory analysis of soils and geo-environmental analysis of groundwater).

6.206 As with the Phase 1 preliminary investigation, made ground was encountered locally on-site predominately in the west associated with the historical fire training area, soil bund and current fire training area. Three other locations also recorded made ground on-site however, there was no discernible reason for its presence with regards to historical or current site uses. Made ground typically comprised clay and silt soils with variable proportions of flint, clinker, brick, slag, glass, chalk and concrete.

6.207 Evidence of potential soil contamination was recorded both off-site and on-site in respect to hydrocarbon odour and a tentative visual identification of asbestos containing materials in one location in the west of the site. The hydrocarbon odour was located in areas of historical fire training on-site in the centre and off-site to the north, as reported in the Phase 1 study. Analysis identified Arsenic exceeding the criteria for residential end use at the north of the site, but this is within an area proposed for public open space and is present at a concentration that is not considered to present a potential risk to human health receptors.

6.208 Whilst traces of other compounds were identified as set out in the Phase 2 investigation, based on the review of ground investigation data, the site is generally considered to present a ‘Very Low’ risk to human health from ground contamination. There is considered to be an elevated Moderate risk present around the historical fire training area in the centre of the site and an elevated risk to groundwater here and along the eastern extents of the current fire training area as well. Groundwater contamination is considered to be a localised issue on-site due to the low permeability of the soils encountered. Hotspots of soil contamination have been identified at 2 distinct locations across the site for arsenic and PAH.

6.209 Detailed information in respect to ground conditions and mitigation are set out within the Phase 2 Ground Conditions and Land Contamination Assessment and Chapter 12 of the ES.

Additional Phase 2 Assessment

6.210 Since the application submission in March 2018, further site investigation works have been conducted to collect soil, groundwater and ground gas data from the site to support the assessments submitted with the original application. This additional work has been undertaken in accordance with advice received from Local Authority Environmental Health officers and the Environment Agency.
6.211 The works have identified some distinct and spatially limited areas of soil contamination hotspots that require mitigation to manage potential risks to future residential users.

6.212 Ground gas monitoring has identified that the site is generally classified as Low Risk and does not require protection measures to protect users of future buildings in accordance with previously conducted works. However, the last two monitoring rounds of the six conducted during the recent works identified an area in the centre of the site which may require elevation of the risk classification to Low-Medium Risk. This is to be confirmed during the ongoing monitoring programme that is to be secured by planning condition(s) ensuring the submission of further details for review at relevant subsequent stages of the planning process (ie. Reserved Matters, prior to commencement of specific phases).

6.213 Groundwater sampling has identified some areas of groundwater contamination that theoretically present a risk to groundwater abstractions. Remediation works have been identified as being required for soil contamination identified at the site and will have a beneficial effect on groundwater.

6.214 Site specific risk assessment for the protection of groundwater beneath the site has identified two limited areas where soil contamination requires remediation to protect the underlying Principal Aquifer.

6.215 During the works, no evidence has been found that ground gas or landfill leachate is migrating to beneath the site from the nearby Coldhams Lane landfills.

6.216 The works have met the objectives agreed with CCiC and SCDC. The assessments conducted have demonstrated that remediation works are required to meet the requirements of the Regulatory Authorities and a remedial strategy has been put forward to mitigate the potential risks identified.

6.217 The monitoring programme at the site will continue in respect of ground gas, groundwater sampling and groundwater levels in order to inform further submissions made to discharge anticipated conditions in relation to ground conditions at the site and works will be conducted to further refine the mitigation strategy.

6.218 The proposals, subject to appropriate mitigation secured through planning conditions, are considered to be in full accordance with Local Plan Policies CCiC Policy 33, and SCDC Policy SC/12.

Sustainability and energy

Sustainability

6.219 The applicant takes sustainability seriously and as set out within the submitted Sustainability Statement, sustainability is a key driver for the proposed development.

6.220 The Sustainability Statement demonstrates how the proposed development will achieve over-arching national sustainability aims, as well as CCiC’s and SCDC’s local policies and objectives relating to ‘sustainable development’ in this location.
As lead authority for this application, CCiC requires major development proposals to provide a Sustainability Statement and a completed Sustainability Checklist to demonstrate compliance with the appropriate policies. SCDC also requires a Sustainability Statement and a Water Conservation Strategy to be submitted for major development proposals. These have been prepared and are submitted in support of this application.

6.221 It was agreed that the Sustainability Statement should be structured to align with the topics covered in CCC’s local Sustainability Checklist, covering the following topic areas:

- Transport
- Sustainable drainage systems
- Energy
- Recycling and waste facilities
- Biodiversity
- Pollution
- Climate change
- Water
- Materials and construction waste

6.222 As demonstrated within the Sustainability Statement and summarised below, the proposal accords with the NPPF and locally in respect to Policies CE/22, CE/25 and CE/28 of the Cambridge East AAP, Policies 28, 29, 30, 31 of the Cambridge Local Plan and DP1, and Policies CC/1, CC/4 and CC/6 of the South Cambridgeshire District Local Plan.

6.223 The proposals comply with the sustainable development provisions contained within the LNCH SPD in respect to the sustainability tonics of water conservation, urban design, biodiversity, pollution and sustainable drainage.

6.224 According to the CCC Sustainable Design and Construction Checklist the following objectives have been met by:

- Promoting sustainable travel modes (including walking, cycling and public transport) as an alternative to private car use and enhancing existing services including the provision of a new bus service to connect the site with Cambridge City Centre;
- Incorporating SuDS to help manage surface water, alleviate risk of downstream flooding and improve water quality;
- Optimising energy demands where possible to meet the required CO2 emissions reduction target and providing at least 10% of the development’s energy supply using low carbon and renewable energy sources (where viable), such as through inclusion of solar PV panels, solar water heating, or air source heat pumps;
- Managing operational waste in line with CCC and SCDC waste collection requirements and the wider RECAP guidance;
• Retaining, enhancing and creating new habitats to preserve the ecological setting of the site through a number of measures including provision of semi-improved grassland and species-rich native hedgerow;

• Protecting local air, water and soil quality and limiting noise and light pollution, by providing mitigation measures to limit potential polluting effects across the construction and operational phases;

• Creating a resilient development based upon sound underlying master planning principles which has considered the impact of future climate change within its design to enable appropriate adaptation measures to be included to reduce the vulnerability of future site users;

• Provision of an Outline Water Conservation Strategy to outline measures which could be included within the proposed development to help meet the relevant water consumption targets for the residential and commercial aspects of the development; and

• Appropriate management of construction waste by incorporating sustainably source material and implementation of a SWMP.

6.225 The application is supported by a Sustainability Statement Addendum to confirm the approach to target BREEAM ‘excellent’ for the non-residential buildings on site. In accordance with Cambridgeshire County Council Education this excludes the primary and secondary schools which will both target ‘very good’ ratings. Future Reserved Matters applications will include pre-assessment reports.

Energy

6.226 The Outline Energy Statement (OES), required by both CCiC and SCDC for major developments, indicates that the overriding objective for the development is the reduction in CO₂ emissions. It demonstrates how it will be designed to comply with national and local policies related to energy use and efficiency, and carbon dioxide (CO₂) emissions.

6.227 The OES adopts an integrated approach to low carbon design principles and considers opportunities for energy efficiency in site layout, building design and contribution to CO₂ reduction from decentralised and low carbon and / or renewable energy technologies. It is intended to be a high-level document and, as such, does not set out commercially tested options at this stage. Options will be refined and presented through each subsequent Reserved Matters application.

6.228 The approach and targets used in the OES have been discussed and agreed with CCiC as the lead local planning authority for this development.

6.229 The proposed development will adopt the nationally and locally recognised energy hierarchy of reducing energy demands in the first instance, using energy efficiently and, only then, providing renewable and low carbon energy generation on site, where it is appropriate to do so. As this is a large-scale development that will progress in a phased manner over several years, the energy strategy should be flexible and able to respond to regulatory changes, market forces and relevant technological advances.

6.230 A series of design principles have been considered in the Parameter Plans to passively reduce energy demands. Furthermore, several ‘passive’ and ‘active’ design measures have been identified to further reduce the energy demands and
use energy more efficiently within individual buildings at the detailed design stage. The intention is to provide well-insulated, air tight buildings with appropriate and efficient building services.

6.231 In line with Policy CE/28 of the Cambridge East AAP, the proposed development will seek to include a proportion of exemplar projects in sustainable development and energy efficiency. The exact design and number of these ‘exemplar’ units will be determined at the detail design stage through Reserved Matters applications and further consultation with CCiC and SCDC. However, at this outline stage, it is anticipated that this may include a proportion of Passivhaus dwellings at the site.

6.232 A preliminary analysis of the feasibility of employing renewable and low carbon technologies at the site has been undertaken. At this outline stage, the most suitable technologies are considered to be photovoltaic solar panels (PV), solar water heating systems and air source heat pumps. Subject to further investigation, there may be potential for small-scale ground / water source heating solutions. Furthermore, certain houses could be adaptable should end-users wish to install wood burning stoves once purchased.

6.233 However, the proposed development is not expected to have sufficient linear heat demand density to make a district heating scheme resource efficient or financially viable.

6.234 The suitability of the various renewable technologies will continue to be reviewed as the detailed design for each development parcel progresses. This is to support compatibility with detailed building designs and the M&E strategy. Each Reserved Matters application will include further detail on the proposed energy strategy for that parcel, use of renewable and low carbon technologies, and the percentage of energy demands met.

6.235 As detailed within the OES, the proposals will accord with NPPF guidance in adopting a pro-active approach to managing climate change, through adopting sustainable building design, taking account of landform, layout, building orientation, massing and landscaping to minimise energy consumption through design and promoting energy from renewable and low carbon sources.

6.236 In addition to meeting Part L of the Building Regulations (conservation of fuel and power) the proposals will be policy compliant by:

- Achieving a high degree of energy efficiency in new buildings in accordance with SCDC Policy NE/1 and, where possible, providing exemplar projects in sustainable development in line with Cambridge East Area AAP Policy CE/28;
- Where viable, reducing the amount of CO2 m3 / year emitted by 10% compared to minimum Building Regulation requirement in accordance with SCDC Policy NE/1 and Cambridge East AAP Policy CE/24;
- Where viable, providing at least 10% of the development’s predicted energy requirements from on-site renewable energy technologies in conformity with SCDC Policy NE/2, CCiC Policy 8/16 and Cambridge East Area AAP CE/24.
Environmental noise

6.237 Given the proximity to Cambridge Airport, the impact of noise effects is a key consideration for LNCH. The ES includes a noise chapter (Chapter 9), which assesses existing and proposed noise levels which affect the proposed development, and propose appropriate mitigation where necessary. It is relevant to note that when proposing to allocate the site, CCiC and SCDC accepted that noise levels are expected to be within acceptable ranges and can be dealt with through normal design measures.

6.238 During the post-submission period, discussions have been held between the applicant team and the CCiC environmental health officers to address comments made to the original submission. The amended ES chapter documents the post-submission engagement, the additional assessments undertaken and evidence gathered since the original submission. The revised ES substantiates the original conclusion that noise can be appropriately managed and mitigated to acceptable levels and the site is appropriate for development. Appropriate mitigation will be secured by condition and detailed at Reserved Matters stage(s).

6.239 The noise climate across the site is influenced by noise from a variety of sources. The main sources are: road traffic, aircraft activity at Cambridge Airport and aircraft maintenance repair and overhaul work at the airport. The contribution from each of these sources have been individually assessed along with the overall combined noise for the suitability for the proposed development. The assessment for suitability of use has been considered against Lowest Observed Significant Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL).

6.240 Mitigation measures are specified for residential dwellings across the site in order to protect the amenity of future residents and prevent suitable internal noise levels being exceeded. Mitigation measures could include acoustic glazing, building materials, fenestration and ventilation design, and the detail will be secured by condition at Reserved Matters stage.

6.241 Noise levels across the public outdoor amenity spaces within the proposed development vary. Some, more screened amenity spaces, would experience noise levels between 50 dB LA eq 16 hour and 55 dB LA eq 16 hour, which is an appropriate level of noise for such spaces. Other public amenity spaces are exposed to noise levels up to 57 dB LA eq 16 hour, which is reasonable as the slightly higher noise levels are contained to only part of the space.

6.242 Due to the proximity with Airport Way, the noise levels at the location of the proposed secondary school are currently at the upper end of acceptable and it is possible that for some periods of the day the noise levels will exceed this limit. However, as part of the proposed development, an acoustic screen/bund is proposed as embedded mitigation along part of the eastern site boundary with Airport Way. At 2m, the screening from this barrier and other buildings within the site will assist in providing mitigation. Furthermore, internal noise levels will be achieved through design layout and/or building fabric. A detailed noise assessment will be provided at Reserved Matters stage.

6.243 As noted in paragraph 6.24, the height of the acoustic barrier has been tested at 2m, 2.5m and 3m. The impact of raising the height of the barrier in reducing noise
levels is not considered justified when measured against the visual impact on the boundary of Airport Way and into the Green Belt.

6.244 The noise levels at the location of the proposed primary school are currently within an acceptable range. Once screening from the buildings within the proposed development is considered the noise level at the primary school site reduces further.

6.245 Potential noise impacts upon existing receptors, brought about by the construction and operational phases of the proposed development, have been determined and assessed against relevant criteria.

6.246 During construction, noise will be generated both within the site and on local roads as additional vehicles will be travelling to and from the site. Exact details of construction work, plant to be used and where activities will take place are not known at this stage. Therefore, an indicative construction noise assessment was carried out using typical plant, fixed distances and worst-case assumptions. Construction noise generated within the site would be of temporary minor adverse significant effect at the nearest residential units to the Site and within any occupied residencies within the site. Construction traffic flow data was provided by transport consultant PBA, which was used to calculate the magnitude of change in road traffic noise during the construction. The proposed development would have a negligible impact on road traffic noise during construction which is categorised as being of minor significance.

6.247 Operational noise impacts from the proposed development relate to changes in road traffic flows and any plant associated with the schools or local centre. Operational road traffic flow data has been provided by PBA for future scenarios with and without the proposed development. This traffic flow data has been used to calculate the difference in road traffic noise along the existing road network. The proposed development would have a negligible impact on road traffic noise during operation, which is categorised as being of minor significance. Noise limits have been discussed for any plant such that the impacts are not significant.

6.248 The noise climate across the site is considered appropriate for the proposed development. This has been evidenced through the noise assessment and design process which ensures the development accords with NPPF paragraph 180, CEEAP Policy CE/26, CCiC Policy 35 3, SCDC Policy SC/11.

**Air quality and odour**

6.249 The Air Quality Assessment (AQA) is based on traffic flows derived in the TA. The results of the AQA have been considered within the Ecology Assessment and the Health Impact Assessment (HIA).

6.250 The construction works have the potential to create dust. During construction it will therefore be necessary to implement a CEMP which contains a package of measures to minimise dust emissions. With these measures in place, it is expected that any residual effects will be ‘not significant’. The proposed development will generate additional traffic on the local road network during the construction. The assessment has demonstrated that the traffic generated during the construction phase will not significantly affect air quality at existing properties along the local road network, with air quality impacts all being negligible.
6.251 During the operational phase, the proposed development will also generate traffic on the local road network. The assessment has demonstrated that PM$_{10}$ and PM$_{2.5}$ concentrations will remain below the objectives and the impacts will all be negligible. In the case of nitrogen dioxide, concentrations will be below the objectives at all relevant locations and are predicted to worsen by 1% at eight receptors, improve by 1% at four receptors and remain unchanged at 78 of the receptors, and the impacts will all be negligible. A sensitivity test has also been carried out for nitrogen dioxide which considers the potential under-performance of emissions control technology on modern diesel vehicles. The results from the worst-case sensitivity test are similar to those derived using the ‘official’ predictions. The impacts, while described as negligible at most receptors, are predicted to be slight adverse at one receptor and moderate adverse at one receptor in the sensitivity test scenario.

6.252 The assessment has demonstrated that future users of the proposed development will experience acceptable air quality, with pollutant concentrations below the air quality objectives.

6.253 The overall operational air quality effects of the proposals are judged to be ‘not significant’. This conclusion, which takes account of the uncertainties in future projections, in particular for nitrogen dioxide, is based on the concentrations being below the objectives and impacts all being negligible. Although the sensitivity test shows that the impacts may be adverse at two receptors. The sensitivity test is considered to provide very conservative decreases in emissions beyond 2020, such that there is a large difference between emissions between the sensitivity test and Defra’s Emission Factor Toolkit (v7.0 and v8.0) by 2027, such that the resulting concentrations are predicted to be up to 11 µg/m$^3$ higher at these locations with the sensitivity test. In reality, the concentrations are most likely to fall somewhere between the two scenarios, with total concentrations being below the objective, which results in slight adverse impacts at three dwellings. When considering the significance of this, it is important to take into account that the latest EPUK/IAQM guidance states that “a moderate or substantial impact may not have a significant effect if it is confined to a very small area”. These two receptors actually only represent 3 sensitive properties in total, and the adverse impacts are thus considered to only affect a small number of properties and not have a significant effect.

6.254 The effects of odours associated with Cambridge Airport have also been considered. Overall, it is judged that Cambridge Airport will lead to insignificant odour effects at the proposed development. This judgement is based on the conclusions of the odour risk assessment, which identifies the potential for negligible odour effects and is considered to be the most appropriate assessment approach. It is therefore judged that the odour impact on occupants of the proposed development will be ‘not significant’.

6.255 As agreed with the CCiC Environmental Health Officers, prior to the original application submission, additional field survey work has been undertaken to support the findings of the above methodology to odour risk assessment. The findings of this work are submitted as part of the updated ES as supplementary information to assist the Council’s assessment of odour related matters.

6.256 The results of the odour field surveys support the above conclusion that the odour effects of the airport are not significant, and no mitigation is required. The field
surveys demonstrate that odour emissions are infrequently detectable outside of the airport and are only detectable during engine testing or large aircraft operations, both of which occur very infrequently and for short durations. When detected, the odours will be very faint and the overall odour effect throughout application site is negligible.


**Heritage; Archaeology, Cultural and Built Heritage.**

6.258 The Assessment for Heritage submitted as part of the ES has defined the Heritage Assets (both designated and non-designated) within the site and surrounding land. The assessment has been updated to clarify the methodology used, and provide a separate chapter on Built Heritage, following comments received from Historic England and Council officers.

6.259 It had been assessed that the proposed development will not result in adverse effects on the physical form or setting of any designated heritage assets, above or below ground. This remains the case as set out in the ES chapters (7 & 15).

6.260 Field evaluation within the site has confirmed that it is situated in an area of high archaeological potential for a number of periods. The nature of this resource is such that mitigation will be required to balance the impact of the proposed development. This assessment has not identified any significant effects arising as a result of the proposed development on designated heritage assets outside of the site which would require mitigation.

6.261 The mitigation measures will relate to the below ground archaeology. The details of this will be determined in consultation with the CCC Historic Environment Team based upon the results of the evaluation programme. This is likely to involve full excavation of below ground assets across significant areas of the site, with some areas remaining in situ.

6.262 Archaeological remains, both intensive and extensive cover approximately 35 hectares of the site. Areas to the north are designated as informal open space or sports pitches and should not require the same level of mitigation as those areas designated for residential, mixed-use or school development.

6.263 It is a basic premise that mitigation for the below ground archaeology will adhere to the principles outlined in NPPF and reiterated in local policy, which favours the preservation in situ of significant archaeological remains where they have been identified. However, where preservation is not practicable, an appropriate level of recording of archaeology (i.e. excavation) would be required. The final nature and extent of any scheme of mitigation will be secured by condition, and agreed with CCC Historic Environment Team ahead of construction. To confirm, initial discussions on scheme mitigation have already taken place during the pre-application period.

6.264 The Built Heritage assessment has considered designated heritage assets within 1 km of the boundary of the Site, principally within the historic centres of Teversham and Cherry Hinton. The site was historically part of the agricultural land divided
between the two settlements, and the heritage assets are predominantly agricultural building types of modest scale. The proposed development will not change any of the characteristics or contribution of the setting of these assets or reduce the impression of separation of the historically distinct settlements.

6.265 The development accords with CCiC adopted Policy 4/9, SCDC adopted Policies CH/1, CH/2 and Policy NH/14.

External lighting

6.266 The submitted Lighting Assessment has provided a full assessment of potential effects from both the temporary construction lighting required, and the permanent operational lighting required for the proposed development, ensuring the proposals adhere to the aims of NPPF paragraph 180, CCiC Policy 34 (light pollution control), SCDC Policy SC/10 (lighting proposals) and SCDC District Design Guide SPD. The lighting will also take account of airport safeguarding requirements. Since the original submission, a further assessment and update to the report has been undertaken to respond to the comments received from the Council’s Environmental Health officers. This also included an assessment of the Multi Use Games Areas (MUGA), based on the indicative secondary school layout in the DAS. CCC Education will clarify the provision of a MUGA at Reserved Matters stage, when seeking to deliver the most appropriate form for a secondary school.

6.267 The proposed development will introduce new sources of light into an area of medium district brightness (ILP Environmental Zone E3 – Suburban). The aspiration is for high standards of lighting design to be provided at the minimum level required to safely and securely construction and operate the proposed development.

6.268 It is expected that once the development is operational, the site will include new sources of artificial lighting into the area, resulting in the site remaining in ILP Environmental Zone E3 – Suburban. The predominant light sources introduced at the proposed development are: residential street lighting, car park lighting for educational and community uses, flood lighting for sports pitches and MUGA, and road lighting where necessary for access junctions onto the highway network.

6.269 The most sensitive receptor close to the site is Cambridge Airport directly to the north of the site, which could be affected by glare, light intrusion and sky glow as a result of the artificial light sources outlined above. A number of mitigation measures can be introduced into this area, and will adhere to AOA guidance – Safeguarding of Aerodromes. Advice Note 2, Lighting Near Aerodromes to limit the impact on Cambridge Airport.

6.270 The baseline lighting survey recorded glare from task and security flood lighting located on the aircraft apron and hangars to allow the facility to operate safely. There is potential for glare from security lighting to adversely affect new residents located on the northern boundary of the proposed development. However, due to the distance between the airport apron and residential land use on the north boundary and proposed strategic infrastructure on the northern boundary, glare is expected to be within the obtrusive light limitations established in guidance. Furthermore, the proposed strategic infrastructure on the northern boundary will provide visual screening.
6.271 The preliminary lighting design for the MUGA associated with the secondary school shows that flood lighting can be installed and minimise the impact of obtrusive light on proposed residents to the west within guideline levels.

6.272 A detailed Lighting Design for externally lit areas of the scheme (e.g. residential, educational, sports pitches, MUGAs, community use and roads) will be conditioned and prepared at Reserved Matters stage. The Lighting Design will seek to be efficient; ensure safety and security for the people moving in and around the proposed development; meet recognised standards and guidance; whilst ensuring that light intrusion onto sensitive habitats and Cambridge Airport is avoided.

6.273 Although there will be new light introduced into the area, subsequent lighting design will ensure that the amount of obtrusive light will be within guideline levels for the existing and proposed land uses and identified light sensitive receptors. However, it is recognised that there is likely to be some residual sky glow from the proposed development as light reflects from the ground into the sky.

Waste management

6.274 A Waste Management Strategy (WMS) has been prepared by PBA in support of this outline planning application. The WMS identifies the applicable policy and guidance relevant to the proposed development; estimates the volume and composition of waste likely to arise from the development; and proposes waste management strategies from the initial site clearance phase through to the operational phase.

6.275 Waste is identified as a key consideration in the creation of a sustainable community on LNCH, as it has environmental, social, and economic impacts on the development in terms of physical infrastructure provision and site operation.

6.276 Waste generated on-site through the construction process and the occupation of the completed development will be managed in an appropriate and sustainable way. It will follow the principles of the waste hierarchy - “eliminate, reduce, reuse, recycle” to ensure that the environmental, social and economic risks from waste are minimised and national and local policy aspirations are met. Opportunities for reducing waste and applying resource efficiency will be considered as part of the design process.

Construction phase

6.277 Waste from the construction of the proposed development is estimated to total approximately 22,300m$^3$ (see WMS Table 5.1). This is a conservative estimate given that measures will be incorporated to reduce waste produced during construction, for example through design and procurement. A more detailed estimate of waste proportions and volumes arising from the proposed development would be undertaken at the detailed design stage.

6.278 During the construction phase, the materials recovered from any on-site works will be re-used on site where possible, reducing the costs of transportation and procurement of virgin materials. This, combined with considerate design practice, such as balancing the cut and fill of materials, will help to minimise construction
waste in line with the waste hierarchy which seeks to eliminate, reduce, reuse, and recycle waste.

6.279 The applicant proposes that waste generated through the construction process will be managed through a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP), which will be combined with monitoring throughout the construction phase to ensure that all requirements are met.

**Operational phase**

6.280 It is estimated that the occupation of the proposed development would result in approximately 930m$^3$ of household waste and 20.94m$^3$ of non-domestic waste to be generated each year.

6.281 The operational waste strategy for the proposed development will be primarily aligned to the waste collection requirements of CCiC and SCDC and will be developed in coordination with the relevant waste collection authorities going forward.

6.282 The proposed development is therefore in accordance with national waste hierarchy and policy and will also contribute towards meeting the 2021 recycling and recovery targets set out in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). The proposals are also compliant with Policy 27 of the Cambridge Local Plan (in respect to waste management).

**Socio-economics**

6.283 The socio-economic assessment demonstrates that LNCH will have a number of beneficial impacts. These include supporting construction employment and construction apprenticeships. The new households will also provide additional council tax contributions. Additional household spending will also indirectly support local leisure and retail related jobs.

6.284 LNCH will create additional demand for services however there is sufficient capacity to absorb additional demand for school places, GPs, dentists and other services and amenities.

6.285 The assessment does not identify any significant negative impacts that require specific mitigation. Beneficial employment effects can however be enhanced through linkages with job centres, colleges, employability programmes and engagement with local construction firms and other supply chain companies.

6.286 The proposed development comprises the requirements of adopted allocations of CCiC Policy 13 and SCDC SS/3, and accord with the aspirations of growth policies for LNCH.

**Health impact**

6.287 A Health Impact Assessment (HIA) has tested the proposals for LNCH against a set of health and wellbeing objectives developed specifically for the scheme. The objectives have been based on the determinants for health set in national
guidance and strategies but tailored to be relevant to the proposed development, local context and outcomes from community consultation.

6.288 The scheme has the potential to effect existing residents, proposed site users and future residents. Through the implementation of the mitigation measures recommended in the ES, it can be assumed that there will be no specific adverse effects to existing residents offsite. The scheme will also provide additional benefits to existing residents through access to additional services.

6.289 This HIA also sets out actions to help enhance the positive impacts, mitigating the negative ones and reducing health inequalities at future stages of design and implementation. The HIA demonstrates how LNCH will help create a healthier place through its design and strategy priorities. No specific adverse effects have been identified and overall, the development meets most of the objectives.

6.290 The local centre has been designed to allow for the provision of a health centre in the future if this is required, subject to there being a demonstrable need for a new facility and that this can be viably delivered, managed and maintained to provide a long-term community resource.


**Agricultural land**

6.292 Part of the existing site is in agricultural use (41 hectares). The Agricultural Land Classification (ALC) grading predominately classifies the farm land as Grade 2 (very good quality) with a single small patch of Subgrade 3a (good quality) and will affect two farming businesses. There are also large areas of non-agricultural land which include parts of the airfield and the existing public highways network.

6.293 The accompanying ES (Chapter 14) includes an assessment of the impact on agricultural land and agricultural businesses. It is recognised that by the nature of proposed development, there is a loss of agricultural land which is unavoidable. The impact towards the farming businesses will not be significant.

6.294 Whilst there is a loss of farmland, the site has been identified for several years as a suitable area for growth, most recently through the proposed allocations at CCiC and SCDC for mixed-use residential development at LNCH. This is supported by SCDC development plan Policy NE/17 which seeks to protect agricultural land, unless it is allocated for development.

6.295 The development proposed is wholly compliant with national and local planning policy aims for delivering sustainable growth, and demonstrates that the loss of agricultural land at LNCH is not significant.

**Deliverability of the scheme**

6.296 This application is submitted for outline permission. If approved, the next stage is to prepare a Design Code for approval by the local planning authorities which will set rules for the design of the new development and will provide a tool to achieve the objectives and characters set out in the outline proposals. Design Codes will typically follow an outline planning application by means of planning condition and
require approval prior to submission of the Reserved Matters. Design Codes will typically comprise the following:

- The nature and purpose of the document and the planning context.
- Summary of the local context, and the characteristics and constraints that have influenced the Masterplan and Design Code.
- Comprehensive design guidelines and coding for the master plan area including, among others, density and building heights, spatial arrangement and block types, building types and materials palette.

6.297 Following this stage, detailed design development proposals submitted through Reserved Matters will deal with some or all of the outstanding details of the outline application proposal, focusing on compliance with Design Code and approved outline Parameters Plans in respect to layout, scale, appearance, access and landscaping.

6.298 Indicative timescales anticipate a start date of late 2021 with approximately 200 homes delivered per annum, through to 2028.
7 Planning obligations and conditions

7.1 The LNCH SPD includes a list of potential planning obligations that may be deemed necessary as a result of the development proposals. This formed the basis of discussions with Council officers during the post-submission period to agree appropriate obligations. Discussions remain ongoing but the section below clarifies the status at the point of this submission.

7.2 Planning obligations will be developed further, determined and agreed during the continued post-submission phase of the application. In accordance with NPPF paragraph 56, planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonable related in scale and kind to the development

7.3 Issues such as timing of delivery, triggers and amount of financial contributions where applicable will be considered as the planning process moves forward on the outline application.

7.4 Key heads of terms will likely include:

- Affordable housing provision
- Self-build and custom build housing
- Education facilities
  - Primary and secondary school delivery
  - Community use agreement for playing fields and facilities
- Community facilities within the local centre
- Community development work and support
- Public art
- Waste management
- Open spaces
  - Delivery and timing of spaces (allotments, sports, parks, public realm)
  - Management and maintenance

7.5 In addition to the LNCH SPD planning obligations, the tables below identify a proposed list of conditions and additional obligations which have been identified through the context of the development, and the Environmental Statement mitigation measures.
Airport safeguarding requirements

7.6 In addition to the above identified through the SPD process, there is likely to be a requirement for a series of site-specific planning obligations related to airport operations and safeguarding. These include:

<table>
<thead>
<tr>
<th>Airport issue</th>
<th>Requirements</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Training Ground</td>
<td>The fire training ground is currently used for training the airport fire crews and is located adjacent to the western boundary of the site. It is proposed that fire training activity will cease at the current fire training ground prior to first occupation of the development to protect residential amenity.</td>
<td>A s.106 obligation will prevent occupation of any dwelling until the use of the Fire Training Ground for fire training has ceased and the Council has received an irrevocable notice from Marshall of Cambridge (Holdings) Ltd to that effect.</td>
</tr>
<tr>
<td>Cross Wind Runway</td>
<td>It is proposed that use of the cross wind runway will cease to protect amenity.</td>
<td>A s.106 obligation will prevent occupation of any dwelling until the use of the cross wind runway for the taking off and landing of aircraft has ceased and the Council has received an irrevocable notice from Marshall of Cambridge (Holdings) Ltd to that effect.</td>
</tr>
<tr>
<td>Primary Radar</td>
<td>The Airport has a radar safeguarded area to protect against interference with its radar. Whilst the radar remains operational in its current location, the height of the development on the part of the application site falling within the safeguarded area will be restricted.</td>
<td>A s.106 obligation will restrict development within the safeguarded area until an alternative radar solution has been implemented.</td>
</tr>
<tr>
<td>VDF (Very High Frequency Direction Finder)</td>
<td>The Airport has a safeguarded area to protect against interference with its VDF. Whilst the VDF remains operational in its current location, development on the part of the application site falling within the safeguarded area will be restricted.</td>
<td>A s.106 obligation will restrict development within the safeguarded area until an alternative VDF solution has been implemented.</td>
</tr>
<tr>
<td>Ground Run Enclosure (GRE)</td>
<td>The Environmental Statement has been prepared on the assumption the GRE is constructed.</td>
<td>A s.106 obligation will restrict the occupation of any dwelling until the GRE has been constructed and made available for engine ground runs.</td>
</tr>
</tbody>
</table>

Table 8: LNCH planning obligations for airport safeguarding

7.7 The above will ensure that the development does not give rise to unacceptable impacts of airport operations, and ensure that mitigation is put in place in a timely fashion to ensure the continued safe operation of the airport.

7.8 It is proposed that some of the Council’s standard conditions (or associated informatives) will need to be modified to ensure that in granting planning permission, subject to conditions, Airport safeguarding requirements are taken into account. This may apply for instance in respect of landscaping, lighting or drainage proposals, or in the preparation of a CEMP to control construction activities. It is proposed other conditions are modified to incorporate Airport
requirements, rather than adding further bespoke conditions which duplicate Council requirements in any event.

**Environmental Statement mitigation measures**

7.9 The Environmental Statement has identified several mitigation measures as appropriate. These are considered as appropriate planning conditions to be attached.

<table>
<thead>
<tr>
<th>Mitigation measure</th>
<th>Requirements</th>
<th>Proposal (to be secured as planning conditions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Environmental Management Plan (CEMP)</td>
<td>In order to minimise the impact of construction on the environment</td>
<td>Framework CEMP submitted in support of outline application. Detailed CEMP to be submitted prior to commencement of development of each phase.</td>
</tr>
<tr>
<td>Wildlife Hazard Management Plan (WHMP)</td>
<td>To safeguard the operations of Cambridge Airport. Details to the commitment of implementation, management and maintenance of planting strategy that specifically addresses the wildlife safeguarding issues whilst also providing for long-term monitoring and appropriate management.</td>
<td>Outline WHMP submitted in support of outline application. Detailed WHMP to be submitted prior to commencement of development of each phase.</td>
</tr>
<tr>
<td>Landscape and Ecological Management Plan</td>
<td>To secure the management of ecological habitats and landscape across the site, Measures to avoid harm to biodiversity, features to mitigate loss of habitat, habitat enhancements, on-going management of features</td>
<td>To be submitted prior to commencement of development of each phase.</td>
</tr>
<tr>
<td>Archaeological Written Scheme of Investigation (WSI) and subsequent fieldwork in accordance with approved approach</td>
<td>To protect and preserve archaeological features of significance. Programme of field evaluation in accordance with WSI. Evaluation to inform mitigation strategy.</td>
<td>To be submitted prior to commencement of development of each phase.</td>
</tr>
<tr>
<td>Noise protection</td>
<td>To protect the amenity of future occupiers from external noise sources in accordance with BS8233:2014 (ES table 9.1) Provide details of sound insulation/acoustic glazing and technical specifications.</td>
<td>Prior to commencement of superstructure works on plots identified as requiring mitigation (fronting Airport Way, and airport edge)</td>
</tr>
<tr>
<td>Water conservation strategy</td>
<td>To reduce on-site water consumption post occupation Details setting out a sustainable approach to the consumption of water that are incorporated into the design</td>
<td>Prior to commencement of development of each phase.</td>
</tr>
</tbody>
</table>
Remediation strategy
To ensure the soil is safe for development and free of contamination effects in order to protect human health and the environment
Overarching site wide strategy to be agreed.
Followed by details submitted and approved prior to commencement of development of each relevant phase

Table 9: LNCH planning conditions for ES mitigation

Traffic and transport mitigation

7.10 With specific reference to the highway impact, the Transport Assessment (submitted as part of Environmental Statement) has identified several mitigation measures. The triggers for delivery remain subject to ongoing discussion and will be confirmed within the s.106 Agreement. These are listed below:

<table>
<thead>
<tr>
<th>Mitigation measure</th>
<th>Requirements</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Access Junctions</td>
<td>Signalised junction with Coldhams Lane</td>
<td>S278 – developer delivery Occupation 600th dwelling</td>
</tr>
<tr>
<td>Development Access Junctions</td>
<td>Signalised junction with Airport Way</td>
<td>S278 – developer delivery Occupation of the 500th dwelling, or prior to opening of secondary school, whichever is earlier</td>
</tr>
<tr>
<td>Development Access Junctions</td>
<td>Additional Arm to Gazelle Way Roundabout</td>
<td>S278 – developer delivery Prior to occupation of first dwelling</td>
</tr>
<tr>
<td>Coldhams Lane Shared Footway/ Cycleway</td>
<td>Contribute towards provision of 3.0m shared footway cycle way along the north side of Coldhams Lane – 650m approx.</td>
<td>S278 – developer delivery Prior to first occupation of 100th dwelling</td>
</tr>
<tr>
<td>Airport Way Cycleway / Footway widening</td>
<td>Widening of existing cycleway/footway to width of 3.0m (subject of further engineering feasibility) between new signalised junction and Airport Way/ Church Road junction improvements – 700m approx.</td>
<td>S278 – developer delivery Prior to occupation of 500th dwelling, or prior to opening of secondary school, whichever is earlier</td>
</tr>
<tr>
<td>Cherry Hinton Road (Teversham) footway improvements</td>
<td>Contribution towards footway widening between new signalised site access and Marshalls Close, Teversham – 400m approx.</td>
<td>S278 – developer delivery Prior to occupation of 500th dwelling, or prior to opening of secondary school, whichever is earlier</td>
</tr>
<tr>
<td>Improvements to junction of Norman Way/ Coldhams Lane/ Hatherdine Close and Rosemary Lane</td>
<td>Contribution towards pedestrian and cycle improvements linking Rosemary Lane with the Tins, Includes improvements at Norman Way / Coldhams Lane / Hatherdene Close junction to remove guard rail, improve crossings and widen paths as well as a widened path on Norman Way.</td>
<td>S106 financial contribution Prior to occupation of 600th dwelling</td>
</tr>
<tr>
<td>Provision of surfaced path across Coldhams Common from Barnwell Road to connect with Chisolm Trail</td>
<td>Contribution to CCiC to amend existing footpath public right of way to facilitate cycling – 900m approx.</td>
<td>S106 financial contribution Prior to occupation of 200th dwelling</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Subsidy of new bus service linking site to City Centre via Coldhams Lane</td>
<td>A direct service to the City Centre via Coldhams Lane, operating on varying routes according to the time of day, could provide a link close to the railway station for commuters and satisfy most demand needs of the development.</td>
<td>S106 financial contribution Subsidy split into decreasing annual payments. First payment prior to first occupation and annually from 100th occupation thereafter.</td>
</tr>
<tr>
<td>Barnwell Road Pedestrian and Cycle Crossing</td>
<td>Provision of upgrade to existing Barnwell Road Pedestrian and cycle crossing</td>
<td>S278 – developer delivery. Prior to occupation of 200th dwelling.</td>
</tr>
<tr>
<td>Bus Stop Improvements</td>
<td>Necessary improvements to the existing stops on Cherry Hinton Road served by the Citi 1 and 17 services</td>
<td>S106 financial contribution Prior to first occupation</td>
</tr>
<tr>
<td>Extension of Cherry Hinton High Street Works</td>
<td>Proportionate contribution to extend the traffic calming and public realm improvements recently delivered for Cherry Hinton High Street up to Gazelle Way.</td>
<td>S106 financial contribution Prior to occupation</td>
</tr>
<tr>
<td>Gazelle Way Cycle Improvements</td>
<td>Contribution towards the widening of existing footpath to 3m where possible between Site Access / Gazelle Way Roundabout and the Tesco Roundabout.</td>
<td>S106 financial contribution Prior to occupation of 750th dwelling</td>
</tr>
<tr>
<td>Contribution to Coldhams Lane Roundabout Improvements</td>
<td>Contribution towards the remodelling the roundabout to improve safety and provide crossings on each arm</td>
<td>S106 financial contribution Prior to 600th dwelling</td>
</tr>
<tr>
<td>Local Walking and Cycling Fund</td>
<td>A ring-fenced fund towards the delivery of smaller-scale walking and cycling measures in the locality, e.g. footway surfacing on Coldhams Lane, verge and vegetation trimming, measures to improve road safety at critical junctions for cyclists.</td>
<td>S106 financial contribution Prior to occupation of 600th dwelling</td>
</tr>
<tr>
<td>Environmental enhancements on Church End</td>
<td>Contribution towards environmental enhancement measures in Church End</td>
<td>S106 financial contribution Prior to occupation of 1100th dwelling</td>
</tr>
<tr>
<td>Travel Plan Measures including off site monitoring</td>
<td>Includes for managing the travel plan and associated measures. Also includes for possible off site monitoring of minor routes. - PT tickets - Electric Car club, - Travel Pack, - Cycle hire, - Car share website</td>
<td>S106 Full Travel Plans to be approved prior to first occupation of each necessary phase or land use in development</td>
</tr>
<tr>
<td>Full CEMP</td>
<td>The CEMP is the lead environmental management document that defines the procedures for achieving the objectives set out in relevant environmental policy, best practice and identified environmental performance targets for the project.</td>
<td>Upon appointment of Principal Contractor and approved prior to first occupation of each necessary phase or land use in development</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Full CTMP</td>
<td>The CTMP will be prepared by the Principal Contractor and will detail the number and nature of traffic movements, the routes to the site and the mitigation proposed to address impact of construction traffic.</td>
<td>Upon appointment of Principal Contractor and approved prior to commencement</td>
</tr>
<tr>
<td>Site Waste Management</td>
<td>SMWP will be taken forward by the Principal Contractor, and will be used to promote efficient management of building materials; legal disposal of waste; reduce fly-tipping; and facilitate materials reuse, recovery and recycling.</td>
<td>Upon appointment of Principal Contractor and to be approved prior to first occupation of each necessary phase or land use in development</td>
</tr>
</tbody>
</table>

Table 9: LNCH planning obligations for transport mitigation

7.11 It is acknowledged that the full extent of planning obligations and conditions will be established through the planning application determination period. The above tables are proposed to assist discussions.
8.0. Conclusion: Planning consideration and balance

8.1 This outline application seeks permission to create a new community at LNCH and has been submitted jointly by Marshall Group Properties and Endurance Estates. The proposals have been developed collaboratively, working with Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, the local community and stakeholders. The approach enables the development to achieve the Councils aims and objectives in delivering a strategic allocated site and increasing housing supply as part of the delivery of a sustainable community.

8.2 The proposals take into account all relevant national, strategic and local planning policies contained within the adopted development plans and are considered to be in general accordance with these policies and the development plan as a whole. They are also fully compliant with the principles of development established by the adopted Cambridge East Area Action Plan and the framework master plan of the adopted LNCH Supplementary Planning Document.

8.3 The application has been submitted in outline, which is appropriate for a strategic development. The next stages of the planning process will include the preparation of a Design Code that together with the outline Parameters Plans and the LNCH SPD will guide all future planning applications and the submission of Reserved Matters which will secure the detailed design for each phase of development. The new community at LNCH will be implemented over a period of approximately 8 years and this will increase the supply and choice of housing, including the provision of much needed affordable housing, within Cambridge City and South Cambridgeshire District.

8.4 The development has been carefully devised to safeguard adjacent land without prejudicing the longer-term development potential of this land in accordance with the Cambridge East Area Action Plan and adopted site allocation policies.

8.5 The Design and Access Statement, associated landscaping strategy, and accompanying reports highlight the design principles that have been adopted, that will ensure the delivery of a high-quality housing scheme set within a green landscaping setting.

8.6 The use of Green Belt land for the provision of school playing fields and open space accords with the NPPF, noting that there is no built floorspace proposed within the Green Belt. Openness will generally be preserved by the change of use and limitation of any significant built structures. The playing fields and open space will be carefully designed to ensure that any impact on the openness of the Green Belt (for example from the enclosure of the playing fields, the use of goal posts and the appearance of the pedestrian and cycle link and etc.) is minimised. Furthermore, no external lighting would be permitted and the open space would be designed and managed as a low-key resource, again containing no built structures.

8.7 Whilst by definition some harm would be caused to the openness of the Green Belt, this should be considered and balanced alongside the overall significant public benefits of the LNCH proposals that would include the provision of new educational facilities, a boost to housing supply, access for community use to new
playing pitches, improved pedestrian and cycle connectivity through the site and enhanced connection to Teversham, enhanced public amenity arising from additional open space and opportunities for achieving objectives to enhance local biodiversity.

8.8 The technical assessments submitted in support of the application (and which also as part of the ES) demonstrate that there are no technical or environmental constraints that will prevent the development from taking place. The additional work undertaken during the post-submission period substantiates the original conclusions reached, through further assessment and clarifications, as deemed necessary.

8.9 In summary these confirm;

- The area proposed for development is not of high landscape or biodiversity value and is not of the highest agricultural value
- The development will not lead to a severe impact in terms of transportation and will deliver benefits in respect to walking, cycling and public transport.
- There are no overriding technical constraints to the development of the site, the proposals fully address issues such as infrastructure requirements, drainage and surface water attenuation, archaeology, noise, air quality and ground conditions.

8.10 The social, economic and net environmental benefits to be derived by the development are significant. The adverse impacts of the development, as proposed and with appropriate mitigation, do not significantly or demonstrably outweigh the benefits.

8.11 The principle of development has already been established through the local development plan framework and other relevant material considerations, principally the Cambridge East Area Action Plan, the site allocation in the CGiC and SCDC local plan policies, and the LNCH SPD. This PSS and the other supporting documents together demonstrate that the proposals will make a positive contribution to Cherry Hinton, creating a high quality and sustainable development.

8.12 Key benefits of the proposals include:

- Boosting the supply of land for housing, and providing a mix of much needed, high quality, market and affordable family housing (including potential for retirement living) on the fringe of Cambridge, helping to meet the draft local plan housing needs.
- Providing up to 480 affordable homes (40%).
- Providing access to a wide range of community and leisure facilities, which will include allotments, outdoor sports facilities, children and teenagers play space, informal open space and a community hall.
- Providing a local centre to meet day-to-day shopping needs, including a convenience type foodstore and other small retail units, and local employment opportunities.
- Providing new primary education capacity.
- Providing new secondary education capacity.
• Facilitating the provision of space for new local healthcare facilities if a demonstrable need is identified and this can be practically delivered and managed.

• Ensuring the integration of the site with existing communities in the vicinity through an extensive on-site footpath and cycle network with enhanced connectivity.

• Providing opportunities for sports, leisure, walking, cycling, growing of produce and relaxing, together which will encourage healthy lifestyles.

• Promoting sustainable forms of transport through the incorporation of a network of high quality cycleways and footpaths and an enhanced local bus service to improve connectivity with surrounding settlements and Cambridge.

• Utilising a sustainable urban drainage system (SuDS), which reduces run-off to the existing watercourse and drainage ditch on site, and incorporating features to enable effective maintenance for the lifetime of development.

• Enhancing and better managing the landscape habitats for biodiversity gains.

• Remediating any localised areas of contaminated land, as appropriate so they are suitable for their proposed future reuse.

• Providing employment opportunities in the local centre, and new community and education facilities; and providing local construction jobs during the build period.

• Further jobs to be created in the construction supply chain and through indirect employment.

• Providing high quality homes that will help to attract and retain high calibre staff and support the Councils’ and Local Enterprise Partnership’s economic growth aspirations.

• Supporting the long-term viability of Cherry Hinton high street by improving connectivity and ensuring that the proposals provide complementary (rather than competing) services.

8.13  Given the supportive planning policy position for development at LNCH, the NPPF presumption in favour of sustainable development and requirement to boost housing land supply, and compliance with the development plan as a whole the development should be approved without delay in accordance with paragraph 14 of the NPPF.
Appendix 1 – Relevant planning policies

NPPF – National Planning Policy Framework

The following sections of the NPPF are considered relevant to this proposal:

2  Achieving sustainable development
5  Delivering a sufficient supply of homes
8  Promoting healthy and safe communities
9  Promoting sustainable transport
11 Making effective use of land
12 Achieving well-designed places
13 Protecting Green Belt land
14 Meeting the challenge of climate change, flooding and coastal change
15 Conserving and enhancing the natural environment
16 Conserving and enhancing the historic environment

NPPG – National Planning Practice Guidance

Cambridge City Council (CCiC) Local Plan 2018

Policy 1: The presumption in favour of sustainable development
Policy 3: Spatial strategy for the location of residential development
Policy 4: The Cambridge Green Belt
Policy 5: Strategic transport infrastructure
Policy 8: Setting of the city
Policy 13: Cambridge East
Policy 14: Areas of major change and opportunity areas – general principles
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 30: Energy-efficiency improvements in existing dwellings
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
Policy 45: Affordable housing and dwelling mix
Policy 47: Specialist housing
Policy 50: Residential space standards
Policy 51: Accessible homes
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 62: Local heritage assets
Policy 64: Shopfronts, signage and shop security measures
Policy 68: Open space and recreation provision through new development
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 73: Community, sports and leisure facilities
Policy 74: Education facilities
Policy 75: Healthcare facilities
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 84: Telecommunications
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

South Cambridgeshire District Council Plan 2018

S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/4: Cambridge Green Belt
S/5 Provision of New Jobs and Homes
S/6 The Development Strategy to 2031
S/7 Development Frameworks
S/8 Rural Centres
S/9 Minor Rural Centres
S/10 Group Villages
S/11 Infill Villages
S/12 Phasing, Delivery and Monitoring
SS/3 Cambridge East
CC/1 Mitigation and Adaptation to Climate Change
CC/2 Renewable and Low Carbon Energy Generation
CC/3 Renewable and Low Carbon Energy in New Developments
CC/4 Sustainable Design and Construction
CC/6 Construction Methods
CC/7 Water Quality
CC/8 Sustainable Drainage Systems
CC/9 Managing Flood Risk
HQ/1 Design Principles
HQ/2 Public Art and New Development
NH/2 Protecting and enhancing Landscape Character
NH/3 Protecting Agricultural Land
NH/4 Biodiversity
NH/5 Sites of Biodiversity or Geological Importance
NH/6 Green Infrastructure
NH/7 Ancient Woodlands and Veteran Trees
NH/8 Mitigating the Impact of Development in and adjoining the Green Belt
NH/10 Recreation in the Green Belt
NH/12 Local Green Space
NH/13 Important Countryside Frontage
NH/14 Heritage Assets
H/8 Housing Density
H/9 Housing Mix
H/10 Affordable Housing
H/12 Residential Space Standards for Market Housing
H/18 Working at Home
E/22 Applications for New Retail Development
SC/2 Health Impact Assessment
SC/4 Meeting Community Needs
SC/6 Indoor Community Facilities
SC/7 Outdoor Play Space, Informal Open Space and New Developments
SC/9 Lighting Proposals
SC/10 Noise Pollution
SC/11 Contaminated Land
SC/12 Air Quality
SC/14 Odour and other fugitive emissions to air
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/6 Cambridge Airport Public Safety Zone
TI/8 Infrastructure and New Developments
TI/9 Education facilities
TI/10 Broadband

Cambridge East Area Action Plan 2008

Policy CE/7 Cambridge east housing
Policy CE/9 Community services
Policy CE/10 Road infrastructure
Policy CE/11 Alternative modes and parking
Policy CE/20 Public open space and sports provision
Policy CE/21 Countryside recreation
Policy CE/24 Energy
Policy CE/25 Sustainable building and materials
Policy CE/26 Noise
Policy CE/27 Air quality

Land North of Cherry Hinton SPD – adopted in 2018 by Cambridge & South Cambridgeshire

Cambridge City Council SPDs

- Affordable housing
- Cambridgeshire flood and water
- Planning obligations strategy
- Public Art
- Sustainable design and construction

South Cambridgeshire SPDs

- Open space in new developments
- Public Art
- Trees and development sites
• Biodiversity
• Affordable housing
• District design guide
• Landscape in new developments
• Health impact assessment
• Cambridgeshire flood and water

Cambridgeshire & Peterborough Minerals and Waste Core Strategy 2011
Appendix 2 – Parameter Plans
El Sub Sta

Includes the road verges and associated hedgerows/scrub on Airport Way. Existing scrub/vegetation to be replaced with new native hedgerows.

Teversham Drift Hedgerow

Teversham Drift Hedgerow City Wildlife Site (CWS) forms part of the south site boundary.

Protected Road Verge (PRV)

Teversham PRV forms part of the east boundary. The PRV includes the road verges and associated hedgerows/scrub on Airport Way and Cherry Hinton Road. Existing scrub/vegetation to be replaced with new native hedgerows.
Appendix 3 – Parameter Plan Description Text

Development parameter plan: Land use (LU)

The LU plan illustrates the various zones within the development area. As shown within the key and land use schedule, the following are proposed:

- Residential, 27.15ha
- Mixed-use local centre, 1.21ha
- Informal open space (including attenuation features with storage above 1 in 2 year events) 9.23ha
- Allotments, 1.10ha
- Play, 0.87ha
- Primary and secondary streets, 3.17ha
- Primary school, 2.3ha
- Secondary school, 2.9ha
- Secondary school recreation within green belt, 4.0ha

Residential: This is depicted by the orange area that fills the majority of the southern and central areas of the site, adjoining the existing settlement edge to the south and abutting the green belt to the north. The wavy line along the edge within the northern half of the site indicates where the extent of the green corridor and size of adjacent residential blocks will be determined once the final alignment of the ditch has been agreed.

Mixed-use local centre: The centrally located dark red area within the site. Provision is made for residential uses above ground floor commercial and community uses.

Strategic green infrastructure: The pale green area shows the network of informal and formal public open spaces, the area that stretches along the western edge of the site boundary, bordering Airport Way to the east and pockets within and adjoining the residential areas form informal public open spaces. The green dots represent the flexible location of pocket park and doorstep informal play areas. Play spaces in the form of 1 NEAP and 3 LEAPs are included within the informal open spaces as shown by the blue and pink dots on the LU plan.

Primary school: The purple block within the central southern area of the site shows the area of the primary school, located adjacent to the public right of way, along the primary street and next to the local centre.

Secondary school: The darker purple area adjacent to the green belt and accessed off of Airport Way shows the location of the secondary school (6FE). The secondary school playing fields are within the green belt, maintaining a green buffer between the proposed development, Airport Way and the nearby village of Teversham. The school playing fields will be usable by the public, subject to a Community Access Agreement.

Allotments: The two brown parcels represent the allotments. The southern plot is located adjacent to the public right of way and existing settlement in response to consultation feedback. The northern plot has been located north of the built form, between the development parcels and green belt land.
The green corridor stretching along the airport edge provides a buffer between the new dwellings and the airport whilst providing a wildlife and recreation corridor.

The area of the site falling within green belt land will include community playing fields and cycle connections to Teversham. This area will also incorporate a connection between the realigned ditch and the existing drainage channel.

The LU plan illustrates the location of the indicative alignment of the primary and secondary streets, which link Coldhams Lane in the south to Cherry Hinton Road in the east. The roads are overlaid on the orange areas to show that the primary and secondary streets will run through the development (with appropriate flexibility) and that the envelope of the residential will flex to abut the street corridor.
Development parameter plan 2: Movement & Access

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

Vehicular access to the site is proposed from three principal access points, including:

- access from Cherry Hinton Road (a new arm to the Gazelle Way roundabout to the south),
- access from Airport Way (a traffic signalled junction to the north) and,
- a new traffic signalled junction onto Coldhams Lane.

The plan shows key desire lines for cycle and pedestrian movement, which will connect to / provide links to the primary and secondary school, local centre, public open spaces and the wider cycle and pedestrian network.

The retained public right of way (shown on the plan by the dark blue dotted line) provides a link between Cherry Hinton and Teversham. An additional cycle pedestrian link will be provided along the desired and more direct route linking Teversham to the linear park along the airport edge, community playing fields and allotments.

The pale yellow colour indicates the areas proposed for strategic green infrastructure, public open space and playing fields (see parameter plan 3: Landscape) and includes strategic cycle and pedestrian infrastructure.

The proposed primary street will connect two vehicular access junctions: Coldhams Lane in the south west and Cherry Hinton Road in the east and will be designed as a 20mph street.

The exact alignment and routing of the proposed routes through the site will be subject to the detailed and final design of the development. The route shown is indicative of the route, and an allowance of +/- 10m either side should be allowed to allow flexibility at the Design Code and reserved matters stage.

The primary and secondary streets will be designed to be a bus route with bus stops to serve the development. Sustainable travel has been a key consideration in the design process, with the integration of bus routes and pedestrian and cycle links to the surrounding area. The red arrows indicate the cycle/pedestrian connections to Cherry Hinton and Teversham.
Development parameter plan: Building Heights

Maximum building heights (both in terms of storey heights, and heights in metres) are illustrated on parameter plan 4. Building height refers to the vertical distance from proposed ground level to ridge height, or in the case of flat roofs, the parapet.

Building heights along the existing settlement edge reflect the surrounding area, extending to a maximum of 2.5 storeys (up to 10m). Areas along the airport edge and primary street are proposed to extend up to 4 storeys in height (up to 15m), with a maximum of 3 storeys (up to 12m) in between.

The primary and secondary schools, indicated in brown on the parameter plan, are shown to be a maximum of 3 storeys (up to 15m). The final heights will be determined at detailed design stage.

The mixed-use / local centre with potential for residential use above is proposed to be up to 4 storeys (up to 16.5m) in height.

Building heights are inclusive of plant and lift over runs.

Ground levels are subject to raising of 1m (maximum) from existing levels for ground reprofiling works, as necessary (refer to drawing 37305/2001/118 for existing levels).
Development parameter plan: Landscape

The landscape parameter plan shows the main areas of structural landscaping, public realm, and recreation provision. The key public realm areas comprise:

- Informal public open spaces
- POS in local centre
- Pocket parks within the built areas
- Green buffers and POS adjacent to the existing edge of Cherry Hinton
- Children and teenage play spaces
- Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs)
- Allotments / community gardens
- Retained vegetation
- Recreation areas within secondary school site
- Retained public right of way corridor

The informal public open spaces include the linear parks extend along the western edge of the site from Coldhams Lane to the green belt (north park and west park), and the east park extending along the boundary with Cherry Hinton Way.

The north park provides a buffer between the airport and new homes. This space will include natural play spaces, drainage features and pedestrian links to the wider area. It will include a range of habitats to enhance biodiversity whilst ensuring that air safeguarding considerations have been fully taken into account.

The north west corridor includes an existing stream, which is currently of minimal value for wildlife. This stream will be re-profiled and realigned to improve its biodiversity value and improve its role in preventing flooding. In re-profiling, some existing hedgerow vegetation and trees would require removal, but these would be replaced with a considerably larger amount of new native planting.

The north western linear park will connect with the POS provided with the local centre. This area will include hard and soft landscaping with appropriate planting and will represent a focal point within the development.

The south eastern linear park also includes a range of spaces integrated with drainage features, pedestrian paths and a new native hedgerow along the boundary with Cherry Hinton Way.

Play spaces will take the form of three LEAPs (Local Equipped Areas of Play, minimum area 400m²) and one NEAP (Neighbourhood Equipped Areas of Play, minimum area 1,000m²). These will be strategically located within play parks as shown in the parameter plan.

1.10ha of allotments will be provided in two key locations as shown by the green hashed areas at the southern end of the site adjacent to the existing settlement, and adjacent to the green belt land within the northern half of the site.

A network of pocket parks of 0.05ha and 0.15ha in size will be provided throughout the development site serving the new dwellings. The form and location of these spaces will be
determined at detailed design stage. Some will include LAPs (Local Areas of Play, which are small informal play spaces of a minimum 100m², within easy reach of all homes.

Green spaces and pedestrian access points along the southern boundary of the site with the current area of Cherry Hinton will help integrate and link the new and existing residential areas. Spaces include a buffer area adjacent to the local nature reserve, comprising a belt of mature vegetation; pocket parks, allotments and school playing fields.

Movement corridors will incorporate appropriate landscaping and tree planting / shrub planting. Street trees will be provided at a scale appropriate to the road hierarchy and species selection, tree management and location will take account of air safeguarding matters, reflecting proximity to the airport.

The existing site is predominantly open fields, so existing vegetation on the site is mainly limited to the boundaries. Much of the existing vegetation is of poor amenity value and biodiversity value. The better areas of existing vegetation lie on the southern boundary with the existing residential area and include the Local Nature Reserve. This vegetation will be retained. Some of the vegetation along the stream corridor will be retained, but it is generally of poor ecological value and much will need to be removed to improve the drainage profile of the stream, but will be replaced with more native planting. The scrub boundary along Cherry Hinton Way and Airport Way will be removed and replaced with a more diverse and ecologically valuable hedgerow.
Development parameter plan: Urban Form Parameter Plan

This 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. It shows the proposed residential areas in grey and includes the following:

- **Key spaces**
  - Informal open space, shown in light green
  - Local centre and associated public realm
  - Pocket parks, shown by the green squares, are located throughout the site providing public open space for residents – green links (shown by the green arrows) indicate desire lines connecting green spaces across the site
  - Primary square indicated by the hatched orange area
  - Shared surface space shown in yellow
  - Key nodal spaces indicated by the hatched purple areas

- **Frontages**
  - Primary frontages, shown by heavy red lines, will extend along the primary and secondary streets, ensuring overlooking and active edges.
  - Frontages responding to and integrate with the landscape framework are shown by the heavy dark blue lines. These are located along the green corridor edge and the green open space adjacent to the secondary route and access point from Airport Way.
  - Frontage responding to pocket parks, shown by the dark grey dashed lines, will ensure overlooking and natural surveillance of these areas of public open space
  - Frontage responding specifically to the green belt land is shown by the heavy green dotted line – this extends along the edge of the secondary school development parcel and to the front of the proposed allotments
  - Frontage responding to the existing settlement edge is shown by the heavy orange dotted line along the southern edge of the site. Architecture here will reflect the surrounding area, taking cues from the existing built form

- **Buildings that will front onto public spaces, including the centrally located local / mixed-use centre (shown in grey), and primary and secondary streets will be created through key frontages**

- **Schools**
  - The secondary school site and primary school site are shown in purple, and blue respectively. The schools will be landmark buildings, positively addressing the public realm and providing legibility
  - The secondary school site provides an opportunity for the secondary school to define the development gateway; the primary school site provides an opportunity for the primary school to contribute to the primary frontage along the primary street and local centre

- **Movement**
  - The plan shows the retained public right of way in pink, with the proposed key pedestrian and cycle routes shown by the grey dashed line
  - The primary route shown in dashed blue line links through from Coldhams Lane to Airport Way, in line with the movement and access parameter plan. The secondary route, indicated by the dashed orange line, loops in from Airport Way around past the secondary school
o Green link desire lines, represented by green lines, show cycle / pedestrian links between key open green spaces across the site

- Views
  o Strategic views from the site to the Airport and surrounding countryside are shown by the light blue arrows; secondary views are shown by the orange arrows
Appendix 4 – Affordable Housing Statement

Policy 45 of the Cambridge Local Plan 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. Similarly, Policy H/10 of the South Cambridgeshire Local Plan sets out a target of 40% of homes to be affordable.

This level of affordable housing provision is also reflected in the CEAAP which states that the starting point for negotiations concerning the provision of affordable housing at Cambridge East will be 40% or more of the dwellings.

The proposed development seeks to provide up to 40% affordable housing on site in accordance with the policy framework. The proposals will assist in meeting the local housing needs arising in Cambridge City and South Cambridgeshire.

The proposed indicative housing mix for LNCH is as follows:

<table>
<thead>
<tr>
<th></th>
<th>Market</th>
<th>Affordable</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed apartment</td>
<td>100</td>
<td>75</td>
<td>175</td>
<td>15%</td>
</tr>
<tr>
<td>2 bed apartment</td>
<td>170</td>
<td>90</td>
<td>260</td>
<td>22%</td>
</tr>
<tr>
<td>2 bed house</td>
<td>160</td>
<td>120</td>
<td>280</td>
<td>23%</td>
</tr>
<tr>
<td>3 bed house</td>
<td>232</td>
<td>145</td>
<td>377</td>
<td>31%</td>
</tr>
<tr>
<td>4 bed house</td>
<td>58</td>
<td>50</td>
<td>108</td>
<td>9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>720</td>
<td>480</td>
<td>1200</td>
<td>100%</td>
</tr>
</tbody>
</table>

Indicative affordable housing mix:

<table>
<thead>
<tr>
<th></th>
<th>Affordable</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed apartment</td>
<td>75</td>
<td>16%</td>
</tr>
<tr>
<td>2 bed apartment</td>
<td>90</td>
<td>19%</td>
</tr>
<tr>
<td>2 bed house</td>
<td>120</td>
<td>25%</td>
</tr>
<tr>
<td>3 bed house</td>
<td>145</td>
<td>30%</td>
</tr>
<tr>
<td>4 bed house</td>
<td>50</td>
<td>10%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>480</td>
<td>100%</td>
</tr>
</tbody>
</table>

The indicative housing mix provides a good range of dwelling sizes for both affordable and market housing.

The CCiC draft Affordable Housing (2104) SPD 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. SCDC Affordable Housing SPD (2010) seeks a consistent tenure split of 75:25 (social rent: intermediate) for urban extension sites.

The tenure split will be agreed during the course of the application (subject to the position on Starter Homes). The mix has been subject to pre-application discussions and is broadly aligned with the types and tenure identified by the LNCH SPD Appendix 1.
The site will be delivered in phases. It is expected that affordable housing will be delivered proportionately in line with the delivery of market housing. The detail will be secured through a s.106 legal agreement.

The development will 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 be of sustainable construction standards, complying with Housing Quality Indicators (HQI) scores for unit size, layout and noise, and Nationally Prescribed Space Standards will be achieved. Each house will be served with private amenity space. All units will have access to local open space and play areas. All units will be secured by design.