

### **County Council Officer Response to 'Wing' planning application: S/2682/13/OL for up to 1,300 homes and associated infrastructure and community facilities at land north of Newmarket Road, Cambridge.**

#### **1.0 Summary**

- 1.1 County Officers broadly support the proposed outline planning application subject to addressing the holding objection and below issues, which may be concluded by way of planning condition, developer contribution or amendment of the planning application. There will also need to be completion of a Section 106 agreement.

#### **2.0 Transport**

- 2.1 The planning application seeks approval for the Wing project located on land north of Newmarket Road, on behalf of Marshalls of Cambridge (Airport Properties).
- 2.2 The application has been accompanied by a Transport Assessment (TA).
- 2.3 The comments set out in this response represent interim comments on the TA and accompanying information. Further comments may be forthcoming following more detailed analysis and consideration of the additional information required. In addition there will of course be a need for significant further discussion with the applicant's transport consultants throughout the determination period.
- 2.4 This response is broken down into a number of key headings from modelling through to individual modal issues through to the approach to mitigation.

#### **Modelling and Data Issues**

- 2.5 The transport consequences of Wing have been assessed using the County Council's Cambridge Sub-Regional Model (CSRM), with flows from this then feeding into local junction models developed by the applicant. Forecasts have been prepared for 2026.
- 2.6 There are a number of issues where further information is required from the applicant to allow County Council officers to form a view on this aspect of the application. These include:
- Further information on trip generation by mode and time of day for the development – although the all-mode/all-day data appears to be broadly correct further disaggregation is required;

- Further information on the distribution of these trips to other areas of the sub-region to improve understanding of trip-making to / from other key attractors (e.g.: City Centre, Addenbrooke's area, Science Park, and so on);
- Some detailed issues around the use and application of Census data to the site; and
- Clearer demonstration of the net changes in traffic flows on the network due to Wing including model flow plots and tabulations of traffic flow changes by direction.

### **Walking and Cycling Issues**

- Key off-site destinations for walking and cycling need to be identified and audits undertaken of facilities on these desire lines to establish their relevance / suitability for future occupants of the site. These destinations should include, at least, the City Centre, the Addenbrooke's site, the Science Park area, and the rail network;
- In particular this is likely to include, among other issues, further review and potentially the need to identify improvements to the path (north of Huntley Close / Howard Road) from west of Ditton Lane towards the City Centre and proposed new river crossing from Stourbridge Common, review of the proposed Toucan crossing on Ditton Lane which will need further improvement beyond that proposed in the TA, and consideration of cycle movements across the Wadloes Road Roundabout which is an accident cluster site;
- Further information on the predicted numbers of pedestrian and cycle movements, and their key destinations is required to assist with the above;
- Further information on on-site provision for cyclists will be required including connectivity to the park and ride site, the treatment of signalised crossings on the proposed primary road network, and detailed consideration of provision for cyclists on 'Morley Road' (one of the new on-site routes);
- Further review of the proposals for Newmarket Road and their implications for cyclists and pedestrians will be needed including provision on the south side of Newmarket Road, treatment and segregation on the north side of Newmarket Road.
- County Council officers welcome the proposal from the developers to contribute towards the proposed pedestrian and cycle bridge over the River Cam at Stourbridge Common which would significantly enhance the accessibility of the site the Science Park, Business Park, and proposed new railway station. The County Council has recently secured funding through

DfT to develop this scheme further, as part of its 2013 Cycle City Ambition grant. CCC, including work on scheme feasibility and development. Further discussions on proposed contributions towards the bridge will be required with the developers over the coming determination period.

### **Provision for Buses**

- The Area Action Plan (AAP) for Cambridge East (Policy CE/12.1) has a requirement for all dwellings within the site to be within 400m walking distance from a bus stop. It is not clear whether this requirement has been met with the current proposals and the applicant should review this.
- The AAP (Policy CE/12.1) also requires improved bus priority measures on Newmarket Road. Although the Wing application proposes some measures across the immediate site frontage, including potential safeguarding for the future, there are no wider proposals shown in the TA. Consideration should be given as to how bus priority might be enhanced in the corridor, including potential links with wider County Council proposals in the draft Transport Strategy for Cambridge and South Cambridgeshire. This might be best addressed via an appropriate contribution.
- It is acknowledged that existing bus services to the City Centre are frequent and direct although improvements to journey times and reliability could enhance the attractiveness of these via improved bus priority measures (see above). The accessibility of other key destinations including the Addenbrooke's area, Science Park, and the railway station (including the proposed new Cambridge Science Park Station) requires further assessment and, potentially, enhancement to ensure accessibility of Wing.
- The TA does not provide forecasts of peak hour bus patronage, nor does it undertake an assessment or review spare capacity on existing services; this should be undertaken so that an improved understanding of the ability of future site occupants to use bus, and the potential need for any enhancements, can be made.

### **Highway Design Matters – Off-Site**

2.7 A number of highway design related issues have been identified, particularly related to the proposed Boulevard treatment of Newmarket Road. These include:

- The applicant proposes to reduce the speed limit along Newmarket Road to 30 mph. This cannot be guaranteed and therefore the accesses should be designed to the requirements of the existing 40mph speed limit and meet the required visibility splays. Swept path drawings and further detailed drawing of the proposed accesses should also be required.

- A left in left out access is proposed along Newmarket Road. The need for this is questioned and requires further justification; otherwise it should be removed.
- As noted above in relation to cycling matters, officers are concerned about the level of provision for cyclists and pedestrians on the southern side of Newmarket Road, despite the potential for a significant increase in the numbers of cyclists and pedestrians using the route to access the site, no improvements have been offered. In addition, clarification is also needed as to whether the proposed cycle way to the north is offered for adoption.

2.8 There are a range of other detailed issues that will require further review including lane widths, radii and taper lengths, and the use of a soft-landscaped raised central reservation. Specifically these include:

- long lengths of central reservation with single lanes in each direction, potentially impacting on access by emergency vehicles and traffic management in the event of a breakdown;
- Use of narrow islands and central reservation which can be difficult to maintain without road closures in the design;
- Possible need for greater central reservation space for pedestrians to wait;
- Review of turning movements by large vehicles to ensure no over-running;
- Lane widths between 3.0m and 4.0m between kerbs which can be hazardous to cyclists;
- Balancing the proposed treatment of the Newmarket Road with its wide load status;
- The impact of the proposals on buses and the role of the various bus lanes and islands;
- The need to reflect the role of the proposed bus-gate in the modeling work

### **Highway Design Matters – On-Site**

2.9 Several on-site highway matters have been identified. These are as follows:

- If the proposed streets are to be offered to the Highway Authority for adoption then they must conform with the requirements of the Housing Estate Road Construction Specification 2013. Some alterations will be needed to meet this requirement;

- The Highway Authority is very concerned about the proposed use of shared surfaces adjacent to Beta Square etc. These appear to be through-routes which serve a large number of dwellings and tend to be most successful when they serve 12 or so dwellings and are not through-routes for motor vehicles. Further justification should be provided;
- Further details of how the applicant intends to control on street car parking so they can achieve the desired average of 1.5 car parking spaces per dwelling should be provided. Elsewhere this has been achieved by the use of a Traffic Regulation Order;
- Minor junctions immediately on side roads could potentially be blocked by waiting side road traffic and may cause queuing back out into the main junction, potentially increasing the risk of rear-end shunts. This will require further review.

### **Off-Site Highway Capacity Assessments**

2.10 The TA uses CSRM forecast flows to assess the operation of the following off-site junctions.

- Newmarket Road / Airport Way 3-Arm Roundabout
- Newmarket Road / High Ditch Road Priority T-Junction
- A14 Junction 35 Roundabout (Quy Interchange)
- Airport Way / Church Road priority T-junction
- Horningsea Road / A14 Westbound on-slip priority T-Junction
- Horningsea Road / A14 Eastbound off-slip signalised T-Junction
- Newmarket Road / Ditton Lane 3-Arm Signalised Junction
- Newmarket Road / Barnwell Road / Wadloes Road 4-Arm Roundabout
- Coldham's Lane / Brooks Road / Barnwell Road 4-Arm Roundabout

2.11 These assessments have used junction-specific modelling tools including ARCADY, PICADY and LINSIG.

2.12 County Council officers are continuing to review these models but, in addition to requiring further information on issues such as traffic generation levels as noted previously, also wish to have:

- Further background on the validation of the local junction models to provide further reassurance of their accuracy;

- A better understanding of the sensitivity tests that have been undertaken;
- Revisions to the Horningsea Road / A14 junction models to reflect the new junction arrangements currently being implemented;
- Proposals, where relevant, for mitigating the incremental impact of development-related traffic.

## **Travel Plans**

2.13 Active and successful travel plans are a key element of development-related transport planning. County Council officers welcome the submission of a Residential Travel Plan (RTP) with the planning application for Wing.

- A number of travel plan related issues have been identified which require a response from the applicant. These include the following:
- the RTP has a target to reduce the car driver mode share to 40%. This is in accordance with the targets set in the AAP, which would involve a 7% reduction from the journey to work car driver mode share for this area. Based on the existing census data this target should be readily achievable and should be reviewed annually. However, more stretching targets should be proposed, possibly with 5% year on year improvement;
- annual monitoring data should be collected to assess progress and allow adjustments to implementation programmes and targets as appropriate, and in discussion with the planning authorities. It is recommended that the Travel Plan should be monitored for a minimum of 8 years following full occupation
- this is a mixed use site so an area-wide travel plan - and not simply a 'residential' plan – should be developed (e.g.: covering the school, retail, local centre etc). This area-wide plan should also cover the coordination of the initiatives and the monitoring the whole site, with sit specific plans for each land use sitting beneath this;
- further discussions on the detailed components of the travel plan will be required including, inter-alia, car parking management, provision of a car club and membership arrangements and incentives, incentives to encourage the take-up of other non-car modes, monitoring details and steering arrangements, and travel plan co-ordinator roles and responsibilities.

2.14 Additional comments have been submitted by the Travel for Work Team and include further suggestions for improving the Travel Plan.

## **Mitigation Measures**

2.15 The applicant has offered contributions towards the following schemes:

- Controlled crossing at Newmarket Road / Ditton Lane junction, with indicative arrangements provided;
- Pedestrian and cycle bridge over the River Cam near the railway bridge at Stourbridge Common; this will significantly enhance the accessibility of Wing to key destinations north of the Cam;
- Airport Way/ Church Road priority T-junction - Wing proposes to change this to a roundabout;
- Delivery of a Toucan crossing at Ditton Lane.

2.16 Whilst these contributions and measures are broadly welcomed subject to detailed review, significant further discussion will be required on these including delivery mechanisms and levels of contribution if appropriate, before the Council can take a view on whether this is acceptable.

2.17 In addition, and as noted elsewhere in this document, further mitigation measures may be required. These include:

- Potential further off-site pedestrian and cycle facilities depending on the outcome of the proposed audits – these are likely to include, inter-alia, improvements to the path (north of Huntley Close / Howard Road) from west of Ditton Lane towards the City Centre;
- Potential measures to further improve bus services to key off-site destinations, together with consideration of measures to enhance bus priority on Newmarket Road as identified in the AAP – this could be via a contribution to the measures proposed for delivery through the emerging Transport Strategy for Cambridge and South Cambridgeshire;
- Minor improvements to the Newmarket Road/ Barnwell Road junction are proposed by the county council with the objective to improve the capacity of the Newmarket Road west arm in the PM peak period. The Wing development would have an impact on this junction and therefore contributions towards this scheme should be considered; in addition, pending more detailed analysis of off-site highway impacts, further improvement works to key local junctions may also be sought.

## **Recommendation**

2.18 Officers welcome the Transport Assessment and Residential Travel provided as part of this application however, as outlined above, additional information and clarification is required together with responses to other issues raised

before the County Council can give a view on the full transport impact of the development. Officers recommend a holding objection on this development until this additional information has been provided and the queries resolved.

### **3.0 Adult Support Services**

- 3.1 The application is consistent with previous correspondence with Marshalls in recent months.
- 3.2 Officers would actively encourage the developer to seek an Extra Care provider and/or a residential care provider to locate at Wing. The developer was open to this idea in Terence O'Rourke's letter of 10/9/13 which suggested that "should a sheltered or care home provider be interested in locating at Wing, Marshall is open to this and would pursue it at that time." This is something officers would be keen to support to expand the provision locally for an ageing and growing population.
- 3.3 The draft S106 Heads of Terms should include reference to a Youth Worker, Development worker and a neighbourhood/parish officer. Officers request this should also include a Family Worker to provide capacity for early intervention work with families.
- 3.4 It is noted that 2% of Affordable Homes are proposed to be for wheelchair users (12 units). No equivalent proportion is proposed for the private housing. Wheelchair accessible goes beyond the Lifetime Homes space standards proposed. Officers recommend that a proportion of the private housing be designated for wheelchair users too.

### **4.0 Ecology**

- 4.1 Officers are satisfied that a comprehensive suite of ecological surveys have been undertaken at the site, which provides a robust baseline for the ecological assessment. However, there are **clarifications and requirements needed before this planning application could be fully supported in this aspect.**

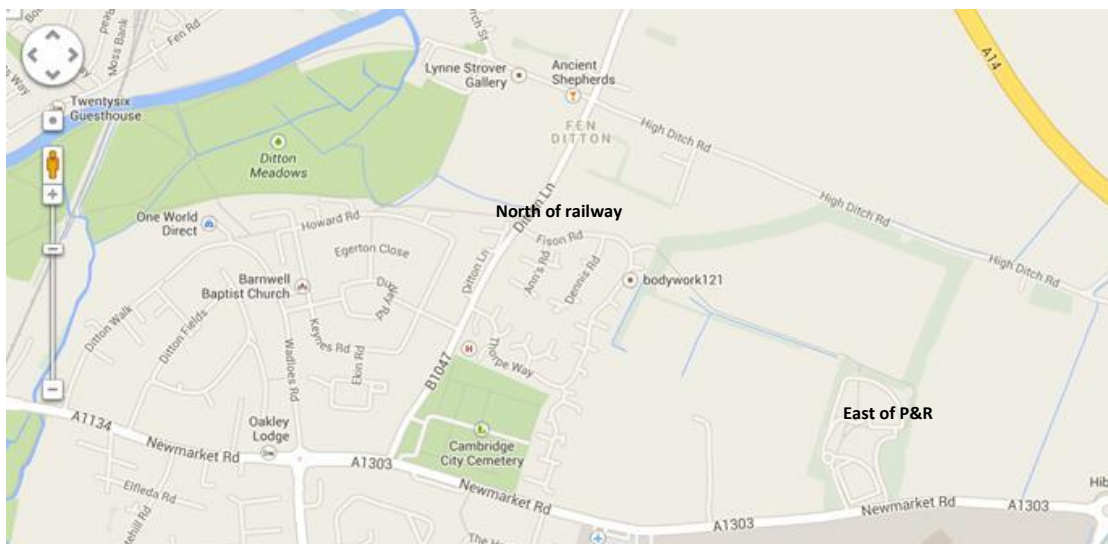
#### Impact on Local Nature Reserves / County Wildlife Sites

- 4.2 Officers challenge the following statement contained within the Environmental Statement (chapter 9):

*"9.175 The proposed development includes the provision of large areas of formal and informal open space and recreational facilities for its residents and therefore it is considered unlikely that an increase in local residents will result in increased visitor pressures on the LNR's to such a degree that it will lead to impacts on the integrity or condition of these sites."*



- 4.3 Officers are concerned that the design of the proposed areas of open space will be insufficient to retain all residents on-site. The proposed public spaces are largely along linear routes that are relatively open and do not provide a clear separation from the urban environment – for example, Kingsley Woods has quite a sparse woodland structure, which will be opened-up further as part of the applicant's design. There are few opportunities for residents that seek to 'get away' into the countryside, unless they visit the Local Nature Reserves and County / City Wildlife Sites that are located in walking distance. These sites are already under high visitor pressure and therefore, the current proposals are likely to increase the impact on these statutory and non-statutory designated sites.
- 4.4 Officers therefore require the applicant provide adequate compensation to offset the negative impact on the nature conservation sites. It is suggested this could be achieved through the allocation of off-site land for recreational and biodiversity purposes. The allocation of a significant area of open space would attract residents looking for somewhere more 'rural' as well as providing good opportunities to create areas of biodiversity interest.
- 4.5 For example, land within the applicant's ownership located to the east of Newmarket Road Park & Ride (to south of proposed sport fields) or to the north of the dismantled railway line:



### Habitats & Species

- 4.6 While officers welcome the proposed mitigation / enhancement suggestions included within chapter 9 of the environmental statement, officers are concerned that the overall ecological benefits for the scheme are restricted within the proposed open space (e.g. Kingsley Wood and Gregory Park) due to recreational pressures and therefore diminish its value for wildlife. Officers note

that a buffer along the northern section of High Drain Road drain will be allocated for wildlife (reptile translocation site), however, this is only a small area. Officers consider that there has been a missed opportunity to create a substantial wildlife area within the field to the south of the sport field (east of the Park and Ride). The area is already within the applicant's ownership and could provide an excellent opportunity to be managed for wildlife, while still meeting all the requirements from the Civil Aviation Authority for areas within a flight path. Officers seek this area to be included within the Biodiversity Management Strategy and landscape design.

### Protected Species

- 4.7 The ecological value of the habitats present on the site is limited, save for the areas of trees and wetland features (e.g. wet ditch & flood attenuation pond). Nonetheless, a number of protected species have been recorded within / nearby the site and will be impacted by the development, including Badger, bats, breeding birds, Water Vole, reptile (Common Lizard). If permission is granted, appropriate mitigation should be secured through a planning condition for the development and implementation of a Biodiversity Management Strategy.
- 4.8 The Biodiversity Management Strategy should seek to include the recommendations set out within the ecological reports and chapter 9 of the Environmental Statement, including:
- Enhancement to High Drain Road drain for Water Vole
  - Creation of wildlife area / buffer along the High Drain Road drain
  - Sensitive lighting design for nocturnal wildlife (bats)
  - Conversion of pill box to bat hibernacula
  - Creation of brown roofs
  - Mitigation for breeding birds
  - Artificial refugia (e.g. bat & bird boxes) incorporated into the built environment
  - Traffic calming along road to playing fields to minimise collision with Badger
  - Bat inspections of buildings or trees immediately prior to removal

### Farmland Birds

- 4.9 Officers are concerned that the proposals will result in an adverse impact on farmland birds, including Skylark, due to the permanent loss of foraging and breeding habitat, and no measures have been provided to minimise this impact.
- 4.10 The numbers of farmland birds have dramatically declined due to changes in farming practices and more recently, due to change of land-use. In South Cambridgeshire, and wider Cambridgeshire, there are significant areas of

farmland being converted for development land, resulting in the loss of farmland bird habitat.

- 4.11 To try and redress this balance, South Cambridgeshire District Council's Ecology Officer, Rob Mungovan, has secured biodiversity off-setting for impact to farmland birds from large-scale development through developer contributions. This has set a precedent within the local authority and therefore, the same principle should apply to this application. Officers recommend Rob Mungovan at SCDC is contacted to discuss what would be considered appropriate in this instance.

#### Planning conditions / obligations

- 4.12 If planning permission is granted, the development and implementation of a Biodiversity Management Strategy should be secured through planning conditions. Planning condition / obligations should also be used to secure additional (off-site) recreational / biodiversity areas. In addition, planning obligations should be used to secure biodiversity off-setting for farmland birds.

## **5.0 Public Health**

- 5.1 Comments relate to the Planning Statement and the Health Impact Assessment (Environmental Statement – Technical Appendix Volume 2).
- 5.2 Officers broadly support the methodology and approach taken to the Health Impact Assessment (HIA) which has pulled together the other reports submitted as part of the planning application and therefore officers are satisfied that the major health impacts have been identified and addressed through the HIA and HIA mitigation proposals.
- 5.3 The HIA has made reference to the Joint Strategic Needs Assessment (JSNA) for New Communities, which identified a key theme of the need to promote social infrastructure in new communities. The planning application has acknowledged this and has put in place appropriate mitigation measures (Chapters 11 and 12 of the HIA). This needs to be captured in the Section 106 document to ensure they are delivered on the ground. In addition the HIA has also referenced the Clinical Commissioning Group Priorities which is welcomed.
- 5.4 The JSNA New Communities also identified the need to plan housing that reflects the changing needs that occur over a lifetime so that people are not excluded from daily living activities by housing design. This has been included in the application by the provision of "lifetime Homes". Officers welcome the use of the London Design Guide for internal space standards that are more

generous allowing greater flexibility for room conversions for older people at a later date if needed. However officers are concerned that previous comments regarding the need for extra care/sheltered accommodation in the Environmental Scoping request has not been acknowledged in either the planning statement or the HIA, therefore if these have not been addressed elsewhere in the application I would recommend the applicant be advised to revisit this and be asked to provide a statement clearly showing how this need is being addressed.

- 5.5 Although the JSNA has been used in the HIA it has not been listed as a source document in the Planning Statement Annex 8 which it should be.
- 5.6 Comments on the Planning Statement and Health Impact Assessment are as follows:-

### **Healthier Lifestyles – Physical Activity**

- 5.7 Officers welcome the approach to travel planning and the provision of cycle ways and footpaths throughout the development which will contribute to a healthier community through the opportunity to undertake physical activity as part of daily life e.g. for commuting to work, shopping and recreation. Clarification is needed as to which paths are to be segregated for each mode of travel as this is unclear.
- 5.8 Officers welcome the provision of open space both formal and informal including the provision of allotments, the locations suggested seem accessible to all sectors of the community, although officers have concerns about “locked gardens and play space”. Evidence from Cambourne shows that these areas become community assets early on in the life of the development and they will need to be accessible to all sectors of the community and at different times e.g. older children may wish to use these areas as a meeting place after younger children have used them and therefore they may need to be open during the evening period. A suitable management system will need to be introduced to allow easy access when the community needs to use them rather than when it may be convenient to open and close them. Officers also have concerns that there appears to be no specific mention of facilities for teenagers – the community consultation showed a request for a skate park to be provided in the new development which doesn’t appear to have been addressed within the planning statement or HIA.
- 5.9 Officers have concerns that aircraft noise may affect the use of the Plains as an outdoor space.

## **Healthier Lifestyles – Diet**

- 5.10 Officers would support the number of “Fast Food” outlets in the local centre being controlled. The “Local Centre Management Strategy” should consider a mechanism to control the numbers and type of fast food on offer at the local centre to encourage a healthier diet.

## **Older People**

- 5.11 Officers support the approach taken to provide a “warden” type scheme for older people and this should be secured through the Section 106 agreement or through its inclusion as a planning condition. Officers also support the general policies relating to those over 55 years of age shown in the planning statement and HIA. The provision of high speed broadband is welcomed and this would be especially welcomed in dwellings which could/will be occupied by those with care needs as high speed broadband can facilitate alternative care provision through telecare.
- 5.12 There doesn’t seem to be a separate provision of single storey dwellings for older people. This should be addressed through the allocations policy.

## **Economic Development**

- 5.13 The provision of local employment for up to 13 years through construction employment is welcomed.

## **Crime**

- 5.14 The HIA makes reference to an increased police presence during construction to complement the security patrols provided by Marshalls, yet this does not appear to have been reflected in the draft Section 106 “heads of terms”.

## **Community Cohesion**

- 5.15 Officers support the tenure blind nature of the development which will help with the social integration of affordable housing with owner occupiers. Officers also support the positive approach to integrate the Abbey and East Barnwell parts of the City with the WING site through a community development approach and the inclusion of “people proofing principles” as contained in the South Cambridgeshire Health Impact Supplementary Planning Document. This will help build a healthy community.
- 5.16 Officers have concerns that the first retail shop may not be provided until 6 years after the first occupation, shops tend to be a natural meeting place in the early stages of development and if this is not available a community development approach should be taken to encourage social interaction to

reduce the possibility of social isolation leading to increased mental distress amongst the first occupants as evidenced in Cambourne.

- 5.17 There is no mention of faith facilities for WING or the contribution they can make to social inclusion and community development either in the HIA or the planning statement.
- 5.18 The inclusion of Public Art in the development is welcomed although the precise provision and timescales for delivery and continued delivery post early occupation is unclear.

### **Transport**

- 5.19 The suggested layout and commitment that any affordable housing will not be further than 400 from bus stop is supported as this group may have a greater reliance on public transport.

### **Health Care Facilities**

- 5.20 The provision of health care facilities has not been agreed at this stage.

### **Environment**

- 5.21 Officers have concerns that due to the phased nature of the development there may be health impacts due to demolition and construction mainly noise which may affect the first occupants of the development. This will need to be controlled and advice and suitable mitigation measures must be agreed with South Cambridgeshire District Council Environmental Health Officer (Planning Specialist).
- 5.22 The table on page 174 “non-infectious diseases” should have considered any potential benefit in “No development” i.e. what would the impact of non-infectious diseases to existing residents be if the existing commercial uses continue.

## **6.0 Waste**

- 6.1 The Cambridge East Area of Search covers a large area (255.9 ha), associated with the redevelopment of the area and the relocation of Marshalls Airport. Allocated uses for the site include Materials Recycling Facility (MRF), Household Recycling Centre (HRC), and a Temporary Inert Waste Recycling. The proposed development is 65 ha and close to a residential area; if this area were developed the remaining Area of Search could still accommodate the MRF / HRC. However, as this a strategic development the requirement for a Temporary Inert Waste Recycling Facility exists and is covered later in this response. The Outline Planning Application Waste Statement (OPAWS) dated October 2013 is in two parts; the first being an Outline Site Waste Management Plan (OSWMP) which sets out how waste generated during the construction phase will be handled.

- 6.2 The Outline Planning Application Waste Statement (OPAWS) dated October 2013 is in two parts; the first being an Outline Site Waste Management Plan (OSWMP) which sets out how waste generated during the construction phase will be handled. The second section of the document deals with waste management during the operational life of the development.

#### Outline Site Waste Management Plan

- 6.3 Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan document (adopted July 2001) (the M&WCS), states that the waste planning authority will encourage waste minimisation, re-use and resource recovery by requiring, inter alia, temporary waste recycling facilities in strategic development areas. Such facilities should maximise the re-use, recycling and recovery of inert waste streams from construction and demolition operations and be in place throughout the construction phases.
- 6.4 Whilst the OSWMP proposes some elements of good practice, it falls short of proposing a temporary waste recycling facility. The project involves demolition of existing buildings as well as development on agricultural land. Inert waste will be potentially generated from both demolition and excavated materials.
- 6.5 Section 1.5.4 omits inert waste (other than excavated materials) from the proposals for minimisation. Whilst it is proposed that excavated soils will be reused where possible, no suggestion is made in this part of the document that inert demolition waste will be likewise.
- 6.6 Officers support the statement at paragraph 1.7, that a pre-demolition audit is undertaken to identify the different waste streams and options for reuse and recycling where possible. We recommend that this work be undertaken at a sufficiently early stage to enable the quantities of each waste stream to be estimated. This will enable the project to be designed so as to incorporate, where possible, inert waste into the design of the scheme. It will also inform the location, scope and size of the onsite inert waste recycling facility.
- 6.7 Consideration should be given to having a concrete recycling plant on site for the duration of the construction phase so that it can be produced to order thereby minimising waste.

#### Operational Waste Management

- 6.8 The submission of a completed RECAP Waste Management Design Guide Toolkit Assessment is welcomed. This is in accordance with policy CS28 of the M&WCS.
- 6.9 The proposed inclusion in the development of briefing sites is supported. This is in accordance with policy CS28 of the M&WCS.

- 6.10 It is recommended that if planning permission is granted, it be subject to the following conditions unless the information is satisfactorily provided in the planning application.

#### Construction Environment Management Plan

Prior to the commencement of development and / or any reserved matters approval, a site wide Construction Environmental Management Plan (CEMP), shall be submitted to and approved in writing by the local planning authority. The CEMP shall accord with and give effect to the waste management principles set out in the adopted Cambridgeshire & Peterborough Minerals and Waste Core Strategy (2011) and Waste Hierarchy when completed. The CEMP shall include the consideration of the following aspects of construction:

- a) Site wide construction and phasing programme
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers
- c) Construction hours
- d) Delivery times for construction purposes
- e) Soil Management Strategy including a method statement for the stripping of top soil for re-use; the raising of land levels (if required); and arrangements (including height and location of stockpiles) for temporary topsoil and subsoil storage to BS3883:2007
- f) Noise monitoring method including location, duration, frequency and reporting of results to the LPA in accordance with the provisions of BS 5228 (1997)
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles
- h) Vibration monitoring method including location, duration, frequency and reporting of results to the LPA in accordance with the provisions of BS 5228 (1997)
- i) Setting maximum vibration levels at sensitive receptors
- j) Dust management and wheel washing measures to prevent the deposition of debris on the highway
- k) Site lighting
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds
- m) Screening and hoarding details
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users
- o) Procedures for interference with public highways, (including public rights of way), permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices
- q) Liaison, consultation and publicity arrangements including dedicated points of contact



- r) Consideration of sensitive receptors
  - s) Prior notice and agreement procedures for works outside agreed limits
  - t) Complaints procedures, including complaints response procedures
  - Membership of the Considerate Contractors Scheme
  - u) Location of Contractors compound and method of moving materials, plant and equipment around the site
- The Construction Environmental Management Plan shall be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (LPA to insert policy references) and to comply with Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.

#### Detailed Waste Management and Minimisation Plan

Prior to the commencement of development or any reserved matters approval, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:

- a) Construction waste infrastructure, including an inert / construction material recycling facility to be in place during all phases of construction
- b) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste.
- c) measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
- d) any other steps to ensure the minimisation of waste during construction
- e) the location and timing of provision of facilities pursuant to criteria a/b/c/d.
- f) proposed monitoring and timing of submission of monitoring reports.
- g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.
- h) proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by

users and waste collection vehicles

The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.*

## **7.0 Education**

### ***Introduction***

- 7.1 As the application is an outline planning application with all matters reserved other than access it is recognised that the layout masterplans and the planning, design and access statement are only indicative at this stage. The application does however clearly set out the proposed general location and design parameters for the proposed primary school and nursery and it is therefore important to assess key parameter issues at this stage.

### ***Design and Access Statement, including Key Parameter Plans***

- 7.2 The illustrative masterplan, and access and movement plan shows the location of the primary school to the east of the site, adjacent to the park and ride. The school is adjoined by residential properties on its north and north and west boundary. The masterplan and design and access statement set out that the entrance and school building should be located towards the south of the site, adjacent to market square. To the south of market square is a proposed community use area.
- 7.3 The school entrance onto market square is for pedestrian and cycle access only, with Morley Street (a primary street) to the west. This approach to promote ease of pedestrian movement is strongly supported. The location of the school adjacent to the park and ride and community uses with free access of pedestrian and cycle movement is strongly supported and represents good urban design. The masterplan also makes provision for safe cycle and pedestrian links through the site to the school, which again is strongly supported.

### *Key Parameter Plans and Site Area*

- 7.4 The proposed school is located adjacent to buildings to be 2-4 storeys, which immediately adjoin the school site. This does have the potential to create overlooking of the school site; however it is beneficial in providing a noise buffer between the school and the primary roads. It is requested that where possible habitable rooms on upper storeys are on the east elevation away from the school where possible. This will be considered at detailed application stage.

### *Nursery and Community Hall*

- 7.5 It is stated throughout the Design and Access Statement that the preference of the applicants is for a nursery and a multi- use community hall to be located within the grounds of the school. It is made clear from the document that the community hall would be in addition to the schools own hall. Any provision for a nursery and community hall within the school site will be subject to detailed discussions with the end user and sponsor of the school at the appropriate time. It is not clear why there is a requirement for a community hall in addition the schools own hall and provision of this building would have space implications. If a community hall is to be provided at the school site an additional area of land above the 2.3 hectares would be needed for the school site. This matter will require further discussion at detailed application stage.

### *Woodland*

- 7.6 On page 55 of the Design and Access Statement and in other areas throughout the application it is stated that a 'woodland' will be provided on the school site. This is inappropriate and should be deleted from any requirements for the school. Whilst the school will facilitate tree planting and a biodiversity and meadow area, it is very unlikely that 'woodland' will be created within the school grounds.
- 7.7 The design and access statement sets out a number of parameters for the primary school. This includes provision of a continuous frontage with market square and classrooms on two storeys.
- 7.8 No objection is raised for the need for a frontage on market square as this is very likely to be the entrance to the school site. Flexibility may be required on the distance of the school building to market square, however this can be determined at detailed application stage.
- 7.9 There is no principle objection to the primary school being 2 storeys high, however it needs to be recognised that this will be a matter for discussion with the end users or sponsor for the school at the appropriate stage. Flexibility needs to be provided on the quantum of areas to be two storeys as it is possible that the school will have both single storey and two storey elements.

### ***Energy Statement and Sustainability Statement***

- 7.10 The Energy Statement states that a target for BREEAM Excellent is set for all non- residential elements of the development. The overall development also seeks to target a 25% reduction in carbon emissions against the adopted standard. With specific reference to the school it is also stated that elements of BREEAM 'outstanding' will be integrated into the school building.
- 7.11 The County Council standard for BREEAM is 'very good.' This seeks to achieve a balance between promoting sustainability, but also ensuring the delivery of an excellent educational facility and meet requirements in terms of urban design principles. Provision for BREEAM 'Excellent' but with areas of 'outstanding' and a 25% carbon reduction will have significant implications on the cost of the school. The only feasible method of meeting this standard is by provision of higher Section106 payments above the standard pupil multiplier index. Prior to the determination of the application it is requested that formal agreement from the applicants is secured setting out their agreement for the additional costs to be formalised within a Section106 agreement.
- 7.12 In the event that the applicants are not willing to pay the costs for meeting BREEAM 'Excellent' with elements of 'Outstanding' on the school site it is recommended that the following condition be imposed on any grant of planning permission:
- 'The school building shall be required to meet a standard of BREEAM 'very good' and not the standards set out within the Energy Statement. A BREEAM pre- assessment shall be submitted with the school application to set out how BREEAM very good will be met.'*
- 7.13 In the event that the cost of securing BREEAM Excellent with elements of Outstanding is not met by the applicants or if the above condition is not imposed, CCC Education would raise objection to the application on the grounds that this will significantly impact upon the ability to provide an excellent education facility at the school.
- 7.14 Reference is made within the Sustainability Statement for a section of land for allotments to be linked to the school. It is also stated that rainwater harvesting should be considered for the school buildings and that ground source heat pump are a suitable renewable technology to be used on the school site. All of these matters will be subject to the preference of the end users at the detailed application stage. There are a number of options available to the school in this regard. It needs to be ensured that flexibility is provided in this regard as part of the outline application.

### ***Phasing***

- 7.15 The Planning Statement states that the school is to be built in 2017- 2019 in line with the first residential dwellings. This is supported and will be fully secured as part of the Section106 agreement.

### ***Noise***

- 7.16 The noise assessment is of a site wide level and sets out that noise within the school site will be below 57dB. No further information is provided. It is a requirement for the school site to achieve a level of below 50dB and it is not clear if this will be achieved. However, it is clear from the layout that every reasonable effort has been made to provide a buffer between the school site and the primary roads and the existing public highway, which represent the main areas of concern in relation to noise. Furthermore the main school building will be adjacent to a pedestrian only zone, where noise levels are likely to be lower. It is therefore considered that the layout of the outline application has made every reasonable effort to ensure noise at the school site is kept to a minimum and no further information is required in this regard.

### ***Archaeology***

- 7.17 The Archaeology chapter of the ES identifies potential for the development to have substantial effect on archaeological remains. Any trial trenching imposed as part of a planning condition should be undertaken across the site, to include the area proposed for the primary school.

### ***Conclusion***

- 7.18 The proposed location of the primary school site is strongly supported and appears to be the most appropriate location within the site for the school. CCC Education does have concern regarding the proposed sustainability and BREEAM requirements and this needs to be clarified with the applicants prior to the determination of the application.
- 7.19 The application suggests a number of parameters for the school building, some of which are appropriate others which are less appropriate. Provided flexibility is provided on these matters at this stage, with further discussions at detailed application stage, no objection is raised.

## **8.0 Library Services**

- 8.1 The suggestion of a micro library on site (co-located with either the café or food store) is mentioned in this Planning Application – in both the Planning statement and the Statement of Engagement.
- 8.2 However, following a review it is now unlikely that a micro library in the Wing development is needed especially as the East Barnwell Community Hub

project is looking positive and the existing Barnwell Road library will relocate there. This Community Hub would provide services for both the existing residents of the Barnwell area and the new residents of the Wing development.

- 8.3 S106 developer contributions will see library provision for Wing being provided by the existing Barnwell Road library / library within the new East Barnwell Community Hub and will be used to mitigate and enhance the service at the existing service point (or relocated one) to enable us to provide suitable services to the new residents of the Wing development.

ENDS