

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

8 May 2019

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number: S/0277/19/FL

Parish(es): Longstanton

Proposal: Demolition of the existing bungalow and construction of two dwellings including car parking and landscaping

Site address: The Retreat, Fews Lane, Longstanton, CB24 3DP

Applicant(s): Landbrook Homes Ltd

Recommendation: Approval

Key material considerations: Principle of Development
Character and appearance of the local area
Residential Amenity
Highway safety

Committee Site Visit: 7 May 2019

Departure Application: No

Presenting Officer: John Koch, Team Leader

Application brought to Committee because: At the request of the Local Member

Date by which decision due: 9 May 2019

Executive Summary

1. The application proposes the addition of one new dwelling on land within the village framework and is acceptable in principle subject to the details in respect of scale, layout, appearance, landscaping and the means of access.
2. Residents and one of the local members have raised various concerns, although no material objections have been received from consultees, which cannot be mitigated through the use of appropriate conditions.
3. Officers consider that the details of the proposal are acceptable and subject to various safeguarding conditions, the development will not have an adverse impact in terms of the character and appearance of the local area, residential amenity and highway safety.

Relevant Planning History

4. S/2439/18/FL – Erection of a 3 bedroom bungalow with parking (land rear of The

Retreat) – Approved

S/2937/16/FL- Proposed erection of a 3-bedroomed bungalow with parking (land rear of The Retreat) – Refused but appeal allowed and decision attached as appendix 1.

S/1498/15/FL- Erection of 2 dwellings (The Oaks and The Beeches) – Approved

S/0999/14/FL – Extension and alteration to existing bungalow to provide a house (The Retreat) – Approved

S/0791/88/O – One Bungalow – Refused and appeal dismissed. Decision attached as appendix 2

National Guidance

5. National Planning Policy Framework (NPPF) 2019
National Planning Practice Guidance

Development Plan Policies

6. **South Cambridgeshire Local Plan 2018**
 - S/1 Vision
 - S/2 Objectives of the Local Plan
 - S/3 Presumption in Favour of Sustainable Development
 - S/7 Development Framework
 - S/10 Group Villages
 - CC/3 Renewable and Low Carbon Energy
 - CC/4 Water Efficiency
 - CC/6 Construction Methods
 - CC/7 Water Quality
 - CC/8 Sustainable Drainage Systems
 - CC/9 Managing Flood Risk
 - HQ/1 Design Principles
 - NH/4 Biodiversity
 - H/8 Housing Density
 - H/12 Residential space Standards
 - SC/11 Land Contamination
 - TI/2 Planning for Sustainable Travel
 - TI/3 Parking Provision
 - TI/10 Broadband
7. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
District Design Guide SPD - Adopted March 2010

Consultation

8. **Longstanton Parish Council** – Object on the grounds the development would be overdevelopment of the site in both density and layout. Considering the original number of dwellings that were located in Few's Lane prior to the incremental applications received since 2016 (2 bungalows up to 2016) these dwellings replacing the bungalow will increase dwellings to 7 (considering the other approved application, completed builds and vehicular access for the house on the corner of Few's Lane). In addition, Longstanton Parish council have raised concerns with all applications received for this site about highway safety, in particular that of pedestrians using the lane as a public footpath and the increase in traffic these dwellings will produce and

the visibility from the lane onto the High Street.

9. **Local Highway Authority** – Originally objected as the application was not supported by sufficient pedestrian/cycle information to demonstrate that the proposed incremental development would not be prejudicial to the satisfactory functioning of the highway as concerns have been raised by the District Councillor and Parish Council with regards to the number of pedestrians and cyclist using Fews Lane.
10. Following the submission of the requested pedestrian/cycle information the Local Highway Authority's request for refusal has now been overcome.
11. Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that the existing Public Right of Way be constructed using a bound material, for the first ten metres from the back of the footway along High Street. Reason: in the interests of highway safety.
12. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Local Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
 - (i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted highway)
 - (ii) Contractor parking, for both phases all such parking shall be within the curtilage of the site and not on the street.
 - (iii) Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway.
 - (iv) Control of dust, mud and debris, in relationship to the functioning of the adopted public highway.Reason: in the interests of highway safety
13. In the event that the Planning Authority is so minded as to grant permission to the proposal please add an informative to the effect that the granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
14. **Drainage Officer** – No objections in principle. However, the proposals have not demonstrated a suitable surface water and foul water drainage provision and there is extensive surface water flooding indicated on the Environment Agency's Surface Water Maps. Conditions are requested requiring further details of foul and surface water drainage and all finished floor levels shall be a minimum of 300 mm above the existing ground level.
15. **Environmental Health Officer** – No objections subject to conditions requiring limitations on the hours of use for construction site machinery and plant and construction related deliveries and no burning of waste or materials on site without prior consent.
16. **Contaminated Land** – There are no immediately evident environmental constraints at this site, however the development is for residential which is a sensitive end use. Therefore I recommend the following informative be attached to the consent to cover the eventuality of any unforeseen contamination:
17. If during the development contamination not previously identified is found to be present at the site, such as putrescible waste, visual or physical evidence of

contamination of fuels/oils, backfill or asbestos containing materials, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved to the satisfaction of the Local Planning Authority.

Representations

18. **Cllr Cheung Johnson** - Objects on the following grounds:

- Overlooking of existing properties because of additional height of new dwellings, potential impact of light onto lower bungalows
- Highways authority concerns on safety, this is a heavily used footpath for residents and Few Lane itself is unsuited for increased vehicular access, in particular at the junction of the High Street

19. **Third parties** - Objections have been received on behalf of two neighbouring properties as well as from the Fews Lane Consortium Ltd raising the following points:

- Density of development not in keeping
- Bulky and overbearing mass out of context creating an undesirable visual impact
- Would violate the 45 degree rule and reduce daylight
- Loss of sunlight on neighbouring properties. Impact should be considered cumulatively with other developments on the site
- Overlooking private amenity space of the property and other neighbouring dwellings
- No provision for safe access for vehicles or pedestrians along Fews Lane
- Vehicles would not be able to enter and exit the parking spaces shown in forward gear. Furthermore, vehicles would have to reverse into or across the public footpath either when entering the parking area or exiting the parking area. This poses a severe and unacceptable risk to the safety of users of the public footpath and to motorists and cyclists making use of Fews Lane.
- Insufficient visibility onto High Street. Too close to the Mitchcroft Road opening on a blind corner next to bus stops
- Fews Lane is of substandard design and construction. Dangerous due to inadequate junction design and inability of highway users along High Street and vehicles exiting Fews Lane to see each other.
- No proposal to mitigate the unsafe impacts on traffic safety. Need to widen Fews Lane to 5 m for first 5 m with a suitable bound material if approved
- The Council has previously misdirected itself in not considering the total additive effects on highway safety resulting from the increased level of traffic due to the total cumulative development of the original curtilage of The Retreat, all of which uses

Fews Lane for all access.

- Residual cumulative impact should have due regard to impacts on the wider road network to include access, economy, safety and the environment .
- Loss of obscuring foliage
- Need to remove permitted development rights if approved
- The previous approval for a dwelling under planning permission ref S/0999/14/FL has expired and is no longer relevant as other permissions have been granted since within the rear garden of The Retreat. Will lead to significant overcrowding in the area.
- The officer's report should explicitly make clear to the committee that the impacts of the wider development of the site can be material planning considerations.
- Piecemeal development in the area by the same developer is against the spirit of the planning process and all of the applications should be considered as a single application
- The application is not valid as the red line plan does not take account of necessary visibility splays

Site and Surroundings

20. The Retreat comprises a single-storey dwelling off an unadopted road known as Fews Lane. The Lane currently serves as an access for 5 existing dwellings and a sixth recently approved behind The Retreat, but not yet constructed. The Lane also serves as a footpath linking the Home Farm residential development to the south and west of Fews Lane with High Street.
21. The site lies within the designated village framework and is otherwise unconstrained.

Proposal

22. The proposal is to demolish the existing dwelling and replace it with two, two-storey dwellings of similar scale, layout and appearance to each other. The upper storey would be contained within the roofspace. The properties would be roughly aligned with The Beeches to the west, each with their own parking areas to meet adopted standards and access off Fews Lane. The proposed external materials would comprise Istock Cream Buff multi facing brickwork under a natural red-coloured Marley Melodie Clay single pantile roof.

Planning Assessment

23. The key considerations in this case relate to the principle of development, the impact on the character and appearance of the area; residential amenity of existing and future occupiers; and highway safety.

Principle of Development

24. Policy S/2 of the Local Plan sets out the Plan objectives based on principles of sustainable development. Policy S/3 provides a presumption in favour of sustainable development. In locating new residential development, policy S/6 sets out the development strategy based on a sequential approach to development.

25. Policy S/10 classifies Longstanton as a Group Village where residential development will be permitted of up to an indicative maximum scheme size of 8 dwellings. Therefore the principle of a new dwelling within the village framework as proposed is considered acceptable subject to other material planning considerations.
26. The existing site density will be increased from approximately 14 dph to 29 dph. The overall density of development off and to the north of Fews Lane will be increased from 15 dph to 18 dph. This is consistent with Policy H/8 which primarily requires housing developments to achieve an average net density of 30 dph in Group Villages. This density may vary from the above when justified by the character of the locality, and given the size of the site and its relationship to other properties, the proposed density is not considered to be excessive within its wider context.

Character and Appearance

27. Policy S/7 states that development and redevelopment of unallocated land and buildings within development frameworks will be permitted provided that:
“a. Development is of a scale, density and character appropriate to the location, and is consistent with other policies in the Local Plan; and
b. Retention of the site in its present state does not form an essential part of the local character, and development would protect and enhance local features of green space, landscape, ecological or historic importance; and
c. There is the necessary infrastructure capacity to support the development;”
28. Policy HQ/1 of the adopted Local Plan states that all new development should preserve or enhance the character of the local area and be compatible with its location and appropriate in terms of scale, mass, form, siting, design, proportions and materials. Policy HQ/1 also states that planning permission will not be granted where the proposed development would, amongst other criteria, have an unacceptable adverse on village character.
29. Representations have been submitted which state the proposal is not in keeping with the character of the area. The previous approval for a dwelling under planning permission ref S/0999/14/FL has expired and has not been used as a basis in considering the merits of this application.
30. The surrounding area has a mix of styles and designs of residential properties but is characterised by mainly two storey residential properties which generally sit within modest plots. While of modest scale and appearance, the existing single-storey dwelling on the site has a somewhat dated appearance and does not particularly enhance its surroundings.
31. The new dwellings utilise similar materials to other recently constructed dwellings and are generally of a similar modest form and appearance. The buildings are most clearly seen in conjunction with The Beeches which lies to the west. This dwelling is of two storeys albeit the upper accommodation is contained entirely within the roofspace. It has an eaves and ridge height of 2.4 and 6.9 m respectively. The two new dwellings also contain the upper accommodation within the roofspace but have eaves and ridge heights of 3.7 and 7.8 m respectively. They are separated from The Beeches by a gap of 6 m and by an open area of more than 28 m to the east and dwellings in Mitchcroft Road.
32. While they have a greater scale than The Beeches as well as the other newer properties also served off Fews Lane, the two new dwellings are reasonably divorced

from other development such that their overall scale will not appear over-dominant or out of place in the street scene. Views from the High Street will also be mitigated by the presence of existing screening along Fewes Lane and along part of the site boundary to the east.

33. Unlike The Beeches, parking provision will be at the front of the properties, but the residual garden area is not inconsistent with the front of other properties nearby. An agreed landscaping scheme can be secured to allow for softening of the frontage to help reduce the impact of car parking.
34. There may be some impact from the siting of Plot 2 on the canopies of the tree screen along the eastern boundary, most of which are within the curtilage of the adjoining property. Their protection during construction works can be controlled by way of a safeguarding condition. Details of the proposed landscaping and boundary treatments are also required to help assimilate the development into its surroundings.
35. The proposed dwellings are therefore considered to preserve the character of the surrounding area and are compatible with their location and appropriate in terms of scale, mass, form, siting, design, proportions and materials. They therefore comply with Policies S/7 and HQ/1 in this respect.

Residential Amenity

36. For the proposed occupiers, the gross internal floor areas accord with space standards as set out in Policy H/12 and will thus ensure a reasonable level of residential amenity and quality of life for future occupants as well as long term sustainability and usability of the new homes. The rear gardens also have areas which comply with the minimum requirements set out in the District Design Guide.
37. The size and siting of the new dwellings and their set back from the road are such that there will be no harmful loss of privacy for the properties opposite. The properties have rear garden depths of approximately 11 m (Plot 1) and 14 m which comply with amenity area standards set out in the District Design Guide. There are two windows at first floor level and one of these serves an en-suite room served by a rooflight with a cill height 1.7 m above floor level. There is a distance of over 20 m between the rear elevations and the front of the recently approved bungalow and this is acceptable given that the private amenity space of that property will be unaffected.
38. Any overlooking of The Beeches from Plot 1 will be oblique and is no different from many domestic situations. The 6 m wide gap between the two properties will further help mitigate this impact. The property behind known as The Elms also has its private amenity area to the north (i.e. out of view from the new dwellings) such that it will be unaffected. There is also an oblique distance of 19 m between the rear bedroom window in Plot 1 (the nearest property) and the front of The Elms. Given that any overlooking will be towards the front of this property this distance is sufficient such as to not result in unreasonable loss of privacy. 6 Mitchcroft Road lies to the north-east and the distance from the rear of the house on Plot 2 is approximately 19 m to its nearest boundary. When combined with the existing tree screen in between, this means that the existing privacy enjoyed by this property will be maintained.
39. Any adverse impact on daylight and from overshadowing would mainly be felt by The Beeches. This property lies to the west of Plot 1 and any possible overshadowing would be very early in the morning leaving its private amenity space otherwise largely unaffected. There is no violation of the 45 degree rule and the relative position and orientation of neighbouring dwellings means that any impact will not be significant

such as to warrant refusal.

40. The development will therefore comply with Policy HQ/1.
41. Respondents have requested that permitted development rights be removed in the event the application is approved. Government advice is that this measure should be used sparingly, but nonetheless the addition of some permitted development under Classes A and B could have an unacceptable impact on the amenity of other residential properties. A condition is therefore necessary in this regard.
42. The Environmental Health Officer has requested conditions to ameliorate the impact on residential amenity during construction. Given the restricted nature of Fews Lane these are justified in accordance with policy CC/6 and will be worded to echo those attached to the recent planning permission reference S/2439/18/FL for consistency. An informative can be added requiring no burning of waste or materials on site without prior consent.

Highway Safety

43. Paragraph 109 of the NPPF states developments should only be prevented or refused on highways grounds if there would be an '*unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.
44. The local highway authority (LHA) initially objected as the application was not supported by sufficient pedestrian/cycle information to demonstrate that the proposed incremental development would not be prejudicial to the satisfactory functioning of the highway. The LHA requested that the pedestrian/cycle surveys be carried out, for the duration of 5 days Monday – Friday (not during the school holidays), between the hours of 7.30 – 9.30 and 15.00 – 17.00, along with details of weather on these days.
45. The applicant has since undertaken a survey for the use of Fews Lane by cycles and pedestrians. This was carried out between 27 March and 2 April. The survey results indicate that on average there were 10 pedestrian movements per hour up and down Fews Lane with a cluster of secondary school children during the a.m. and p.m. peaks representing almost 50% of all pedestrian movements. There was a record of just one cyclist during the week long survey. Full details of the survey are available to view on the Council's website.
46. Following the submission of the requested pedestrian/cycle information the LHA has withdrawn its request for refusal. As such, the LHA has not identified any unacceptable impact on highway safety. This is notwithstanding the survey information excludes highway users who pass the entrance to Fews Lane as suggested by an objector.
47. The LHA's approval is subject to conditions that the existing Public Right of Way (PROW) be constructed using a bound material, for the first ten metres from the back of the footway along High Street; the submission of a traffic management plan and an informative to the effect that the granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
48. The requested works requiring the surface of Fews Lane to be constructed using a bound material will be within the public highway (PROW) and therefore can be carried out under a Short Form Section 278 Agreement between the applicant and

Cambridgeshire County Council.

49. The above conditions are considered necessary in this instance. No conditions are sought in respect of the width of the Lane at its junction with High Street or for pedestrian visibility splays to be provided as recommended by some local residents. Objections that the application is not valid as the red line plan does not take account of the necessary visibility splays are not relevant as no requirement for such splays to be provided is considered necessary.
50. In considering the residual cumulative impact on the road network, account is taken of the increased level of traffic due to the total cumulative development of the original curtilage of The Retreat, and the two other properties (built in the 1960's) which use Few's Lane for vehicular access. With the recent approval for a dwelling under reference S/2439/18/FL, the former curtilage of The Retreat will have been subdivided into a total of 5 separate residential plots with the two additional houses opposite.
51. So far as the residual cumulative impacts on the road network are concerned, there would typically be around 4.5 vehicular movements per dwelling over a 12-hour period. This means that with the two new dwellings the total number of vehicular movements would increase to approximately 31.5. The local highway authority has not raised any concerns that the existing free flow of traffic along the High Street will be materially affected. Significantly, the LHA has not considered the residual cumulative impact on the road network arising from a total of seven dwellings to be "severe" as per the wording in paragraph 109 of the NPPF.
52. Attention is drawn to the two appeal decisions attached as appendix 1 and 2. In the former appeal (from 1989), the inspector noted that Few's Lane served three dwellings and the appeal proposal would increase this to 4. He considered the junction of Few's Lane and High Street (then the route of the B1050 through the village) to be unsafe given visibility to the south was considerably impeded by vegetation. As the road is straight, it was anticipated that vehicles would be travelling close to the maximum permitted speed and this would have a harmful effect on traffic safety. No such overriding harm was found in respect of traffic travelling from a northerly direction.
53. In the subsequent 2018 decision, the appeal inspector was aware that the B1050 had ran through the centre of Longstanton, but that the village by-pass now has a signposted route that skirts its western edge. He observed that traffic now has no need to take the old route to by-pass the village and that the time of his 9 a.m. visit on a school day, the level of traffic in the High Street appeared to be quite low. He opined there was no evidence to suggest these conditions were unusual. His conclusion was that although Few's Lane does not meet modern highway standards in terms of both its geometry and construction, the development would provide safe and appropriate access.
54. Officers conclude that there has clearly been a material change of circumstances in highway conditions between 1989 and 2018, namely the construction of the village by-pass. This has had a material impact on traffic flows. The current application for an additional dwelling is also to be determined in accordance with the same road conditions that prevailed at the time of the second appeal.
55. Having had due regard to the matters already discussed, officers have no reason to dispute the conclusion of the LHA in respect of any highway related matters. The proposal therefore complies with policies TI/2 and TI/3.

Other Matters

56. In view of the consultation response from the Drainage Officer, conditions in respect of foul and surface water drainage and finished floor levels should be imposed in accordance with policies CC/8 and CC/9. An informative will also be added in respect of contamination as requested by the consultee.
57. Conditions are also required in respect of a scheme for renewable energy, water efficiency measures and broadband provisions to accord with newly adopted Plan policies CC/3, CC/4 and TI/10 respectively.
58. The objection that piecemeal development in the area by the same developer is against the spirit of the planning process is not a material planning consideration.
59. The representation that the impacts of the wider development of the site can be material planning considerations has been acknowledged in the drafting of this report.

Recommendation

60. Approval subject to:

Planning conditions and Informatives as set out below, with the final wording of any amendments to these to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission.

Conditions

- a) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
- b) The development hereby permitted shall be carried out in accordance with the following approved plans: FLL-45-01, FLL-45-02
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990).
- c) The materials to be used in the construction of the external surfaces of the dwellings hereby permitted shall be as described in the application form or shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Where materials are approved by the Local Planning Authority, the development shall be carried out in accordance with the approved details.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018).
- d) Prior to the first occupation of the development, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/6 of the adopted South Cambridgeshire Local Plan 2018).

- e) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/6 of the adopted South Cambridgeshire Local Plan 2018.)
- f) Prior to the first occupation of the development a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment for each dwelling shall be completed before that/the dwelling is occupied in accordance with the approved details and shall thereafter be retained.
(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018.)
- g) No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Local Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
(i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted highway)
(ii) Contractor parking shall be within the curtilage of the site and not on the street.
(iii) Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway).
(iv) Control of dust, mud and debris, in relationship to the functioning of the adopted public highway.
(Reason: In the interests of highway safety).
- h) No development above slab level shall occur until schemes for the provision and implementation of foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The schemes shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority.
(Reason - To reduce the risk of pollution to the water environment, to ensure a satisfactory method of foul water drainage and to reduce the risk of flooding in accordance with Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018).
- i) All finished floor levels shall be a minimum of 300 mm above the existing ground level.
(Reason – To reduce the risk of flooding in accordance with policy CC/9 of the South Cambridgeshire Local Plan 2018).
- j) No development above slab level shall take place until a scheme has been submitted that demonstrates a minimum of 10% of carbon emissions (to be

calculated by reference to a baseline for the anticipated carbon emissions for the property as defined by Building Regulations) can be reduced through the use of on-site renewable energy and low carbon technologies. The scheme shall be implemented and maintained in accordance with the approved details prior to the occupation of the development.

(Reason – In accordance with policy CC/3 of the South Cambridgeshire Local Plan 2018 and paragraphs 148, 151 and 153 of the National Planning Policy Framework 2018 that seek to improve the sustainability of the development, support the transition to a low carbon future and promote a decentralised, renewable form of energy generation.)

- k) The development hereby approved shall not be occupied a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable, has been submitted to and approved in writing by the local planning authority. Works shall be carried out in accordance with the approved details.
(Reason – To improve the sustainability of the development and reduce the usage of a finite and reducing key resource, in accordance with policy CC/4 of the south Cambridgeshire Local Plan 2018.)
- l) The dwellings hereby approved shall not be occupied until they have been made capable of accommodating Wi-Fi and suitable ducting (in accordance with the Data Ducting Infrastructure for New Homes Guidance Note) has been provided to the public highway that can accommodate fibre optic cabling or other emerging technology, unless otherwise agreed in writing with the Local Planning Authority.
(Reason – To ensure sufficient infrastructure is provided that would be able to accommodate a range of persons within the development, in accordance with policy TI/10 of the South Cambridgeshire Local Plan 2018.)
- m) During the period of demolition and construction, no power operated machinery shall be operated on the site before 0800 hours and after 1800 hours on weekdays, or before 0800 hours and after 1300 hours on Saturdays, nor at any time on Sundays and Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.
(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018).
- n) During the period of demolition and construction, no deliveries shall be made to and from the site between 0730 and 0930 hours and between 1500 and 1800 hours on weekdays or before 0800 hours and after 1300 hours on Saturdays, nor at any time on Sundays and Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.
(Reason - To minimise noise disturbance for adjoining residents and to reduce potential conflicts with pedestrians, particular schoolchildren using Fews Lane and High Street in accordance with Policy CC/6 and HQ/1 of the South Cambridgeshire Local Plan 2018).
- o) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A and B of Part 1 of Schedule 2 of the Order shall take place unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.

(Reason - In the interests of protection of residential amenity and the character of the area in accordance with policy HQ/1 of the South Cambridgeshire Local Plan 2018).

Informatives

- a) If during the development contamination not previously identified is found to be present at the site, such as putrescible waste, visual or physical evidence of contamination of fuels/oils, backfill or asbestos containing materials, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved to the satisfaction of the Local Planning Authority.
- b) The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
- c) There shall be no burning of waste or materials on site without the prior consent of the Council's Environmental Health Officer.

Background Papers:

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- Planning File Reference: S/277/19/FL

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