

Planning Committee Date	10 August 2022
Report to	South Cambridgeshire District Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	21/03438/FUL
Site	Land At 147 St Neots Road, Hardwick
Ward / Parish	Hardwick
Proposal	Erection of nine self-contained residential flats and associated infrastructure and works
Applicant	Axis Estates Ltd
Presenting Officer	Nick Westlake
Reason Reported to Committee	Referred by officers and Hardwick Parish Council
Member Site Visit Date	n/a
Key Issues	<ol style="list-style-type: none"> 1. Principle of Development 2. Housing Provision 3. Character and Visual Amenity 4. Landscape and adjacent Green Belt 5. Biodiversity 6. Flood Risk and Drainage 7. Highway Safety and Parking 8. Residential Amenity 9. Renewables / Climate Change 10. Noise 11. Contamination 12. Developer Contributions 13. Other Matters
Recommendation	APPROVE

1.0 Executive Summary

- 1.1 The application seeks full planning permission for the erection of a three-storey building to provide 9 flats (4 one beds and 5 two beds), together with car and cycle parking and landscaping, with access via an existing access off St Neots Road and a new access via Cambridge Road.
- 1.2 Officers are of the view that the design of the proposed development would make a positive contribution to its immediate and wider context, while the proposed landscaping would appropriately integrate the development within its surroundings.
- 1.3 Furthermore, Officers consider that the proposed development makes adequate provision of car parking spaces, with one space per apartment building. Although this is below parking standards, the area is well served by existing services and facilities, and nearby bus stops and cycle lanes. Overall, it is not considered to give rise to unacceptable levels of on-street car parking, and no harm to Highway Safety is expected as a result of the proposed accesses.
- 1.4 Officers recommend that the Planning Committee approve the application for the reasons set out in this report.

2.0 Site Description and Context

- 2.1 The host site is located within the development framework boundary of Hardwick and comprises a brownfield land with an area of approximately 0.08 hectares. The land is generally flat, access to the site is currently achieved via the existing access off St Neots Road only. Excluding the shared access across the north of the site, the development plot is some 33m deep and 21m wide.
- 2.2 The site is bound to the east by Cambridge Road and to the North by St Neots Road. The site comprises a vacant grassed area that was last used as a commercial space, over 10 years ago. To the immediate west of the host site is a two-storey building that was last used as a restaurant though has been damaged by fire.
- 2.3 Historically, the site was undeveloped until 1983 when a single two-storey building was erected which contained a restaurant, take-away and offices. A fire in November 2006 made the building unusable. Aerial photographs in 2003 show the building extending across to the application site and the neighbouring site to the west. However, the 2008 photographs show only a building on the neighbouring site remaining. The land has remained vacant ever since. The Environmental Health Officer has provided evidence that the neighbouring site once contained a Petrol Filling Station.

- 2.4 The site lies within but adjacent to the boundary of Hardwick's Development Framework, beyond which is the wider countryside and the Cambridge Green Belt. To the north some 50m away, is the A428. While to the immediate east of the host site there is a cluster of mature trees on the eastern side of Cambridge Road at the junction with St Neots Road. These trees are within the grounds of 122 Cambridge Road, they are not currently protected however, they help screen the site from views from the east. To the immediate south of the site, is a Telephone Exchange building set within a wide plot of some 33m wide. This commercial building has the appearance of a two-storey building with a pitched roof. The eaves height is approximately 5m and ridge height is approximately 7m. Essentially, the building is taller than a typical residential bungalow. The remainder of this part of Cambridge Road is residential in nature with the nearest buildings to the host site being a series of residential bungalows, the closest some 35m away to the south.
- 2.5 The historic fire damaged restaurant known as 'Newton House', is located to the immediate west of the host site. This neighbouring site has recently been the beneficiary of Planning approval 21/01345/FUL, that involves the creation of 5 apartments with associated car parking, cycle storage and bin storage, via the demolition of Newton House. This development is not built out and the construction work has not started. Beyond this development to the west, there are a series of two storey commercial buildings within a block known as 149 -151 St Neots Road. This is split into separate offices and retail units; the uses have and do include a hairdresser, church, estate agents, website developments and pneumatics retail outlet. Beyond this block to the west is a detached two storey building used as an education / learning centre. The remainder of street scene along St Neots Road is a mixture of most single storey or 1 ½ storey commercial buildings and two storey residential buildings interspersed with bungalows of various designs.
- 2.6 The site is not located in or near to a Conservation Area. There are no Listed Buildings within the vicinity of the site. Also, there are no TPO's on the site, although the area to the immediate north of the site, beyond St Neots Road, is cover by a blanket TPO known as Whitepits Plantation. There are no Public Rights of Way near the site that could be affected by the development or that overlook the site.
- 2.7 The site is located in flood zone 1 (low risk). Surface water flooding is shown to be occurring on the Cambridge Road some 50m – 100m to the east of the site. However, the site itself is not affected by surface water flooding.

3.0 The Proposal

- 3.1 This application seeks full planning permission for the erection of a three-storey building to provide 9 flats, together with parking and landscaping. The development is in the form of 3no. studio flats, 1no. one bed flat, and 5no. two bed flats. For

reference, a studio apartment is a self-contained unit and includes everything in the single room space except the bathroom. The schedule is given below.

- Flat 1 – 45sqm – 1 Bed Studio
- Flat 2 – 65sqm – 2 Bed Flat
- Flat 3 – 60sqm – 1 Bed Flat
- Flat 4 – 45sqm – 1 Bed Studio
- Flat 5 – 65sqm – 2 Bed Flat
- Flat 6 – 96sqm – 2 Bed Flat
- Flat 7 – 39sqm – 1 Bed Studio
- Flat 8 – 65sq – 2 Bed Flat
- Flat 9 – 96sqm – 2 Bed Flat

- 3.2 Overall, the proposed building provides a floor area of 280m² and is located towards the southern portion of the site. Seven of the residential carparking spaces are located to the north side of the site, where there is an existing access from St Neots Road. The access road runs parallel with the northern boundary behind the site frontage hedge. The proposed access road comprises a right of way across the adjacent property curtilage. Certificate B was served to the immediate neighbours to the west during the application process as required in such instances. A secondary access is proposed from Cambridge Road to service two residential parking spaces in the southeast portion of the site. Two of the ground floor flats have private gardens with the other flats serviced by private balconies and a communal open space area, and all have access to a roof top terrace.
- 3.3 There is a dedicated path, leading from the northern entrance, through the car park, to the communal garden to provide safer access for residents. A footpath is also provided on the east side of the site, connecting the south side of the site to the communal garden. Cycle and bins stores are located internally within the main building.
- 3.4 Following the withdrawal of the original application on the host site S/3849/19/FL, due in part to objections to the proposed design of the building, a series of Design workshops took place with the applicant via the pre application process 21/50087/PREAPP. The meetings included; Tom Davies (Urban Design Officer), Bonnie Kwok (Urban Design officer), Richard Fitzjohn (Original Case Officer), Matt Hare (Planning Agent, Carter Jonas), Chris Senior (PiP architects), Sean Vessey (Liz Lake Landscape Architects) and the applicants who attended the pre-application design workshops in April 2021 and May 2021. The current proposals have been informed from this process.

4.0 Relevant Site History

Application Site

21/50087/PREAPP - Erection of a new building containing nine self-contained flats, and associated infrastructure and works

S/3849/19/FL - Erection of nine self-contained residential flats and associated infrastructure and works (Withdrawn)

S/0274/07/F - Extension and Reconstruction of Fire Damaged Building. Change of Use of One Bay at First Floor from Office Use (Class B1) to Residential (Class C3) for Staff Accommodation for Restaurant Use and One Bay at First Floor from Office (Class B1) to Restaurant Function Room - Approved

S/0282/13/FL - Proposed mixed-use development of hotel restaurant & takeaway and associated works - Approved

Adjacent Site

22/01656/SCOP - Proposed Cambourne to Cambridge Transport Link Cambridge Cambridgeshire. Request for a Formal Scoping Opinion for transport and works act proposed for Cambourne to Cambridge – Awaiting outcome.

21/01345/FUL - Redevelopment to form 2 No. 1 bedroom & 3 No. 2 bedroom apartments with associated car parking, cycle storage and bin storage. – Approved

20/05220/FUL - Redevelopment to form 2no 1bed and 3no 2bed, apartments with associated car parking, cycle storage and bin storage – Withdrawn.

S/0282/13/FL - Proposed mixed-use development of hotel restaurant & takeaway and associated works - Approved

S/1503/07/F - Extension and Reconstruction of Fire Damaged Building. Change of Use of One Bay at First Floor from Office Use (Class B1) to Residential (Class C3) for Staff Accommodation for Restaurant Use and One Bay at First Floor from Office (Class B1) to Restaurant Function Room (Revised Proposal to that Permitted under ref. S/02740/07/F –Withdrawn

S/1822/07/F - Replacement of Fire Damaged Building with New Building for Office (Class B1) Restaurant Function Room and Staff Accommodation for Restaurant Use - Approved

S/0274/07/F - Extension and Reconstruction of Fire Damaged Building. Change of Use of One Bay at First Floor from Office Use (Class B1) to Residential (Class C3)

for Staff Accommodation for Restaurant Use and One Bay at First Floor from Office (Class B1) to Restaurant Function Room – Approved

S/1064/02/F - Change of use to Restaurant – Approved

S/1707/94/F – Change of use to Hot Food Takeaway and Home Delivery Service

S/0765/94/F – Change of use from B1 to Retail and Storage – Approved

S/1488/93/F – Change of use to Retail Unit and Car Sales - Refused

S/2115/90/F – Use as Offices/Showrooms for the purpose of selling Compute Software – Approved

S/1065/87/F – Change of use from car showroom to restaurant/live entertainments - Refused

S/0237/87/F – 5 Retail Units – Approved

S/0236/87/O – 6 Houses - Refused

S/0715/84/F – Change of use to Offices and Storage – Refused but Appeal Allowed

S/0154/80/F – New car showroom, hardstanding and extensions and alterations to service station.

5.0 Policy

5.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

5.2 South Cambridgeshire Local 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/10 – Group Villages

CC/1 – Mitigation and Adaption to Climate Change
CC/3 – Renewable and Low Carbon Energy in New Developments
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
HQ/2 – Public Art and New Development
NH/2 – Protecting and Enhancing Landscape Character
NH/4 – Biodiversity
NH/8 – Mitigating the Impact of Development in and adjoining the Green Belt
NH/14 – Heritage Assets
H/8 – Housing Density
H/9 – Housing Mix
H/10 – Affordable Housing
H/12 – Residential Space Standards
E/14 – Loss of Employment Land to Non-Employment Uses
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
TI/2 – Planning for Sustainable Travel
TI/3 – Parking Provision
TI/8 – Infrastructure and New Developments
TI/10 – Broadband

5.3 Neighbourhood Plan

5.4 None

5.5 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016

5.6 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Health Impact Assessment SPD – Adopted March 2011

Landscape in New Developments SPD – Adopted March 2010
District Design Guide SPD – Adopted March 2010
Affordable Housing SPD – Adopted March 2010
Open Space in New Developments SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

5.7 **Other Guidance**

5.8 Greater Cambridge Housing Strategy for 2019 to 2023

6.0 **Consultations**

6.1 **Hardwick Parish Council – Objection**

6.2 The 3 story with flat roof design is out of keeping with the nearby buildings in a focal point of the village. It should be a maximum of 2 stories with an apex roof. The access onto Cambridge Road is too close to the busy St Neots Road/Cambridge Road Junction. The proposed building is too close to Cambridge Road.

The Parish Council requested that the application be referred to the Planning Committee.

6.3 **Anglian Water – No Comments Received**

6.4 n/a

6.5 **Contaminated Land Officer – No Objection**

6.6 Recommend conditions requiring a detailed desk study and site walk over, a detailed scheme for the investigation and recording of contamination and remediation objectives, a remediation method statement, a verification report and the potential for previously unidentified contamination being found.

6.7 **Ecology Officer – No Objection**

6.8 Recommend conditions to secure a Construction Ecological Management Plan (CEcMP), a Biodiversity Mitigation Method Statement and a Biodiversity Enhancement Layout which would include a proposal for 10% net gain in biodiversity, both prior to works above slab level.

6.9 **Environmental Health Officer – No Objection**

- 6.10 Recommends an hours of use condition, a Construction Environmental Management Plan, a scheme to protect residential units from Nosie from the A428 and St Neots Road and that the development is constructed in strict accordance with the noise mitigation measures recommended in the Acoustic Assessment, 147 St Neots Road, Hardwick, Axis Estates Ltd, (Reference: RP01-18906REV1) dated 17th September 2019 prepared by Cass Allen Associates Ltd.
- 6.11 **Landscape Officer – No Objection**
- 6.12 No objection subject to the Hard and Soft Landscaping and Landscaping Implementation.
- 6.13 **Local Highways Authority – No Objection**
- 6.14 Recommend conditions for visibility splays, surface water drainage arrangements, traffic management plan, details of the surface materials used.
- 6.15 The Local Highways Authority will not seek to adopt any part of the development and the development does not take part on Highways land.
- 6.16 **Sustainable Drainage Engineer – No Objection**
- 6.17 Recommend a condition relating to surface water drainage, management and maintenance of the SUDS features and a condition relating to Foul drainage.
- 6.18 **Sustainability Officer – No Objection**
- 6.19 Recommend a condition to secure the approved renewable / low carbon energy technologies water efficiency. Condition wording is recommended below. 10% renewable energy.
- 6.20 **Urban Design Officer – No Objection**
- 6.21 Urban Design Officers have no objections to the scheme for meeting the requirements of paragraph 130 of the 'National Planning Policy Framework' (2021), policy HQ/1 of the 'South Cambridgeshire District Local Plan' (2018) and guidance in paragraph 6.75 of the 'District Design Guide' ('DDG') (2010).
- 6.22 There is a lack of detailed information about the external materials and colours of the building. A condition requiring the submission of an actual material samples and a detailed material schedule, including the use of Peterson Tegl bricks and zinc cladding to the roof of the staircase element will be imposed should the scheme be approved.

6.23 **Highways England – No Objection**

6.24 No Conditions suggested.

6.25 **Waste Project Officer – No Objections**

6.26 Assuming a total of 23 people,

23 x 50 litres per person = 1,150 litres for refuse and same for recycling.

There are 2 bin sizes, 1100 litre or 660 litres

Options are to have could 1 x 1100 litre for refuse and same for recycling OR 2 x 660 for refuse and 2 x 660 for recycling

6.27 **Historic Environment**

6.28 No objections subject to a written scheme of investigation (WSI) of the host site.

7.0 Third Party Representations

7.1 Five representations of objection have been received (three from the same person). Full redacted versions of these comments can be found on the Council's website. In summary the following concerns have been raised:

Highways

- Insufficient parking provision.
- Concerns about over-development of the two sites also 21/01345/FUL- the 5 flat developments approved to the west.
- The access should be further towards Cambridge Road ie creating a new access off St Neots Road.
- More than one vehicle per flat, plus visitors and delivery/service vehicles will be expected. This will overspill onto adjoining property, causing nuisance and conflict.
- The Red line land includes a section of the access that the applicant does not have the right of access to, this relates to the full width of the existing vehicle crossover.
- The plans show a loss of parking on St Neots Road
- No visitor parking or disabled parking

- Congestion and safety concern at the access off St Neots Road leading to highway safety concerns, the access has poor visibility due to parking on St Neots Road.
- Car cannot leave in a forward gear
- Parking would take place outside the local businesses
- How will the business parking be protected?
- The proposed Camborne to Cambridge cycle / bus link would remove any on street layby parking available on St Neots Road.
- The lack of parking would affect the nearby businesses
- Without a separate entrance all the construction traffic would conflict with commercial traffic and visitors
- The noise and dust associated with the development would cause disruption to businesses
- Delivery drivers will use the St Neots Road access only, can some deliveries not go via Cambridge Road.
- Who shall maintain the right of access to the site?
- The development shall contribute to wear and tear of the access.
- There is no right for the residents of the host development, visitors or service vehicles to park on the commercial unit's areas.
- A condition should be used to regulate a more suitable method of access limiting the need to use the St Neots access.

One letter of included support for the architectural designs, another supported residential development however concerns were raised regarding parking provision and highways access arrangements offered.

8.0 Member Representations

- 8.1 Cllr Chamberlain has called the application to Planning Committee in agreement with the Parish Council.

9.0 Local Groups / Other Organisations

- 9.1 None

10.0 Assessment

10.1 Principle of Development

- 10.2 The site is located within the Development Framework boundary of Hardwick.

- 10.3 Policy S/7 sets out 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;
- 10.4 Criterion (a) is considered in more detail later in this report. Retention of the site in its present state does not form an essential part of the local character, the site needs redevelopment and as such there is no conflict with criterion (b) while criterion (c) is considered below.
- 10.5 Hardwick is defined as a Group Village under S/10 of the Local Plan.
- 10.6 Policy S/10 states that residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings will be permitted within the development frameworks of Group Villages. Policy S/10 also details that development may exceptionally consist of up to about 15 dwellings where this would make the best use of a single brownfield site.
- 10.7 Officers accept the site as a 'brownfield site' given the previous uses of the land. Of key importance when assessing the validity of a residential use of the host site is to consider the approval of the residential use at the neighbouring site to the immediate west, via application 21/01345/FUL, that gave approval for 5 flats. Although these flats have not been built out it is clear that the Local Authority envisage residential accommodation in this location as acceptable in principle. Given the history of the site and the recent planning approval on the adjacent site, the principle of residential development on this brownfield site would accord with Policies S/7 and S/10.
- 10.8 Another principal matter relates to the loss of employment land to non-employment uses.
- 10.9 Policy E/14 of the Local Plan sets out that the conversion, change of use or redevelopment of *existing* (emphasis added) employment sites to non-employment uses within or on the edge of development frameworks will be resisted unless one of the following criteria is met (in summary):
(a) demonstrates that the site is inappropriate for any employment use to continue having regard to market demand (12 months marketing);
(b) overall benefit to the community outweighs any adverse effect on employment opportunities; or
(c) the existing use is generating environmental problems such as noise, pollution or unacceptable levels of traffic.
- 10.10 Ultimately the site is not in an existing use for employment purposes and there would be no loss of employment if the development went ahead. Indeed, the site has been unused for well over 10 years. Also, the neighbouring site to the west benefits from full planning consent for residential development, which would

involve a shared access with the host site. The adjacent permission, via application 21/01345/FUL, was not assessed against policy E/14. This permission may make it difficult for employment uses to exist on the site with the associated noise, highway movements and general disruption that would bring, ultimately harming the residential amenity of the neighbouring flats (if built out).

10.11 Paragraph 120(c) of the NPPF states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

10.12 Given the size of the site, the relevant adjacent planning consent for residential use and redevelopment of a brownfield site, there is no in-principal objection to the development of 9 apartments on the site, subject to all other material planning considerations.

10.13 **Housing Provision**

Density

10.14 Policy H/8 of the Local Plan details that housing developments will achieve an average net density of 30 dwellings per hectare in Group Villages but that the net density on a site may vary from this figure were justified by the character of the locality, the scale of the development, or other local circumstances.

10.15 The site has an area of approximately 0.08 hectares. The provision of 9 residential units would equate to a density of approximately 112 dwellings per hectare.

10.16 The proposed density far exceeds the average standards of Policy H/8. However, this is a consequence of the provision of apartments rather than houses resulting in an inflated density. The application site is located adjacent to plot where residential development of a similar character and scale has been approved, although there the density was approximately 69 dwellings per hectare. This was due to this development being 2 stories in nature with a pitched roof.

10.17 Overall, the development must remain design led. Officers consider due to the host site being adjacent to a site of a similar scale and having a non-residential building to the south, it is appropriate that the higher density is justified by the character of the locality and the design of the development proposed. It is noteworthy there were no objections from the public with regards to the height or scale of the proposed building.

10.18 The density of the proposed development is therefore considered acceptable, in accordance with policy H/8 of the Local Plan.

Market Housing

- 10.19 Policy H/9 of the Local Plan states that a wide choice, type and mix of housing will be provided to meet the needs of different groups in the community including families with children, older people, those seeking starter homes, people wishing to build their own homes, people seeking private rented sector housing, and people with disabilities.
- 10.20 Policy H/9(3) of the Local Plan states that the mix of market homes to be provided on sites of 9 or fewer homes will take account of local circumstances.
- 10.21 The application proposes the development of 9 apartments in the form of 3no. studio flats, 1no. one bed flat, and 5no. two bed flats
- 10.22 Officers are satisfied that the proposed development would provide a reasonable mix of market units, with no evidence available to suggest that such a mix would not be appropriate to local circumstances. The Local Plan says the housing stock has traditionally been dominated by larger detached and semi-detached family houses. The overall imbalance of larger properties was shown in the 2011 Census that identified 75% of the housing stock are detached and semi-detached houses and bungalows, with 18% terraced homes and 6% flats and maisonettes. The Local Plan states, 'the population of the district is ageing, and often older people need or prefer smaller properties that are easier to manage than their original home, with people often looking to 'downsize' to a smaller property'. As such Officers raise no objection to the proposed four 1 beds and five 2 bed units being offered.
- 10.23 Policy H/9(4) requires 5% of homes in a development should be built to the accessible and adaptable dwellings M4(2) standard rounding down to the nearest whole property, and three of the nine apartments proposed would be ground floor units and the two larger units are suitable for adaption to the required standard.
- 10.24 The proposal would accord with Policy H/9 of the Local Plan.

Affordable Housing

- 10.25 Policy H/10 of the Local Plan requires that all developments of 11 dwellings or more, or on sites of less than 11 units if the floor space of the proposed units exceeds 1,000sqm should provide affordable housing.
- 10.26 However, NPPF paragraph 64 is a material consideration and states that provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may

set out a lower threshold of 5 units or fewer). A major development can be defined as 10 dwellings or more.

- 10.27 The development proposes nine residential apartments which would not exceed 1,000sqm of internal private floor space. Therefore, no affordable housing is required as part of the development.
- 10.28 The proposal would not conflict with Policy H/10 of the Local Plan and NPPF guidance.

Residential Space Standards

- 10.29 Policy H/12 of the Local Plan states that new residential units will be permitted where their gross internal floor areas meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standard (2015) or successor document.
- 10.30 The recently amended plans demonstrate that all units within the proposed development would meet or exceed national space standards.
- 10.31 The proposal would accord with Policy H/12 of the Local Plan.

10.32 **Character / Visual Amenity**

- 10.33 Policy HQ/1 of the Local Plan requires all new development to make a positive contribution to its local and wider context. Development proposals should, appropriate to their scale and nature, be compatible with its location and appropriate in terms of scale, mass, form, siting, design, proportions and materials.
- 10.34 Several supporting documents contain visualisations to illustrate the proposed development. The proposal represents a high-density development, as noted above. However, given the site context, it is considered that an acceptable, balanced level of development has been achieved. The proposed development would be of similar width as the commercial and newly approved residential building immediately adjacent to the west albeit slightly taller with greater depth. The actual heights are described in more detail below.
- 10.35 In relation to views of the host site from Cambridge Road. The nearest existing residential development to the south effectively starts some 37 metres away from the proposed southern building line. The immediate southern neighbouring plot being a commercial Telephone Exchange on a wide plot. This commercial building has in part a two-storey nature with an approximate eaves of 5m and ridge of 7m.

Beyond this neighbouring commercial unit there are a series of modest single storey bungalows with a ridge height slightly below that of the Telephone Exchange. However, given the distance from the southern proposed building line on the host site and the nearest residential boundary, the increase in heights to the host development along Cambridge Road is considered acceptable.

- 10.36 Officers note the Parish objections to the height of the building. However, Officers agree the view from the Urban Design Officer, that there are no objections to the height (3 storeys) and massing of the proposed development. This conclusion is drawn in the knowledge the site is on a prominent corner on the entrance to Hardwick from St Neots Road. Indeed, it is argued from the Urban Design Officer that this corner plot location provides scope for a taller building, though well designed.
- 10.37 In relation to views from St Neots Road, when viewed in context with the other properties along St Neots Road. Although they are of a lower scale (there are no three storey buildings evident along St Neots Road). The nearest existing buildings within this part of St Neots Road have two-storey heights with pitched roofs. The submitted 'street elevation' drawing (ref. PL2 0206 rev A) indicates that the proposed building (9.5m to the main roof level and 11.3m to the top of the plant room) is not significantly higher than the terrace of commercial units (149-151 St Neots Road) which are 7m in height, while the remains of the existing neighbouring building (Newton House) is also 7m in height. Importantly, the approved flat development to the immediate west, via 21/01353/FUL, has a ridge of 8.5m, although as previously stated this development is not built out.
- 10.38 The terrace and balcony features on the proposed development at the host site will be visible from both Cambridge and St Neots Road. These features aid in providing a stepping back of the upper storeys. These recessed elements will break down the mass of the building to reduce the visual perception of its height and mean that it is unlikely to appear visually imposing.
- 10.39 In terms of general appearance, in the absence of any strong local references, Officers consider that the contemporary appearance of the proposed building will make a positive contribution to this area of the village. The existing residential buildings fronting this part of St Neots Road are predominantly finished in brick and tiles, whilst the adjacent commercial buildings along this part of St Neots Road provide some variation to this with examples of painted brick / render, metal cladding and roof slates. Officers agree with the Urban Design Officer's opinion that the contemporary appearance of the proposed building is attractive and would enhance the area. A light cream or Buff brick is proposed forming a suitable built form for this important corner of two busy thoroughfare streets. There is a lack of detailed information about the precise external materials and colours. This can be further controlled via Planning Condition. However, a cream or light-coloured

brickwork as described is considered appropriate for the building, as would dark frame aluminium framed windows or similar.

- 10.40 The footprint of the building occupies approximately 32% of the site. To the north of the site there is a setback of some 14.5m from the site boundary where 7 car parking spaces are found. However, there is another circa 1.3m of grassland before the footpath and then another 2.8m from the road itself that includes a layby for the parking of up to 5 vehicles. The proposed front parking layout is characteristic of the parking area, serving the commercial units immediately adjacent to the west of the site and similar to the residential development approved immediately to the west. Therefore, the proposed development is in keeping with the character and appearance of the area and considered acceptable.
- 10.41 The northern building line is some 2m forward of the proposed neighbouring residential approval to the west. However, there is a 1.7m distance between the two proposed buildings. The residential amenity impact is assessed further below, although in terms visual impact, given the separation distance, generous set back from St Neots Road and the layout of the parking and soft landscaping proposed. The impact is acceptable providing an acceptable sense of openness and space between buildings. Indeed, Officers consider that the spaces between buildings in the surrounding area are varied in width and the width of the gaps to the sides of the proposed building would not be out of character with the character of the area.
- 10.42 The eastern elevation has a section of built form 4.6m from the roadside (3m to the pavement and 2m from the eastern red line boundary), with circa 3m of landscaping in front. Similar to the northern aspect, there is a narrow strip of grassed highway land outside the red line boundary. The southernmost section of the proposed eastern elevation is set some 12m from the beginning of the roadside. This is similar to the Telephone Exchange to the south that is set back 15m from the road site. The 15m setback distance is replicated at 127 Cambridge Road and the other residential buildings to the south. However, given the corner plot and the considered articulated design including the balconies, the location of the parking area and landscaping proposed, officers consider the breach in building line proposed along Cambridge Road in this instance is considered acceptable. Officers note the Parish comments on this point.
- 10.43 The size of the private balconies, gardens and the communal amenity space proposed are meeting the guidance in paragraph 6.75 of the District Design Guide (DDG) (2010) about minimum private and community amenity space provision for apartments. A 74m² communal garden is provided in the northeast of the layout and 120m² of communal space is provided on the roof. This combined total of 194m² exceeds the total of 150m² which complies with the minimum amount of communal amenity space (for 6 upper storey flats) stipulated in paragraph 6.75 of the 'DDG'. Also, this is in excess of 56m² of informal open space to comply with

both policy SC/7 in the 'Local Plan' and guidance in the 'Open Spaces in new developments' Supplementary Planning Document (2009). The ground floor balconies and private amenity space is policy compliant. The open space within the northern portion especially helps to provide a spacious, verdant, open feel between Cambridge and St Neots Road.

10.44 The application has been subject to formal consultation with the Council's Urban Design Officer who raises no objection to the proposal, subject to conditions on materials. The Council's Landscape Officer has reviewed the application and states that the soft landscaping details are acceptable with both the hard and soft landscaping details being secured by conditions.

10.45 Overall, officers consider that the design of the proposed development would make a positive contribution to its local and wider context or provide a place-responsive design, preserving and enhancing the character of the local area and subject to conditions be compatible with its location in terms of scale, density, mass, form, design and proportions in relation to the surrounding area.

10.46 The layout of the development would be in accordance with Policies S/2, S/7, HQ/1 and H/8 of the Local Plan, paragraph 130 of the NPPF and the guidance at paragraph 6.75 of the "DDG".

10.47 **Landscape / Adjacent Green Belt**

10.48 The landscape masterplan includes indicative soft landscape planting within the site, communal open space, paths, parking areas and street trees.

10.49 The Landscaping Officer has not objected to the application. Subject to planning condition, the level of soft Landscaping is considered sufficient for this proposed development.

10.50 Consideration is also given to the wider landscape impacts of the proposed development. The site abuts the edge of the Cambridge Green Belt on its eastern and northern boundaries. As noted above, the development is within the Development Framework and reads logically within the street scene in scale, massing and appearance. There is no development to the east of the site with only existing trees and hedgerows located to the east of Cambridge Road opposite the site. Therefore, views from the east would be fleeting when travelling along Cambridge Road or St Neots Road and softened in part from the existing vegetation and the proposed landscaping around the development.

10.51 Policy NH/2 of the Local Plan sets out that development will only be permitted where it respects and retains, or enhances, the local character and distinctiveness

of the local landscape. Policy NH/8 of the Local Plan details that development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality.

- 10.52 The proposed development, as illustrated on the landscape masterplan, provides an acceptable level of landscape adjacent to the Green Belt and open countryside beyond given the site circumstances. The longer-range views across the countryside would be read in context with the higher residential and commercial buildings in the area. Officers do not consider the proposed development would significantly exceed the scale of those existing buildings or proposed buildings and would not have a greater and detrimental impact on the surrounding landscape.
- 10.53 Overall, officers consider that the landscaping of development would make a positive contribution to its local and wider context and would successfully integrate the development within its surroundings.
- 10.54 The landscaping arrangements of the development would accord with to Policies S/2, S/7, HQ/1, NH/2 and NH/8 of the Local Plan and paragraphs 130 and 174 of the NPPF.

10.55 **Biodiversity**

- 10.56 The application is supported by a Preliminary Ecological Appraisal (Applied Ecology Ltd, July 2021) relating to the impacts of development on designated sites, Protected and Priority species and habitats. The report concludes the host site is not located within any Site of Special Scientific Interest (SSSI) development impact risk zone in relation to residential development. Furthermore, the site's redevelopment is considered unlikely to result in an adverse impact on any statutory or non-statutory designated sites. The habitats present within the site were all of low relative biodiversity and nature conservation value. The value of the site to protected animal species was considered negligible other than the possible presence of common breeding bird species within the sparse scrub in the south of the Site.
- 10.57 The Council's Ecology Officer has reviewed the findings and notes that there are records for Common Toad and Hedgehog within 1 km of the site. The Local Authorities Ecologist recommends that Good Practice mitigation measures should be followed to avoid potential impacts to protected and Priority species, including amphibians and hedgehogs, during the construction phase. The Ecologist Officer ultimately raises no objection, recommending conditions to secure a Construction Ecological Management Plan (CEcMP), a Biodiversity Mitigation Method Statement and a Biodiversity Enhancement Layout which would include a proposal for 10% net gain in biodiversity, both prior to works above slab level. Officers also

recommend the mitigation measures raised in the PEA (Preliminary Ecology Assessment) are included within the recommendation.

10.58 Officers consider that the suggested conditions would be reasonable and necessary as part of any consent. Subject to conditions, the proposal would accord with Policy NH/4 of the Local Plan.

10.59 **Flood Risk and Drainage**

10.60 The application includes a Flood Risk Assessment (FRA - Martin Andrews Consulting Ltd Revision C July 2022). This report corrects a minor error relating to surface water flooding. Previous versions of this FRA included a map showing no surface water flooding on the site or in the area. This is true for the host site itself. However, there are some areas on St Neots Road, between 50m - 100m east of site on the St Neots Road that is affected by surface water. Although, this is not on the host site itself. Ultimately the conclusion on the earlier version that the site is located in flood zone 1 (low risk) with no surface water problems identified on site is correct. The Highways Officer has been made aware of the updated FRA, at the time of writing no further comments have been received. Officers do not consider the earlier drafting error of the FRA as significant due to the distances the surface water drainage problems are from the host site.

10.61 The FRA concludes the proposed development site is location within Flood Zone 1 and is at a low risk of flooding from all other sources. The proposed development's vulnerability classification is compatible with the Flood Zone therefore the development is appropriate. Officers agree with these conclusions. In terms of the surface water management on site, there are proposed a series of measures including using an outfall to the nearby watercourse via a piped ditch. Also, additional attenuation measures shall include permeable paving and permeable sub-base below northern car parking spaces. The Foul water will discharge to the adopted sewer located in Bramley Way to the south of the site. The existing site drains to this sewer and the development will reuse the existing connection.

10.62 The application has been subject to formal consultation with Anglian Water, who at the time of publishing this report have not formally responded. This shall be verbally updated to members at the relevant Committee. The Council's Sustainable Drainage Engineer has also been consulted and raises no objection subject to planning conditions relating to Surface Water drainage details provided in full, including management and maintenance of the surface water drainage details and details of the foul water drainage.

- 10.63 Officers consider that it would be reasonable and necessary to impose conditions relating to surface water drainage and foul water drainage as requested.
- 10.64 Subject to conditions, the proposal would accord with Policies CC/7, CC/8 and CC/9 of the Local Plan.
- 10.65 **Highway Safety and Parking**
- 10.66 The application proposes two points of vehicular access to the site. The main entrance to the site shall be from the existing access off St Neots Road, there is a secondary access proposed from Cambridge Road. The access from St Neots Road is shared with the commercial units to the west and if built out, the recently approved residential development to the immediate west for 5 flats. The redline of the location plan highlights this arrangement, the correct notice was served on the neighbouring landowners and Highways Authority. The St Neots Road access comprises of a bell mouth entrance with maximum width of 10.0m, a right of way across the adjacent property curtilage is included.
- 10.67 Officers note the comment from the adjacent landowners at the commercial block 149 -151, regarding ownership and access rights. This is ultimately a civil matter and has no bearing on the Planning application at hand. The correct notice was served and matters in relation to rights of access across a shared access need to be resolved via the civil courts process if required. Officers hold no object to the use of this access to the proposed developed. The access has been accepted by the Local Highway Authority who also agreed a similar access for the recently approved 5 flat developments to the immediate west via application, 21/01353/FUL. The owner of the neighbouring site, via application 21/01353/FUL, has been notified of this application and has not objected to the proposal, no comments have been received.
- 10.68 Third party concerns have been received relating to the safety and parking impacts of the proposed development, particularly in relation to the impacts on the existing access and parking area to front of the commercial buildings to the west of the site. The concerns also included the cumulative impacts of the shared access being used by a potential additional residential development of 5No. flats to the west of the site, via ref 21/01353/FUL. The Parish have raised particular concerns regarding the location of Cambridge Road access being too close to St Neots Road.
- 10.69 However, the Local Highway Authority have reviewed highway safety impacts of the proposed development of both accesses and have concluded the application does not raise any highway safety concerns. The Highway Authority requires conditions relating to visibility splays, the parking area being bound material, a

construction management / traffic plan and the details of the parking area to be agreed. Officers accept these conditions, and they are included in the recommendation. In the absence of any highway safety concerns raised by Local Highway Authority, the Local Planning Authority do not consider it would be justifiable to refuse the application for reasons relating to highway safety impacts.

10.70 In terms of parking levels, a total of 9 spaces are provided, 7 spaces shall be serviced from the St Neots Road access and 2 from Cambridge Road. The parking layout includes an area for car turning to the north of the site. There are no visitor parking bays included within the site. There is a comment received that the plans show a loss of parking on St Neots Road, this is incorrect. Originally, there was an objection to the parking arrangement from the Highway Authority as the plans appeared to show Highway Land was being used for these spaces. However, the Highway Authority withdrew this objection when the amended plans demonstrated that Highway Land is not being used. The development is correctly highlighted on the red line Location and amended Block plan. These show the separation between the applicant's land and the adjacent Highway Land. There are 5 external visitor parking bays on St Neots Road itself before one reaches the St Neots Road access when travelling eastwards on St Neots Road. The layby is approximately 20m away for the host site to the northwest.

10.71 The parking arrangements on site are dictated by the footprint of the building. There is 1 car parking space per flat, a total of 9. The parking standards require 2 spaces per dwelling, with one space to be allocated within the curtilage. On that basis, a total of 18 spaces should be provided. However, the Policy does go on to say 'Additional provision maybe needed for visitors, service vehicles' etc. Officers acknowledge there is a deficiency in parking provision on site when reading the policy requirements set out at Figure 11 of Policy TI/3. However, the car parking standards with Figure 11 are indicative only. Paragraph 10.23 of the supporting text to Policy TI/3 state that the indicative car parking standards are "*a guide to developers as part of a design-led approach whereby car parking provision is tailored to reflect the specific development in terms of its location (whether there are local services available which may reduce the need to travel long distances by car), the density of development, the mix of uses proposed, together with consideration of any 'smart' measures being incorporated into the development, (such as car clubs), which may reduce the level of need for private car parking.*"

10.72 The applicant has provided an analysis of the 2011 Census in their Transport Statement. This reveals that 6% of the 484 private households living within the immediate vicinity of the development site did not have access to a car or van (11% across South Cambs). While the proportion of households owning one car in Hardwick was (41%). Given these statics, the size of the dwellings proposed and the fact there are a range everyday of services and facilities located within an appropriate walking distance of the site (Post Office, Convenience Store, Nursery School, Primary School etc - as referenced at page 11 of the TA). It is not

unrealistic to expect some residents to not own a car. Furthermore, the development site is well served by public transport for journeys by bus, with two bus stops 50m away operating two services to Cambridge and Cambourne per hour day and night. There are cycle lanes going in both directions along this part of St Neots Road. While there is secure cycle parking provision on site. In terms of cycle parking, 14 spaces are included within the development which accords with one space per bedroom and is policy compliant.

10.73 It is noteworthy that the neighbouring residential approval, does not have a turning area for vehicles, so there is a benefit in having the proposed layout whereby both developments could utilise the turning area if required (delivery vehicles especially). Officers would add there are places to park off street nearby along St Neots for visitors, if required.

10.74 In terms of future residents parking outside the commercial units to the west, the commercial units operate a civil arrangement whereby the commercial units and associated parking only allow for staff and customer parking outside their units. This would regulate any possible residential parking in these areas, although the parking laybys off St Neots Road would remain free to use for all users. For these reasons and those given above, Officers raise no objection to the parking arrangements proposed.

10.75 In terms of waste collections, the secondary access from Cambridge Road would also provide the access to the bin store. The bin collection would take place along Cambridge Road. There is only a short distance between the bin collection area to the highway which would be acceptable in this instance. The Highway Authority have not objected to this arrangement.

10.76 Overall, taking these factors into consideration, Officers are of the view there are alternative modes of transport for the future residents to travel and have access to work, shops and services by non-car modes. Subsequently there is an acceptable parking balance achieved in this instance. Likewise, subject to Planning Conditions, there are no objections with regards to the access arrangements. In terms of additional conditions, Officers also recommend all spaces should have access to an electric car charging point and recommend a Residential Travel Pack is introduced for all new residents encouraging non car ownership. Subject to these conditions, the proposals adhere to policy TI/2 or TI/3

10.77 **Residential Amenity**

10.78 In terms of the residential amenity standards for the proposed residents, the overall residential floor areas and bedroom sizes for all the flats meet the minimum space standards in policy H/12 of the 'South Cambridgeshire Local Plan' (2018). The size of the private balconies, gardens and the communal amenity space proposed are meeting the guidance contained within paragraph 6.75 of the 'DDG' (2010). A

combined total of 194m² exceeds the total of 150m² which would comply with the minimum amount of communal amenity space (for 6 upper storey flats) stipulated in paragraph 6.75 of the 'DDG'.

- 10.79 The Urban Design Officer states a concern that the proposed parking spaces are too close (1.5m distance) to flat numbers 1 and 3. However, the potential noise and light pollution would be negated by some degree as those parking there are likely to be the occupants of those flats.
- 10.80 With regards to the residential amenity impact on the neighbouring properties, the proposed development would be between 0.65m and 5m off the shared boundary to the west. The nearest flank to flank relationship would be 1.7m (if the neighbouring residential development is built out). There is a forward projection of the host development when viewed against the approved development (not built) to the west. From the front balcony area of the neighbouring plot this projection measures some 2m. However, given the separation distance and the movement on the sun east to west no objection is raised in terms of overshadowing or over dominance. The proposed neighbouring residential flats only have a single ground and first floor W/C window on the eastern facing elevation. Therefore, there are no objections in terms of overlooking. Due to the amended layout that includes a balcony on the eastern elevation for the first and second floor flats at the host site, officers consider there is no unacceptable impact on residential amenity for either site. The proposed neighbouring development has balconies to the front and rear that could be in part overlooked however, not to a significant degree. Nevertheless, the approved scheme next door carries limited weight as it has not been constructed. The intervisibility is considered acceptable in the context of both schemes being flats with balconies.
- 10.81 There is not considered to be any overlooking created from proposed flats 4 and 7 at first and second floor levels that have windows facing south. The nearest neighbouring residential dwelling, 127 Cambridge Road, is some 50 metres away. There is no fenestration proposed within flats 6 and 9 on the southern elevation that are some 11m closer to the nearest residential neighbour to the south. A condition relating to how overlooking within the roof terrace will be prevented is also recommended.
- 10.82 A Construction Management plan is considered necessary to deal with access issues relating to the site during the construction of the proposed development. Officers consider that the temporary access for construction purposes should be achieved via the Cambridge Road access.
- 10.83 Overall, the proposal would accord with Policy HQ/1 in respect of residential amenity. The impacts on overlooking, overshadowing and sense of over dominance is considered acceptable.

10.84 **Renewables / Climate Change**

10.85 The application is supported by a Sustainability Statement and checklist, this has been reviewed by the Sustainable Development Officer. This supporting document provides details of several approaches to the sustainable construction of the proposed development including passive and energy efficient measures, energy efficient low/zero carbon and renewable technologies and water efficiency. This notably includes the use of air source heat pumps.

10.86 Policy CC3 of the Local Plan requires new dwellings to reduce carbon emissions by a minimum of 10% (as defined by Building Regulations) through the use of on site renewable energy and low carbon technologies. Officers would point out that the recent changes to Part L of the Building Regs have increased this carbon reduction to a mandatory 30% cut in carbon for all new homes. Nevertheless, the policy requirement for development to demonstrate that carbon reductions include on site renewable/low carbon sources is still relevant and therefore, an appropriate condition has been added.

10.87 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection, recommending a condition securing the renewable/low carbon energy technologies and a separate condition relating to Water Efficiency. Officers consider such conditions would be reasonable and necessary as part of any planning permission.

10.88 Subject to conditions, the proposal would accord with Policies CC/3 and CC/4 of the South Cambridgeshire Local Plan.

10.89 **Noise**

10.90 The application site is located some 50m south of the A428.

10.91 Policy SC/10 of the Local Plan sets out that planning permission will not be granted for development which would be subject to unacceptable noise levels from existing noise sources, both ambient levels and having regard to noise characteristics such as impulses whether irregular or tonal.

10.92 The application is supported by a Noise Acoustic Assessment, 147 St Neots Road, Hardwick, Axis Estates Ltd, (Reference: RP01-18906REV1) dated 17th September 2019 produced by Cass Allen Associates. The Assessment considers the potential noise impact upon the development and future residents. The report concludes the design of the development is considered to be acceptable subject to the adoption of acoustically upgraded glazing and ventilation.

- 10.93 The application has been subject to formal consultation with the Council's Environmental Health Team. The EH Officer confirmed it is expected that noise levels will be relatively high, due to the nearby A428. Indeed, the windows in habitable rooms on the façade facing St Neots Road, will need to be kept closed in order to maintain satisfactory internal noise levels as defined by BS8233: 2014 and the Professional Practice Guidance on Planning and Noise document. However, these flats are dual aspect thus no objection is raised. Additionally, the EH Officer states the balconies will experience high noise levels on the northern façade. However, Officers consider it is better to have a balcony due to other amenity benefits also, the flats are dual aspect. It is noteworthy the neighbouring scheme (21/01345/FUL) to the west was not objected to on noise grounds and this scheme also included front facing balconies. The Environmental Health Officer is also aware of the proposed use of air source heat pumps as a method to reduce Carbon emissions. The EH Officer has confirmed their original recommended Planning Conditions and Informatives are sufficient to control the use of such equipment if the development is constructed.
- 10.94 Officers are satisfied that the submitted Noise Assessment demonstrates that the proposed development could be delivered without significant adverse noise impacts on the future occupiers of the development. Officers consider that it would be reasonable and necessary to impose a compliance condition to secure the mitigation measures detailed in the relevant assessment.
- 10.95 Subject to condition(s), the proposal would accord with Policy SC/10 of the Local Plan
- 10.96 **Contamination**
- 10.97 The site has been previously developed and lies within the footprint of a wider parcel of land that has been subject to potentially contaminative activities relating to previous uses as a garage and petrol filling station. The application seeks to develop the site to a sensitive end use: residential.
- 10.98 The contamination issues of the adjacent site are well documented in the full planning consent, reference 21/01345/FUL, with conditions imposed to ensure appropriate investigation and remediation.
- 10.99 The application has been subject to formal consultation with the Council's Contaminated Land Officer who raises no objection subject to conditions requiring a detailed desk study and site walk over, a detailed scheme for the investigation and recording of contamination and remediation objectives, a remediation method

statement, a verification report and the potential for previously unidentified contamination being found.

10.100 Given the sensitive end use proposed and known contamination issues of the site and surrounding area, officers consider that the recommended conditions would be reasonable and necessary as part of any consent.

10.101 Subject to conditions, the proposal would accord with Policy SC/11 of the Local Plan.

10.102 **Developer Contributions**

10.103 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests, then it is unlawful. The tests are that the planning obligation must be:
(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

10.104 Policy TI/8 'Infrastructure and New Developments' states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

10.105 In this case, the need for contributions is not considered necessary to make the development acceptable due to the Written Ministerial Statement dated 28 November 2014 that states contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross residential floor space of no more than 1000sqm.

10.106 **Other Matters**

10.107 Waste

10.108 An acceptable level of waste and recyclable bins is located within the development. The Highway Authority have raised no objection to the collection taking place along Cambridge Road.

10.109 Lighting

10.110 Policy SC/9 of the Local Plan sets out that development proposals which include new external lighting will only be permitted where it can be demonstrated that the proposed lighting scheme and levels are the minimum required for reasons of public safety, crime prevention / security, and living, working and recreational purposes, that light spillage and glare are minimised and there is no unacceptable adverse impact on the local amenity of neighbouring or nearby properties and road users.

10.111 Officers consider that it would be reasonable and necessary to impose a condition that restricts the installation of external lighting other than in accordance with a scheme that has been submitted to and approved by the Local Planning Authority, to minimise the effects of light pollution on the surrounding area.

10.112 Subject to condition, the proposal would accord with Policy SC/9 of the Local Plan.

10.113 Trees

10.114 There are no trees of any significance on or adjacent to the site. The impacts of the proposed development in respect of trees are therefore considered acceptable.

10.115 Archaeology

10.116 The Historic Environment Team have been consulted on this application. They have confirmed the historic records indicate the site lies in an area of high archaeological potential. Archaeological investigations to the north-west of the site have revealed evidence of Iron Age settlement and occupation as well as a Roman settlement and driveway. Archaeological investigations to the west along St Neots Road produced evidence of medieval and Post-medieval activity. In addition, within 500m to the east, north-east and south-east cropmarks show evidence of three areas of Iron Age to Roman occupation as well as medieval field boundaries and cultivation.

10.117 The Historic Environment Team have no objection to the development subject to a written scheme of investigation of the host site. This is agreed and included in the recommendations. Subject to this condition, there is no objection with regards to policy NH/18.

10.118 Third Party Comments

10.119 The comments made in third-party representations are noted, with most comments covered in the body of the report. A third-party representation has been received

which raises concerns regarding the proposed development contributing to increased wear and tear of the access surface, leading to potential future disrepair. However, any such impacts to private land would be a civil issue and would not result in any significant impacts upon the public highway.

10.120 Hardwick Parish Council raise concern that the 3 story with flat roof design is out of keeping with the nearby buildings in a focal point of the village. They recommend it should be a maximum of 2 stories with an apex roof. Also, the access onto Cambridge Road is too close to the busy St Neots Road/Cambridge Road Junction, while the proposed building is too close to Cambridge Road.

10.121 These concerns have been addressed within the body of the report.

10.122 **Planning Balance**

10.123 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

10.124 Officers consider that the design of the proposed development would make a positive contribution to its local and wider context and provide a place-responsive design. While the proposed landscaping, subject to planning conditions, would adequately integrate the development within its surroundings. Officers acknowledge there is a parking deficit on site. However, there is a high potential, due to the size of the flats, access to public transport, and local services that future residents would not be car owners and the level of parking is sufficient. Furthermore, there are considerable environmental, social and economic advantages in approving this development.

10.125 Environmentally, in the terms of the effective use of land and bringing a disused brownfield site back into use with a generous level of soft landscaping and open space in the northeast corner of the site, the proposal carries significant weight. Socially, in terms of the provision of 9 smaller dwellings that are limited in number in the district, providing a good opportunity for peoples to live in a rural location when typically, such flats are found in more urban areas. The development shall also help towards increasing the amount of housing in the District as required by the NPPF. Finally, economically, the development will boost the local economy during the construction phase, and the extra footfall locally shall benefit the local shops and services post development.

10.126 The benefits arising through the provision of nine apartment buildings, associated landscaping including the remediation of a contaminated site is considered to

outweigh any perceived harm arising from the design of the proposed development in particular relating to the Highway impact in relation to the parking deficit.

10.127 Overall, Officers note that the site forms an important entrance into the village. However, given the character of the surrounding area both in terms of scale and external finishes. The proposed development is considered acceptable and compatible with its surroundings, subject to conditions. The proposed development is not considered to be unduly prominent or dominant addition within the wider street scene and is considered to be a visual enhancement on the existing site and village more generally.

10.128 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

10.129 **Recommendation**

10.130 Approval subject to the following conditions;

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Ground Floor Plan - 1833 PL2 0203 Rev C
First and Second Floor & Roof Plan 1833 PL2 0204 Rev D
Third Floor & Roof Plan 1833 PL2 0205 Rev B
Sections Plan 1833 PL2 02 07 Rev B
Proposed Elevations and Street Elevation PL2 0206 Rev E
Site Location Plan dated 02/2021

Preliminary Ecological Appraisal (Applied Ecology Ltd, July 2021)
Landscape Strategy - 2449-LLA-ZZ-00-DR-L-0002 PIP Architects June 2021
Acoustic Assessment, Axis Estates Ltd, (Reference: RP01-18906REV1) dated 17th September 2019 prepared by Cass Allen Associates Ltd
Flood Risk Assessment, (Martin Andrews Consulting Ltd Revision C July 2022)
Sustainability Statement and Checklist (July 2022)

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Environmental Health

- 3 No demolition or construction works shall commence on site until a Traffic Management Plan has been submitted to, and agreed in writing by 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 arrangements.
 - 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.

Access to the site construction site shall be via the Cambridge Road access, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that highway safety will be maintained during the course of development, in accordance with policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan 2018.

No development (including any demolition/site clearance/preparation works) shall be carried out until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall provide the following details, which shall be adhered to throughout the period of development:

- a) full details of any piling technique to be employed, if relevant;
- b) contact details for site manager, including how these details will be displayed on site.
- c) 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.
- d) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- e) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300

hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority

f) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.

g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.

h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.

i) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020.

j) Prohibition of the burning of waste on site during demolition/construction.

k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.

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 permanent and temporary realignment, diversions and road closures.

p) External safety and information signing and notices.

q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.

r) Membership of the Considerate Contractors Scheme.

Development shall be carried out in accordance with the approved CEMP.

Reason: To protect the amenity of the adjoining properties during demolition, in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

5. Before any development is commenced, a scheme for protecting the proposed residential units (including the balcony screens) from noise from the A428 and St Neots Road shall be submitted to and approved in writing by the Local Planning Authority and all works, which form part of the approved scheme shall be completed before any one of the permitted units is occupied.

Reason: To protect the amenity of the future properties post construction, in accordance with Policy SC/10 of the South Cambridgeshire Local Plan 2018.

- 6, The development shall be constructed in strict accordance with the noise mitigation measures recommended in the Acoustic Assessment, 147 St Neots Road, Hardwick, Axis Estates Ltd, (Reference: RP01-18906REV1) dated 17th September 2019 prepared by Cass Allen Associates Ltd and submitted with the application.

Reason: To protect the amenity of the future properties post construction, in accordance with Policy SC/10 of the South Cambridgeshire Local Plan 2018.

7. Before any development is commenced, a scheme for preventing any overlooking from the roof terrace shall be submitted to and approved in writing by the Local Planning Authority and all works, which form part of the approved scheme shall be completed before any one of the permitted units is occupied.

Reason: To protect the amenity of the future properties post construction, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

Contaminated Land

8. i) No development shall take place until:
- a) The application site has been subject to a detailed desk study and site walkover, to be submitted to and approved by the Local Planning Authority.
 - b) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority
 - c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.
- ii) Prior to the first occupation of the dwellings hereby permitted, the works specified in any remediation method statement detailed in Condition 1 must be completed and a Verification report submitted to and approved in writing by the Local Planning Authority.
- iii) If, during remediation or construction works, any additional or unexpected contamination is identified, then remediation proposals for this material should be agreed in writing by the Local Planning Authority before any works proceed and shall be fully implemented prior to first occupation of the dwellings hereby approved.

Reason – To ensure that risks from land contamination to the future users of the land neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be

carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018

Drainage

- 9 No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridgeshire District Council local plan policies has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall also include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- i) Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF and PPG (Planning Practise Guidance)

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development, in accordance with Policies CC/7 and CC/9 of the South Cambridgeshire Local Plan 2018.

- 10 No building hereby permitted shall be occupied until foul water drainage works have been detailed and approved in writing by the local planning authority.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development, in accordance with policy CC/7 of the South Cambridgeshire Local Plan 2018

- 11 Prior to first occupation of the hereby approved development, details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features) shall be submitted to, and approved in writing by, the Local Planning Authority. The submitted details shall identify runoff sub catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with policy CC/8 of the South Cambridgeshire Local Plan 2018.

Ecology

- 12 All ecological measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Applied Ecology Ltd., July 2021) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To conserve and enhance ecological interests in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

13 No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

- i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the latest appropriate DEFRA metric;
- iii) Identification of the existing habitats and their condition on-site and within receptor site(s);
- iv) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the latest appropriate DEFRA metric;
- v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with the latest DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, South Cambridgeshire Local Plan 2018 policy NH/4 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

14. No development shall take place (including any demolition, ground works, site clearance) until a Biodiversity Mitigation Method Statement for Protected and Priority species, including hedgehogs and amphibians, has been submitted to and approved in writing by the local planning authority.

The content of the method statement shall include the following:

- a) purpose and objectives for the proposed works;
- b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
- c) extent and location of proposed works shown on appropriate scale maps and plans;
- d) timetable for implementation;
- e) persons responsible for implementing the works;
- f) disposal of any wastes arising from works.

The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.”

Reason: To conserve and enhance ecological interests in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

Sustainable Energy

15. No development above ground level, other than demolition, shall commence until an Energy Statement has been submitted to and approved in writing by the local planning authority. The Statement shall demonstrate that a minimum of 10% 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 approved scheme shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with the approved details.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this shall be submitted to and approved in writing by the local planning authority. The revised Energy Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: To ensure an energy efficient and sustainable development in accordance with Policy CC/3 of the adopted South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

16. The development hereby permitted shall not be used or occupied until a water efficiency specification, based on the BREEAM Wat01 Water Calculator Methodology, has been submitted to approved in writing by the local planning authority. The specification shall demonstrate the achievement of 2 credits for water efficiency (Wat01) and that the development will be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (South Cambridgeshire Local Plan 2018 Policy CC/4 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Landscaping

17. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;

b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

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 as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

c) boundary treatments (including gaps for hedgehogs) indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

18. All hard and soft landscape works shall be carried out and maintained 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 as soon as is reasonably practicable, 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/4 of the South Cambridgeshire Local Plan 2018.

Urban Design

19. No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority.

The details shall include the use of Peterson Tegl bricks and zinc cladding to the roof of the staircase element. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area.in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

Highways

20. No construction site machinery or plant shall be operated, no noisy works shall be carried out and no construction related deliveries taken at or dispatched from the site except between the hours of 0800-1800 Monday to Friday, 0800-1300 Saturday and not at any time on Sundays or Bank or Public holidays.

Reason: To protect the amenity of the adjoining properties, in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

21. The vehicular access and parking area shall be constructed so that its falls and levels do not drain private water onto the public highway.

Reason: To prevent surface water discharging to the highway and resulting in harm to highway safety, in accordance with policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan 2018.

22. The vehicular access shall be finished with a bound material for the first 5 metres from the boundary of the public highway.

Reason: In the interests of highway safety, in accordance with policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan 2018.

23. The two 2.0 x 2.0 metres pedestrian visibility splays proposed on the Cambridge Road access, servicing the host development shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

Reason: In the interests of highway safety, in accordance with policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan 2018.

24. The vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site in accordance with policies HQ/1 and TI/2 of the South Cambridgeshire Local Plan 2018.

25. No development above ground level, other than demolition, shall commence until details of the precise construction materials and methods of construction of the vehicle access, Parking and turning areas shall be submitted to and approved in writing by the Local Planning Authority.

Prior to first occupation of the hereby approved development. The access, Parking and turning area shall be laid out, demarcated and ready for use in accordance with the approved drawings. The vehicle access, parking and turning areas shall be retained free of obstruction and for that specific use in perpetuity.

Reason: In the interests of highway safety and to ensure adequate parking provision, in accordance with policies HQ/1, TI/2 and TI/3 of the South Cambridgeshire Local Plan 2018

Ongoing

26. Prior to the first occupation of any dwelling, infrastructure to enable the delivery of broadband services, to industry standards, shall be provided for that dwelling.

Reason: To contribute towards the provision of infrastructure suitable to enable the delivery of high-speed broadband across the district, in accordance with policy TI/10 of the South Cambridgeshire Local Plan 2018.

27. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

Reason: In the interests of encouraging sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

28. Prior to occupation of the development, an electric vehicle charge point scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall make provision for one active charge point(s) for each dwelling. The active charge points should have a minimum power rating output of 3.5kW.

The approved electric vehicle charge points shall be installed prior to first occupation of the relevant dwelling and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport in accordance with the National Planning Policy Framework (NPPF 2021) paragraphs 107, 112, 174 and 186, policy TI/3 of the South Cambridgeshire Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2021.

Archaeology

29. No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:
- a) the statement of significance and research objectives;
 - b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
 - c) The timetable for the field investigation as part of the development programme;
 - d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies

contained in the National Planning Policy Framework (MHCLG 2021) and in accordance with Policy NH/14 of the South Cambridgeshire Local Plan 2018.

Advice Note on Condition 29:

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

Informatives

1 The Local Highway Authority advises that the granting of planning permission does not constitute a permission or licence for works within, disturbance of, or interference with the public highway, and that a separate permission is required from the Local Highway Authority for such works.

2 The Council's Waste department advises the following:

- Ensure that the pedestrian/refuse access is asphalt the same as the footway.
- Ensure there are dropped curbs outside the bin store to the main highway to pull the bins in and out.
- There must be clear access to the bin store from the highway (no parking spaces).
- If the bin store is to be locked this can only be with a fire brigade FB2 lock and key.
- There must be a mechanism for holding doors open (door hooks).
- The bin store would need metal protection strips at the level of the bin handles.

3 The ditch located adjacent to the site's northern boundary is an awarded watercourse. In accordance with South Cambridgeshire Land Drainage Byelaws, approval from South Cambridgeshire Council will be required prior to the proposed connection into an awarded watercourse.

4. To satisfy the noise insulation scheme condition for the residential units building envelope and traffic noise, the applicant / developer must ensure that the units are acoustically protected by a noise insulation scheme, to ensure the internal noise level within the offices comply with British Standard 8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice" derived from the World Health Organisation Guidelines for Community Noise: 2000. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

Noise Impact Informative

5. For any noise attenuation scheme proposed due regard should be given to current government / industry standards, best practice and guidance and 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' – Section 3.6 Pollution - Noise Pollution (including vibration) (pages 89 - 113) and appendix 8: Further technical guidance related to noise pollution

Informative for Air Source Heat Pumps

6. The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints, it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features.

In addition, equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory, and any defects remedied to ensure that the noise levels do not increase over time.

The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works.

The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environment Planning Team.