BANNOLD ROAD, WATERBEACH
DEVELOPMENT BRIEF
Revised Draft
February 2004
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1.0 PURPOSE AND STATUS OF BRIEF

1.1 The purpose of the Brief is to set out the Council’s main planning objectives for the site, identify opportunities and constraints, to provide the criteria against which future development proposals will be judged, to give detailed guidance for developers.

1.2 The Brief also brings together information relevant to future development of the site including emerging and adopted development plan policy, government guidance and useful contacts.

Figure 1. Location Plan

1.3 The 4.23 ha site is located on the north side of Bannold Road in Waterbeach. It is allocated in the South Cambridgeshire Local Plan 2 2004 for residential development.

1.4 It is the intention for this Brief to be adopted by the District Council as Supplementary Planning Guidance. Once adopted it will be a material consideration in deciding whether or not to grant planning permission and it should be read in conjunction with the Council’s Local Plan, which is the principle statutory document for the purposes of development control.

1.5 An appendix document, which provides further technical advice and information from statutory authorities and further general guidance, which may be helpful to developers, is available from South Cambridgeshire District Council.

Public Consultation

1.6 The public consultation exercise undertaken for this Brief was carried out in two stages. Full details are contained in a separate report to accompany the Brief, which is available from South Cambridgeshire District Council.
1.7 Key stakeholders were contacted at the outset to seek their views on the prospective development of the site. This included statutory authorities and agencies with an interest in the site, the parish council, all landowners and occupiers of properties and land adjoining the site. The level of response from neighbouring properties was high. Their primary concerns were access, traffic and overlooking and amenity issues.

1.8 The draft Brief was issued to key stakeholders and was available for inspection at the Council offices, on the Council’s website and was the subject of an exhibition held in Waterbeach for local residents. Details of responses and revisions to the draft Brief as a result of consultation are available in the subsequent report.

1.9 The revised Brief was approved by South Cambridgeshire District Council Cabinet on********** and adopted on**********.
2.0 PLANNING POLICY BACKGROUND

2.1 In preparing this Brief full consideration has been given to national, regional and local planning policy and guidance.

2.2 National planning policy guidance, and in particular PPG1 (General Policy and Principles), PPG3 (Housing), PPG9 (Nature Conservation), PPG13 (Transport) and PPG17 (Sport and Recreation) form the national policy context for the Brief.

2.3 Good design has been highlighted by Government in PPG1 as a very important way to help ‘promote sustainable development; improve quality of the existing environment; attract business and investment; and reinforce civic pride and a sense of place’. As identified in section 8 of this Brief using good design can ensure that the local distinctiveness and character of any settlement is maintained and enhanced. Good design is vital in ensuring the production of a successful high quality development which local people can be proud of.

2.4 This is reinforced by more recent government publications such as By Design (2000) and the companion guide to PPG3 By Design: Better Places to Live (2001)

2.5 Through PPG3 the Government places great emphasis on the need to ensure best use of land, especially previously developed land, so that housing needs can be met. Local planning authorities are advised to ‘seek greater intensity of development at places with good public transport accessibility, such as city, town and local centres and around major nodes along good quality public transport corridors’. The need for development to be located in sustainable locations is also echoed in PPG13 where the Government encourages the linking of planning and transport issues to promote more sustainable transport choices and ensure accessibility to jobs, shopping and leisure facilities. As discussed in sections 6 and 8 the Brief seeks to ensure safe access for all modes of travel and by encouraging sustainable travel patterns. This approach has been reinforced in Sustainable Communities Building for the Future (February 2003).

2.6 PPG9 shows the Government’s commitment to ‘ensuring effective conservation of wildlife and natural features’ while making provision for development. In order to do this PPG9 states that ‘Authorities should take account of nature conservation considerations in assessing sites for any development proposals in the plan’ and by considering nature conservation as a significant material consideration in determining planning applications. As stated in section 8 of this Brief the consideration of the conservation of existing and proposed natural forms and features plays a key role in ensuring future development will form part of the future natural as well as the physical landscape.

2.7 The Government states in PPG17 that ‘open spaces, sport and recreation all underpin people’s quality of life’. The Government recommends that the standards for the level of open space required in a certain locality be based on the level of local need. To ensure quality of life for the future occupants of the development and those already living in Waterbeach section 6 of this Brief considers the local need and assesses what amount of open space need to be supplied.

2.8 Regional Planning Guidance 6 for East Anglia provides the regional policy context for the Brief. Following on from national guidance RPG6 emphasises the need to provide adequate housing to meet demand across the region and to provide sustainable
development. In terms of housing figures RPG6 calls for an increase in supply of housing across the region, but especially within Cambridgeshire. More specifically it states that some of this need for residential development can be accommodated in villages 'where there is a reasonable balance between jobs, services and housing and where there is frequent and convenient bus or rail services to a nearby town or city'. The emerging Structure Plan for Cambridgeshire reflects this requirement and recognises that development in sustainable large villages will contribute to meeting housing targets.

2.9 The development plans, which relate to Waterbeach, are the Adopted Cambridgeshire and Peterborough Structure Plan (adopted on 22 October 2003) and the South Cambridgeshire District Council Local Plan 2 2004.

2.10 The new Structure Plan contains the County level policy base to this Brief. The most relevant policies are design (Policy P1/3 Sustainable Design in Built Development), housing density (Policy P5/3), infrastructure provision (Policy P3/4 Rural Services and Facilities, Policy P4/3 Protection of Open Space and Recreation Facilities, Policy P6/1 Development Related provision, Policy P6/4 Drainage, Policy P8/2 Implementation of Sustainable Transport for new Development, Policy P8/5 provision of Parking, Policy P8/6 Improving Bus and Community Transport Services, Policy P8/8 Encouraging Walking and Cycling, Policy 9/8 Infrastructure Provision) and Homes in Rural Areas Policy P5/5. The Structure Plan also sets out the County Council’s position relating to meeting locally identified housing need (Policy P5/4). The Council recommends in the accompanying text that depending on local need a target of 40% affordable housing should be sought on new housing developments.

2.11 South Cambridgeshire’s Local Plan 2 is at further proposed modifications stage. Subject to there being no objections to these further modifications, the Council is intending to adopt the new Plan in December 2003. All references to the Local Plan within this document refer to the Local Plan as at Proposed Further Modifications stage was adopted on 9 February 2004 and supersedes the 1993 Local Plan as the most up to date development plan policy affecting the site.

2.12 Policy SE3 of Local Plan 2 allocates Waterbeach as a Rural Growth Settlement (RGS), as it is one of the most sustainable villages in South Cambridge. Residential development on allocated sites in RGS’s is acceptable in principle and should provide an appropriate mix of dwellings and affordable housing as well as achieving a minimum of 30 dwellings per hectare.

2.13 This site was not included in the original deposit draft Plan 2 but was recommended by the Inspector at the Local Plan Inquiry as an appropriate site for inclusion within the village framework and allocation for residential development. The Council agreed with the Inspector’s recommendation and the allocation was included in their proposed Modifications to the draft Plan in October 2002.

POLICY WATERBEACH 1: land to the north of Bannold Road with a gross area of 4.23 ha is allocated for residential development (2.4ha), open space and landscaping. Development of the site is subject to affordable housing.

2.14 Paragraph 93.22 … ‘land previously outside the village framework and which is occupied by a company specialising in the wholesale and retail sale of building and landscaping materials north of Bannold Road has been allocated to enable housing
development on land that comprises approximately 40% previously developed land. Residential development will be confined to the area of the previously developed land and land immediately to the west. The remaining land to the north and east of the proposed residential development will provide open space and landscaping.’

2.15 The Council has also commenced a third review of Local Plan (Issues Report 2001) with a view to producing Local Development Documents including a Local Development Framework and Community Plan when new legislation comes into force in 2004/5.
3.0 CONTEXT APPRAISAL

3.1 Waterbeach lies approximately 6 miles north of Cambridge, just east of the A10 on the edge of the Fens surrounded by farmland. The village has a population of 6,000 and a good range of services and facilities including a primary school, church, public houses and several shops.

3.2 It is a ‘Fen Edge’ village located within a transition zone lying on slightly higher ground between the level fens to the north and east and the Bedfordshire and Cambridgeshire Claylands to the west.

3.3 To the east, the fens (Bottisham and Lode Fen) form a large-scale, low-lying, flat landscape, with extensive views to level horizons and large skies. Straight roads on raised embankments, ditches, shelterbelts and other field boundaries create a regimented geometric pattern of open fields, with dark brown peaty soils supporting intensive arable agriculture. Over this organisation is superimposed a haphazard pattern of settlement and tree cover, with modestly elevated areas or ‘islands’ of settlement providing prominent areas of vegetation cover. Elsewhere, distinctive scattered clumps and individual trees merge to together in the distance, establishing a tree-covered horizon. Remnant areas of wet fen and lowland grazing marsh, as well as gravel pits are ecologically significant habitats. Stow cum Quy Fen 1.4 miles to the southwest is a designated Sites of Special Scientific Interest. The fens and fen margins are rich in Bronze Age, Iron Age and Roman archaeology. Car Dyke (former inland waterway), Waterbeach Abbey and Denny Abby surrounding the village are Scheduled Ancient Monuments. To the northwest, the A10 follows the course of a Roman Road. These are all significant features within the local landscape.

3.4 To the west, the fen edge (Bedfordshire and Cambridgeshire Claylands) is a gently undulating, low-lying, transitional landscape within which arable agriculture is the dominant landuse. A regular pattern of medium to large-scale arable farmland is enclosed by sparse trimmed hedges and shelterbelts with isolated areas of woodland. Settlement is scattered through the area, with villages characteristically surrounded by small grass paddocks.

3.5 Towards the edge of the village, the landscape demonstrates more local landscape characteristics. To the north and east, the village edge is characterised by the remnants of a smaller scale landscape of ancient medieval and irregular field pattern enclosing mixed arable, pasture and horticulture. This establishes a transition between open fen land to the east and provides significant vegetation cover around the perimeter of the village. To the north of Bannold Road, a single line of fields forms an open corridor between the village and Waterbeach Barracks from the railway to Cody Road and to the east between the settlement edge and the river, which is defined by grass embankments and lines of willow and poplar. The footpaths along the river are well used, with particular focus on Bottisham Lock. The river corridor, railway line and Fen Rivers Way, a long distance footpath route, provide a physical link to Cambridge.

3.6 Waterbeach Army barracks and Defence Estates property with its associated hangers, runways and concrete hardstandings, with areas of semi-natural vegetation and open grassland dominates the northern part of the village. Land to the south of the village forms the northern fringe of the Cambridge Green Belt. There is a railway station on the Cambridge – Norwich line on the east side of the village on the road to Horningsea. There is also a regular bus service south to Cambridge and north to Ely.
3.7 The oldest part of the village is focused around the twin greens of St. Andrew’s Hill and Greenside with a strong pattern of north to south linear development along Chapel Street to the church and north along the High Street. Post war development, notably in suburban estate layout, significantly expanded the village to the east and west. Substantial development took place in the 1970’s off High Street/Greenside in the south and Denny End Road to the north. There is also housing adjacent to the barracks immediately to the north of the village separated by fields, which provides accommodation for service personnel.

3.8 The built environment of the historic core is small-scale in character with a variety of styles and materials. Within the centre of the village, buildings typically closely abut the footpath or are set behind narrow curtilages defined by low walls or open gardens. On the village edge, low-density linear development is set back with mature trees and hedgerows.

3.9 The whole village has a well treed character, with mature trees around the village greens, along streets and within rear gardens intermingling with the built form. The church is a significant landmark from the approaches on the east side of the village whilst the surrounding parkland of the church grounds and Denny Abbey creates a transition between the village and farmland to the south.
3.10 The village is connected to the A10 by two roads at the north and south of the village. Both junctions have been improved in recent years, although they are still generally considered by Waterbeach residents to be inadequate. Bannold Road is a dead end and provides access to the river and a number of farms on the fen to the north of the village.
4.0 SITE APPRAISAL

4.1 This is a 4.23 ha site situated at the north end of the village just off Bannold Road which separates the village from the barracks.

4.2 The site is hidden from public view being enclosed by existing residential development and substantial mature hedgerows. Views into the site are limited to those from the rear of the Bannold Road properties and from the barracks. A glimpse of site is also possible along the existing access.

4.3 Bannold Supplies still occupy the site and operate a building and landscape materials supply business. The business occupies approximately 40% of the site in the south west. There are a number of buildings on site including greenhouse(s) and temporary office accommodation. Building materials including soil and rubble are stored in piles and stacks on the site as well as plant and machinery. The remainder of the site is given over to paddock, divided into small fields. The eastern part of the site is an enclosed paddock surrounded by mature hedgerow.

Boundaries

4.4 The site backs onto residential properties on the south side. The boundary adjoins the rear gardens of Bannold Road properties, which are all bungalows with the exception of the detached house at no.19. The rear garden boundaries are largely fenced or planted. The south-west corner adjoins two houses in Bannold Court, which are side on to the site.

4.5 Waterbeach Barracks adjoins the entire north boundary. The barracks is enclosed by a post and wire security fence approximately 3m high with two sets of security lights approximately 1.5m and 6m high set at regularly intervals. A service road runs along the boundary with two storey service houses beyond.

Northern boundary adjacent to barracks
Western boundary adjacent to barracks
Access road

4.6 The western boundary adjoins the vehicle access to the Barracks. The roadway is flanked by lawns and the shared boundary is planted with mature trees.

4.7 To the east are arable fields and Cody Road beyond which provides access to the service houses. The boundary is planted with mature trees and hedge, which form an effective screen.
Landscape

4.8 The topography of the entire site, like the adjoining area is relatively flat, varying no more than 0.75 metres in height, the centre of the site being marginally higher in elevation than the boundaries. The existing landform is currently disrupted by temporary material stock piles up to a maximum height of 13m.

4.9 The area is transected by three shallow ditches running parallel on a north to south axis. These follow the line of the boundary and internal hedgerows and are partially hidden by vegetation.

4.10 The site comprises two distinct parcels of land, of which the main part to the south and west is dominated by the commercial use of Bannold Supplies. This central area is dominated by glasshouses, storage buildings and temporary offices surrounded by stone hardstanding and storage areas for building and landscape materials and plant. Storage areas are surrounded by unmanaged improved grassland and colonizing scrub, including bramble, nettle and hawthorn. Older barns to the south west corner remain in domestic scale agricultural use. The majority of buildings are in a poor condition.

4.11 Surrounding the commercial areas to the north and east are areas of long semi-improved grassland enclosed into small paddocks by post and wire fences. The area to the east is visually isolated from the remainder of the site and enclosed by two boundary hedges. The combination of commercial use and the sites enclosure by dwellings to both the south and north, and boundary hedgerows to the east physically separate the site from the area of open agricultural land to the east.
4.12 The main lines of vegetation within the site run parallel on a north to south axis, following the line of three shallow ditches. These lines represent remnants of former field boundaries present on the 1890 map of Waterbeach and are historical landscape features. The western boundary comprises a mature line of willows and ash with an average height of 15m. This forms an important screen between Denny End Road and the access to the barracks as well as establishing a skyline feature for all views east of the site. The trees are in a variable condition, with some dead wood, although they have been subject to some recent management. The main stems of the majority of the trees are covered by ivy. Three smaller willow trees are located immediately to the east of the boundary between the commercial area and paddocks to the north.

4.13 The two hedgerows enclosing the eastern paddock comprise mixed native species including hawthorn, blackthorn and ash and are variable in height between 3 and 5m. Neither has been recently managed. The eastern boundary hedge is in average condition and forms a significant landscape feature, providing a screen from Cody Road and arable land to the east; however, there are numerous significant gaps, and the internal hedgerow currently provides secondary screening.

4.14 The internal hedgerow is less significant in landscape terms and contains larger gaps of bramble and scrub, particularly to the northern and southern ends of the site. Three multi-stemmed ash trees located to the southern end of the internal hedgerow behind no. 25 Bannold Road are the only other significant landscape features. These trees have skyline impact from viewpoints along Bannold and Cody Road.

4.15 The Christmas tree plantation to the south, immediately behind properties on Bannold Road is an uncharacteristic landscape feature.

4.16 To the north of the site within the barracks, there is a significant line of mature native and ornamental trees including ash, scots pine, sycamore and other conifers. A conifer hedge (golden variety) screens much of the immediate boundary behind the security fence.

**Ecology**

4.17 The site currently offers a variety of habitats for wildlife. The long grassland within the paddocks and perimeter areas of trees, scrub, hedgerows and rough ground flora may provide important foraging, refuge and hibernaculae habitat for invertebrates and reptiles for example lizards and grass snakes. The frequent piles of rubble, general debris, and building materials may provide further, potentially valuable terrestrial habitat by providing refuge and hibernation opportunities. These on-site habitats are linked to a wider ecological landscape of grassland, hedges, gardens and other suitable terrestrial habitat areas. It was not possible to determine if there are any significant waterbodies adjacent to the site.
4.18 The dense overgrown hedges provide opportunities for a variety of birds as nesting and foraging habitat, as well as providing wildlife corridors for other species. Swallows are nesting within existing buildings. Any holes, snags, loose bark and ivy coverings within the mature willow trees on the western boundary may offer good potential for nesting birds.

4.19 Meadows and Pastures, Hedgerows and Drainage Ditches are key Biodiversity Action Plan (BAP) habitats. There are no records for protected species within the site. In the immediate area, barn owls and bats are known to feed on the fenland fringe east of Waterbeach and that there are lizards and badgers present at Waterbeach Barracks. There are historic records of water voles present within local ditches.

Access

4.20 The site currently only has one access for both vehicles and pedestrians to Bannold Supplies located on the south side off Bannold Road between no’s 3 and 11. The roadway is single track at 3.5m wide and visibility is severely limited to the east by a high conifer hedge. The view to the south is more open. A hardstanding in front of no.3 allows for vehicles to pass. There is evidence of a second access between no.s 23 and 25 Bannold Road, although this is blocked and overgrown. It is understood that it may have once been an emergency access for the barracks. The adjoining neighbours have rights of way over this accessway.

Figure 6. Access and Drainage

Vehicle access to site
Drainage - Foul Water

4.21 A 225mm vitrified clay foul sewer runs along the length of Bannold Road draining from east to west. South Cambridgeshire District Council has been advised by AWS that there is sufficient capacity to connect to the main sewer for up to 120 dwellings under normal operating conditions but that problems have occurred on occasions and that there is a need for the review of the sewers and the Sewage Treatment works in the area.

4.22 Based on the foregoing there would be a need for the Developer to consult with AWS at the very earliest opportunity to ascertain if an upgrade to the system is likely to be a requirement and to establish the funding and timescale for improvement works to be carried out. It may be that AWS would allow for a phased development to take place whilst the study is underway.

Drainage - Surface Water

4.23 The site lies in a geological area comprising sand and gravels or peat overlying glacial clays.

4.24 Three existing ditch systems appear to drain part of the site. These all run on a north to south axis. One follows the western flank of the site, the second follows the line of the internal hedge to the eastern side of the site and the third the eastern boundary. The latter ditches turn through 90 degrees to follow the southern boundary along the rear of Nos. 25, 27 and 29 Bannold Road. It was not possible to determine where this ditch continues from No 29 and it may feed into the Waterbeach Level Internal Drainage Board pipe that runs along the northern side of Bannold Road.

4.25 Details in relation to some of WLIDB’s ditch and pipe systems are sparse and a detailed investigation would need to be undertaken by the Developer to fully understand the drainage regime.

4.26 An Award ditch (ditch that contributes to the drainage of the area but is not maintained by the WLIDB) runs north to south on the east side of Cody Road. It is possible that the ditch to the eastern side of the site connects with the Cody Road ditch via a piped system. The Cody Road ditch then connects with WLIDB’s ditch/partial pipe system that continues along the northern side of Bannold Road to the Bottisham Lock pumping station lagoon east of the site.

Archaeology

4.27 The site is situated in an area of high archaeological potential.

4.28 The site is located on the second terrace gravels of the River Cam, a geological platform extremely rich in cropmarks of probable late Iron Age and Roman date to the west. The proximity of the Car Dyke, and the position of the site at 5m O.D. overlooking the river and the fen edge suggests that the site would have been ideally suited to settlement and industry from at least the later prehistoric period. It is likely that important archaeological remains survive in the area and that these would be severely damaged or destroyed by any development.
Services

4.29 There are high voltage overhead lines, which run across the site. It is understood that there are no gas pipelines running across the site. The nearest one runs along Bannold Road. Cambridge Water Company states that there is sufficient spare capacity to serve between 70 and 120 additional residential units.
5.0 DEVELOPMENT OBJECTIVES

To provide a wholly sustainable development the Council, through this Brief, seeks:

- To provide a high quality scheme which reflects the distinct characteristics of the village
- To provide a development which knits into the existing village fabric
- To contribute to meeting housing needs in the village
- To improve the highway safety of the access to the site, Bannold Road and the junction with Deny End Road.
- To protect and enhance the landscape and open space.
- To provide a place where people feel safe and comfortable.
- To encourage travel by modes other than the car.
- To provide sustainable homes which incorporate sustainable building design and techniques.
6.0 GENERAL REQUIREMENTS FOR DEVELOPMENT

Site Coverage

6.1 The Local Plan allocation specifies that 2.4ha of the 4.23ha site be regarded as the developable area and that development be located on the site of the previously developed land with the remainder given over to open space and landscaping.

Density

6.2 One element in providing sustainable development is to make efficient use of available land. National policy guidance advocates a minimum density of 30 dwellings per hectare for all new developments. In areas of high public transport accessibility higher densities, up to 50 dwellings per hectare will be sought. The Structure Plan seeks a minimum density of 40 dwellings per hectare and the Local Plan requires a minimum of 30 dwellings per hectare.

6.3 The developable area of the site is 2.4 ha. The Local Plan provides a nominal allocation of 85 units on site. This is considered to be a minimum for the site. A higher number may be accepted provided the scheme meets the other requirements of the Brief and development plan policy, in particular, the design criteria.

Housing Mix

6.4 Policy HG15 of the Local Plan requires a mix of units providing accommodation in a range of types and sizes. The need for 1 and 2 bedroom units is highlighted in the policy. This demand for small units is also identified at national level as the majority of future households will be single people. At a district level, recent research recommends a target of 35% 1 and 2 bed, 30% 3 bed and 35% 4+ bed units. The Council is particularly keen to increase the proportion of one and two person units.

Affordable Housing

6.5 In reaching an appropriate affordable housing requirement for the site the Council should have regard in the first instance to the development plan. This comprises both the Structure Plan and Local Plan. Policy HG9 of the Local Plan requires a minimum of 30% of all housing to be affordable for sites over 0.5 ha and the Council is seeking a minimum of 30% on this site in line with current policy. This would amount to at least 25 units being affordable, based on the nominal allocation of 85 units on site. The Structure Plan is seeking a target for affordable housing is higher at of 40%. However, this figure includes for key worker housing whereas the Local Plan target does not. Together, these documents form the development plan against which any application will be assessed. A significant demand for key worker housing in the district has been identified in recent research and this will be pursued through the future Local Development Framework.

6.6 The latest survey to identify the particular needs within the village reveal a total need for 87 units. Specifically, 9 no 1 bed, 34 no 2 bed, 22 no 3 bed, 8 no 4 bed and 14 no bungalows, the majority of which would be one and two bed. The primary need is for affordable rented accommodation. However, an element of shared ownership may be considered.
6.7 The developer will need to agree the affordable housing mix with the Local Planning Authority based on the need identified district wide and the local affordable housing requirements. Given the rise in smaller households the majority of units will be expected to be 1 and 2 bed.

6.8 The Council will consider a variation to this breakdown of housing mix if the developer can demonstrate that it would be justified, for example on design grounds.

**Education**

6.9 Policy CS13 of the Local Plan requires that for residential developments of 4 or more dwellings financial contributions will be sought towards the provision of additional permanent or temporary accommodation in those cases where the new development would cause the planned capacity of permanent buildings at the local primary and secondary schools to be extended during the 5 years following the date of the application.

6.10 As it is believed that the necessary capacity is not available in Waterbeach the County Council suggests that further investment would be needed in nursery, primary and secondary education facilities to accommodate children generated by the development. The developer contribution for each dwelling proposed for the site is assessed as follows:

<table>
<thead>
<tr>
<th>Provision</th>
<th>Cost per Place</th>
<th>Contribution per Dwelling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nursery Provision</td>
<td>£6,000</td>
<td>£600</td>
</tr>
<tr>
<td>Primary Provision</td>
<td>£6,000</td>
<td>£1,500</td>
</tr>
<tr>
<td>Secondary Provision</td>
<td>£9,000</td>
<td>£1,800</td>
</tr>
<tr>
<td>Total</td>
<td>£3,900</td>
<td></td>
</tr>
</tbody>
</table>

**Traffic and Highways Provision**

**Access to the Development**

6.11 The Council considers the provision of connections to the surrounding area to be vital to the success of the scheme, see also section 8 Design Guidance. The most beneficial points of access have been set out below. The developer will be expected to explore all options to maximise links to the existing village. The developer will need to demonstrate to the Council that where access cannot be achieved every effort has been made to secure the link.

6.12 Vehicular access to the site should be via a single estate road connecting onto Bannold Road as a simple priority uncontrolled junction at Point ‘A’ on the illustrative layout. The junction should be designed to meet contemporary highway design standards both in terms of geometric layout and visibility requirements. Sight splays of 4.5m x 90m should be provided at the main entrance.

6.13 There exists a disused access way between Nos. 23 and 25 Bannold Road. This link would provide a good opportunity to facilitate an emergency access point to the site. This link may provide an opportunity to facilitate an emergency access point to the site, but this is subject to further detailed investigations in relation to rights of access and physical geometry. The current informal unbound track construction would need to be brought up...
to reasonable pavement design standards to provide an alternative access to the estate in times of emergency. The access would also provide an excellent opportunity to create a pedestrian/cycle link at this end of the site. The adjoining properties on Bannold Road do have a right of way over this access and the developer will need to enter into discussions with the owners of these properties as to nature and use of this access.

6.14 In order to link the new development to the surrounding area and provide a safe and convenient route for pedestrians and cyclists to the shops, school and other facilities in Waterbeach the Council expects a footpath/cycleway to be provided into the development via the existing site access shown between points ‘B and C’ on the illustrative layout. This should be a segregated link with a minimum width of 3.5m. This route, if constructed to accept occasional vehicle loads, could double up as an emergency access to the site and negate the need to use the access between Nos. 23 and 25 Bannold Road. Consideration may also need to be given to traffic calming measures to slow Bannold Road drivers in the vicinity of this access.

6.15 Given the importance of maximising links to the surrounding area, the developer will be expected to investigate the provision of a pedestrian/cycle access at Point ‘D’ on the illustrative layout. This is particularly crucial as it provides a direct walk route to the existing ‘Brewery Tap’ bus stop. Initial consultation with Defence Estates (agents for the Ministry of Defence who own the land between the bus stop and the site), has indicated a reluctance to allow a new link to be formed. However, the Council would expect the developer to enter into further negotiation with Defence Estates to explore more fully their concerns and discuss ways in which they could be adequately addressed. Furthermore, the Council expects the developer to make provision for a future access up to the site within the design and layout for a future link through the western boundary to safeguard a route should circumstances change in the future with regard to the MoD policy or the disposal of MOD land. This link, or the space to accommodate it, will need to be positioned and designed such that it does not compromise the layout and appearance of the overall scheme or the amenity of the adjoining properties.

**Off-Site Improvements**

6.16 Notwithstanding that there have been no recorded accidents at the existing Bannold Road/High Street junction, the configuration of the existing arrangement is substandard. The junction has a wide bellmouth that makes it difficult for pedestrians to cross, particularly crossing from north to south where visibility is obscured to sight traffic from Deny End Road turning left into Bannold Road.
6.17 If the site is developed the Council, in conjunction with Cambridgeshire County Council, consider improvements to this junction are required to mitigate against the impact of additional traffic using this junction. South Cambridgeshire District Council considers that either the enclosure of the existing priority junction with the introduction of a central pedestrian refuge/splitter island or, the provision of a mini roundabout junction would be appropriate forms of improvement. Given that the visibility to the right for emerging vehicles from Bannold Road is very poor at present, due to the curve in Denny End road, the mini roundabout option would be favourable subject to reasonable (albeit substandard) forward visibility being achieved on the southbound Denny End Road approach, should be considered as well as the priority junction configuration, accepting both forms of junction improvement would not be able to wholly satisfy desirable highway design standards. There is little to choose between these forms of junction in terms of pedestrian safety but the mini roundabout solution, if technically achievable, would reduce vehicle speeds at a key point that would experience an increase in vehicular and pedestrian activity. The Developer should therefore consider both options, which would be subject to stage 1-safety audits to determine the most appropriate solution.

Junction with Bannold Road from Deny End

6.18 Waterbeach is served by an existing half hourly bus service to Cambridge during the day and an hourly service in the evening. There are also bus services to Ely. The Council is advised that the service is likely to change in September but not to the extent that provision would be inadequate to serve the expanded settlement. The County Council has indicated that they would expect the Developer to provide funding for improvements for bus stops, shelters and associated infrastructure. This would be secured through a s106 Agreement. The Developer should consult the County Council to establish its precise requirements.

6.19 Accident records indicate clusters of accidents at the junctions of the A10 with Denny End Road and Car Dyke Road. The Developer should investigate whether the proposed development would result in a significant increase in traffic using these junctions and if so, measures to improve safety may need to be implemented as part of the development. As a guide an increase of 5% on the Denny End Road and Car Dyke Road approach arms to the A10 would be considered a material increase and trigger the need to assess the situation in detail.

Car Parking

6.20 Car Parking Standards in the Local Plan require that car parking be provided at a maximum of 1.5 per dwelling. Waterbeach is a Rural Growth village with a good range of services and facilities as well as a railway station and frequent bus service. As such, it is one of the most sustainable villages in South Cambridgeshire.
6.21 In order to reduce over reliance on the car the maximum number of car parking spaces, averaged across the whole development, should be 1.5 per dwelling (max 2 per 3+ bedroom property). Proposals for a higher level of car parking provision will not be encouraged.

6.22 The design of dwellings/garages must provide for convenient and secure cycle parking that allows easy access to the bicycle to encourage its use as an alternative to the car. Houses without a garage must provide suitable secure storage for cycles as part of the house design, similar to an elongated dustbin store accessed from the outside. One cycle space for 1 bedroom units must be provided and 2 cycle spaces for units having 2 or more bedrooms would be required.

Landscape and Ecology

6.23 The site has a gross area of 4.23 ha. Under policy Waterbeach 1, the developable area comprises 2.4ha. Development is to be confined to the previously developed land currently occupied by Bannold Supplies. The remaining 1.83ha is to provide open space and landscaping.

6.24 The development should seek to respect, retain and where possible enhance local character and distinctiveness in accordance with Local Plan policy ENV1. The key elements and characteristics of local character are outlined in section 3 and 4. The landscape scheme must conserve identified existing landscape features within and around the boundaries of the site and enhance character and local distinctiveness. The development must be integrated into the fen edge landscape by establishing a comprehensive landscape framework. The Cambridgeshire Landscape Guidelines require that an overall landscape strategy should be a key aspect in the layout, form and urban design of the development. Particular consideration shall be given to the treatment and planting on the settlement edge (eastern boundary of the site). Principles for the landscape strategy are established in the Cambridgeshire Landscape Guidelines and should provide ‘visually diverse and attractive edges, habitat gain, recreation opportunities, links with the wider landscape and protect adjacent farmland.’

6.25 In accordance with Local Plan policy ENV16, the development should seek to retain features and habitats of nature conservation value. Protected species and BAP habitats and those that contribute to landscape character, including meadows and pastures, drainage ditches, trees and hedgerows shall be given priority in this respect. The development shall seek opportunities for the creation of new habitats for example, woodland and copses, scrub and grassland that are appropriate to the character of the natural area. Proposals shall include appropriate management of both new and retained features and habitats. Any habitat or feature listed within the Cambridgeshire BAP that is removed shall be replaced.

Open Space Provision

6.26 The results of the South Cambridgeshire District Council Recreation Study, demonstrate that the village of Waterbeach does not meet the current National Playing Field Association (NPFA) standards of 2.4ha per 1000 people. Excluding that provided within the school grounds, children’s play space is not well catered for, the nearest equipped area being located within the recreation ground 850m to the south of Bannold Road.
6.27 Open space to meet the minimum requirements shall be provided on site. In accordance with Local Plan policy RT2, public open space shall be provided at a minimum of 60m² per dwelling. Incidental open spaces, such as landscaping areas will not be considered as making a contribution to this standard. Formal and informal children’s play space at a ratio of roughly 50:50 and at a standard of 15m² for every dwelling with 2 or more bedrooms shall be provided as an integral part of the open space provision.

6.28 The location and standards of open space and categories of play areas shall be in accordance with the minimum requirement of PPG17, the NPFA’s ‘Six Acre Standard – Minimum Standards for Outdoor Playing Space,’ of 2.4ha per 1,000 people, including 1.2ha of outdoor sport and specific District and Parish Council requirements. The developer is required to provide facilities for formal play in the form of a Local Equipped Area of Play (LEAP) within the main area of open space and other Local Areas of Play (LAP), specifically for younger children incidentally throughout the development as required to ensure a minimum walking time of 1 minute for all houses (60 metres straight line distance or 100 metres on a pedestrian route).

6.29 To enable the ongoing maintenance of open space and landscaping by the Parish Council or an organisation to be agreed by the District Council, maintenance arrangements and commuted sums will need to be agreed through a Section 106 agreement. The cost of preparing the agreement will be paid by the applicant/landowner. Provision for outdoor sport is unlikely to be accommodated on site. The developer shall therefore enter into discussions with South Cambridgeshire District Council and make contributions towards enhancing off-site provision in the local area as part of Section 106 obligations.

Drainage

6.30 Both Anglian Water Services (AWS) and the Waterbeach Level Internal Drainage Board (WLIDB) have been consulted in relation to the development of the site. The applicant must discuss their proposals for the site with these statutory bodies prior to submission of a planning application.

Foul Water

6.31 AWS have indicated that there may be a need to upgrade the Sewerage Treatment Works serving the site. The developer would need to establish the nature of any deficiencies and agree with the Water Authority whether any funding for infrastructure improvements would be required to facilitate the development.

6.32 A 225mm vitrified clay foul sewer runs along the length of Bannold Road draining from east to west. SCDC has been advised by AWS that there is sufficient capacity to connect to the main sewer for up to 120 dwellings.

6.33 AWS was unable to provide cover and invert levels of the manholes in the vicinity of the site to establish if a gravity, as opposed to a pumped system, would be required and the Developer would need to either request AWS to survey the manholes or undertake a survey themselves to formulate the appropriate engineering solution.

6.34 On the premise that an adoptable pumping station is to be offered by the Developer, the requirements for the design of station would need to respect ‘Sewers for Adoption 5th Edition’. The need for such a facility would be important to establish early on
in the master planning of the site as the size and location of such a facility would have an appreciable effect in terms of the development layout. Access for large maintenance vehicles to any pumping station, whether private or adopted, is a prerequisite.

**Surface Water**

6.35 The site lies in a geological area comprising sand and gravels or peat overlying glacial clays. The prospect of being able to deliver sustainable infiltration surface water disposal designs is a realistic proposition for all private hard surfaced/roof areas. Full permeability tests in accordance with the requirements of BRE Digest 365 would need to be undertaken to prove infiltration designs are acceptable.

6.36 The Highway Authority would not normally adopt soakaway designs for road drainage and would initially look to the Developer to provide positive drainage for the estate road. In relation to all surface water disposal in the area the WLIDB are the responsible Authority in relation to discharge to nearby watercourses. Providing positive surface water disposal from the site will present a challenge given that the Bottisham Locks Pumping Station to the east of the site is operating at capacity and the topography is flat.

6.37 The levels of the site relative to the existing drainage courses are expected to be a problem to secure the requisite cover for an adopted system. Also the WLIDB will require appropriate attenuation of flood storm conditions resulting in storage of storm water flows on site. **Consideration should be given to a drainage design based on Sustainable Urban Design Principles.**

6.38 It is anticipated that a flood risk assessment in accordance with the requirements of PPG25 will need to be undertaken given that the site is situated in a low lying area. Early consultation with the WLIDB would be required, together with detailed surveys of the existing drainage regime and soil properties, to consider options. However, the surface water drainage of the roads is considered to be a constraint, based on the initial site review and consultation undertaken by SCDC.

**Archaeology**

6.39 A full archaeological evaluation of the site will need to be carried out at the expense of the developer prior to the granting of planning permission. The evaluation results should allow for the fuller consideration of the presence/absence, nature, extent, quality and survival of archaeological remains within the development area. An informed judgement can then be made as to whether any planning consent will need to include provisions for the recording, and more significantly, the preservation of important archaeological remains in situ.

**Contamination**

6.40 The developer will need to ensure that the site is not subject to contamination and if necessary will need to provide details of mitigation measures for treatment and/or disposal.
Services

6.41 The cost of diverting the high voltage overhead electricity lines which run across the site will have to be borne by the developer. The nearest gas main with sufficient capacity is 1 metre from the site boundary and is a Low Pressure main. The developer will have to contact the other utilities agencies to establish the infrastructure service requirements for development of the site.

6.43 Underground services should be laid under public areas. They should be grouped where possible and the run routes should be considered in the context of the landscaping scheme.
7.0 URBAN DESIGN OBJECTIVES

7.1 The need for guidance to ensure good design has been highlighted by central government in recent years and concern has increased significantly with the requirement to increase housing densities. The government has set out its own urban design objectives for a successful place and these can be tailored to suit the Council’s aspirations for the site. The objectives are closely related and inevitably the topics covered in the subsequent guidance overlap.

**Character** – A place with its own identity

To provide a locally distinctive village scheme and avoid standardised ‘anywhere’ housing.

**Continuity and Enclosure** – A place where private and public places are clearly distinguished

To provide private rear garden space and houses facing the street in a manner which draws on the local traditional layouts.

**Quality of public realm** – A place with attractive and successful outdoor areas

To make the street, cul-de-sacs/courtyards and public open space safe, interesting and accessible.

**Ease of Movement** – A place that is easy to get to and move through

To maximise opportunities to include links to the rest of the village and create a route network where pedestrians come first

**Safety of Movement** – A place that is safe to move through

To minimise conflict between vehicles, pedestrians, and cyclists and maximise feelings of personal security

**Legibility** – A place that has a clear image and is easy to understand

To provide a place which has a familiar local character and a street structure which makes sense for the user.

**Adaptability** – A place that can change

To provide housing which can be modified over time to meet the changing needs of the occupiers.

**Diversity** – A place with variety and choice

To provide a mix of house sizes and types which complement each other.

7.2 Clearly, the developer is required to meet Building Regulations in terms of the construction of the houses and highways standards for roads etc. These requirements will
have to be balanced against urban design objectives set out above. The Council does not wish to see an imitation of the traditional village street and would encourage the developer to incorporate modern best practice, particularly in terms of sustainable development, into a scheme, which respects its surroundings.
8.0 DESIGN GUIDANCE

8.1 The following seeks to provide detailed design guidance for the developer.

Local Distinctiveness

8.2 A combination of characteristic features in buildings, street layout, the streetscape and the landscape, together combine to create a familiar local environment, which has an underlying theme unique to the area. The scheme must reflect these defining characteristics, which will mark it as local, but will distinguish it from other places.

Links

8.3 The existing vehicle access to the site is substandard and cannot be used for vehicle access to a new development. A new vehicle access must be provided. For the purposes of the Brief it is assumed that no.19 Bannold Road, which has been purchased is owned by a prospective developer, Bannold Supplies, is the vehicle access. However, this should not preclude consideration of an alternative or secondary vehicle access to the site, subject to highways, amenity and design.

8.4 In order to maximise and thereby integrate future housing into the village other connections to the surrounding area will be sought.

- The existing access to Bannold Supplies shall be retained as a cycle/pedestrian access only.

- Additional pedestrian/cycle links must be introduced where possible to maximise the permeability of the site. In particular the opportunity to provide a route through to the barracks access road and bus stop on Deny End Road. The status of the existing unused access off Bannold Road between no.s 23 and 25 should also be explored with a view to reopening it.

8.5 Assuming only one vehicle access can be provided the road layout is likely to be a loop and/or courtyard format for the vehicles. The permeability of the scheme must be reinforced through a network of routes within the site for pedestrians and cycles, which connect to the village as described above and in section 6. Its importance must be reinforced in the layout with housing fronting onto all routes, not just those where vehicles have access, creating a surveilled movement corridor right through the site. The developer is encouraged to take a flexible design approach to the route layout and is referred to the guidance DB32 (see section 11) and its supporting documents.
Layout

8.6 The scheme must have a logical layout, which provides a hierarchical network of routes and spaces shaped by the position and form of the buildings.

8.7 The layout needs to integrate the access and connections to the surrounding area with the movement network within the scheme and the open space to the north, west and east. People on foot or bicycle seek out the most direct route from one place to another. Informal shortcuts, such as worn paths across grass and broken fencing show where the true desire lines for movement have not been accommodated. The layout must recognise the location of links to the rest of the village and facilitate pedestrian and cycle movement with direct and convenient routes.

8.8 The Bannold Road housing immediately adjacent to the site has a layout and density typical of suburban development in many villages. The area comprises large detached houses and bungalows set well back from the road in generous plots. Given the requirement to develop at densities of the 30dpha and higher, the developer should look to the traditional higher density development focused around the centre of the village as a cue to urban grain.

8.9 The established pattern of development in Waterbeach and other villages is of an informal route network with buildings enclosing the streets and encircling a village green. Buildings generally have fronts facing the streets and public spaces, providing the public face of the houses, with private gardens to the rear, backing onto other backs.

8.10 Housing in Waterbeach, and nearby villages, is generally grouped informally as small terraces, pairs or detached buildings fronting the street with some narrow accessways to courtyard groupings at the rear. Houses are generally wide fronted units set slightly back from the street or hard against pavement. Houses gable end-on to the road create occasional positive breaks in the rhythm of the street. Mature hedge and tree planting is evident throughout the villages.

- Two storey housing fronting street
- On pavement edge or small set back
- Low boundary walls or hedges
- Planting
8.11 The size of the developable area and position of routes lends itself to an informal arrangement typical of a fen edge village with a street or lane leading to smaller clusters of housing in courtyards or similar. Houses should front onto the street with private space to the rear.

8.12 The layout needs to recognise the relationship with the existing properties in Bannold Road, which back onto the site. New housing should back onto the existing housing. The Bannold Court properties are side on to the site and care must be taken in positioning new housing on this boundary to protect the amenity of the occupiers.

8.13 Consideration will need to be given as to how the housing will relate to the public open space both within and adjacent to the development. Generally houses should front onto the public space, although it is accepted that this aspiration will need to be balanced against other design requirements.

8.14 The barracks to the north are enclosed by security fencing over 3m high and floodlights, which provide a hostile edge to the site. The developer will need to enter in to discussion with the Army to establish exactly what is necessary in terms of security as this may well have an impact upon the layout.

8.15 The layout must make provision for the long term plans for future development in Waterbeach on the barracks site immediately to the north. The layout should seek to avoid a development, which turns its back on the boundary.

**Internal Layout**

8.16 The internal estate road layout should be in accordance with the guidance in Design Bulletin 32 and its companion guide Places, Streets and Movement. The layout should result in a safe environment for pedestrians and cyclists by encouraging low traffic speeds and by the provision of adequate footways. The layout of all roads and footpaths/cycleways in the vicinity of the Barracks will need to be agreed with the Army to
ensure the security of their premises is not compromised. It is to be noted the Council prefers a layout, which encourages low speeds from the outset as opposed to introducing physical speed constraint measures.

8.17 The internal layout must provide safe, convenient and commodious routes for pedestrians and cyclists from all parts of the development to access points A and B and preferably D and E shown on the accessibility plan. This will necessitate the provision of separate footpaths/cycleways in some places to augment the roads. The routes for pedestrians and cyclists must as far as possible be visible from the houses in the interests of personal security. The use of shared surfaces is to be encouraged, where the road is delineated by a different surface treatment from the pedestrian areas. This leads to more pleasing aspects and reduces the dominance of the road.

8.18 Introducing acute curves in the design is seen as a good mechanism for keeping vehicle speeds low and the use of small village squares at right-angled changes in the direction of the estate road works well in design terms. Informal spaces must be created at street junctions where pedestrians come into most contact with vehicles. Here pedestrians should have priority over cars.

8.19 All road designs should be checked using AUTOTRACK or similar software packages to ensure that dustcarts, fire appliances and removal lorries can negotiate the road layout.

8.20 In order to help integrate development to the north and east of the site with the rest of the village, provision must be made for a pedestrian/cycle route through the site to the northern/eastern boundary to point E. This route must provide safe and convenient access to points A, B & D to encourage residents to the north of the site to walk, cycle or use the bus. The precise point of access at the northern/eastern boundary will need to be agreed with the MoD and it is possible that its requirements may result in the route terminating at the site boundary in the short term to be extended at some future date, as for the potential link to point 'D'. It is possible that the MoD's current position in relation to restricting permeability may result in the routes D and E terminating at the site boundary until circumstances change. However, the flexibility to allow these routes to be delivered at some future date would be an important objective to secure. The precise point of access at the northern/eastern boundary should be discussed with the MoD notwithstanding their current position in relation to security.

8.21 All new footways/footpaths provided as part of the development must make provision for use by people with limited mobility and those with impairments such as sight or hearing. This will require them to be constructed at gradients not exceeding 1 in 20 if possible, but not less than 1 in 15, and to include facilities such as tactile paving and ramps at crossing points. Pedestrians often take up more space than the width of a person e.g. in a wheelchair, pushing buggies, walking with children or carrying shopping. 1.8m 2m wide footways can allow people to pass each other comfortably and must be provided wherever possible. If segregated cycle and pedestrian links are provided, these must be a minimum of 3.0min width.
8.22 All estate roads, footpaths and cycleways within the development should be constructed to meet Cambridgeshire County Council's standards for adoption unless otherwise agreed with the Planning and Highway authorities. (The County Council's standards are set out in Housing Estate Road Construction Specification, August 2002.)

Scale

8.23 The scheme must be of an appropriate scale to knit into the existing village fabric. The human scale of the village makes the pedestrian comfortable with rather than awed by their surroundings.

8.24 Traditional housing in the local area is predominantly two storeys. There are exceptions. These include a cottage form of 1 and 1½ storeys and the occasional 3 storey properties usually situated on the main street or in the village centre. However, the overwhelming impression is of groups of two storey detached, semi-detached and terraced houses facing the street.

8.25 In order to respect the established domestic scale of the village and adjacent properties housing should be no more than two storeys. The inclusion of some occasional units with rooms within the roof space (commonly known as 2 ½ storeys) may be permitted, providing it is acceptable in terms of amenity and meets the design criteria of the Brief.

- Two storey housing fronting street
- On pavement edge or small set back
- Low boundary walls or hedges
- Almost continuous edge to street

8.26 The human scale of the village lanes, such as Way Lane and Station Road in Waterbeach, is also derived from the width of the streets with building on the pavement
edge or set slightly back enclosing the space. The development should seek to follow this approach.

8.27 The lanes are often no wider than the height of the enclosing buildings. This is a useful rule of thumb but, as is evident in the locality, variations on this theme are important. From a practical viewpoint, if part of a street is widened it can accommodate green space or, on occasion on-street parking. These occasional changes to the prevailing width of the street contribute to the typical village streetscape.

8.28 The simple elevational treatment also plays a part in providing an appropriate human scale in the village, see below.

**Continuity and Enclosure**

8.29 Buildings should be positioned such that they provide a definite edge to the street and enclose the public space. Buildings follow the line and curve of a street rather than being at odds with it. This arrangement underlies the pattern of development in the local area. In keeping with this, housing should generally be fronting directly onto the street or with a small set back, creating a semi-public transition space, and a private garden space to the rear. Those with setback should have front boundaries clearly defined by walls or hedges. The position and orientation of the buildings fronting onto the street ensures a clear understanding of ownership and intended use and a safer environment.

- Houses enclosing street
- Walls and planting providing edge as well as buildings

8.30 The village street is a mix of house styles, sizes and ages. There are often gaps between houses or groups of houses. However, the boundary between the public and private is still very clear. Garages, subsidiary additions, boundary walls and planting link the houses to provide a continuous edge to the street.
Focal Points

8.31 The site is almost entirely screened from the outside. Views in from the public realm will be restricted to the vehicle access road, the pedestrian/cycle link (the former access) and via any additional links which can be secured. The site is also overlooked from the rear of the Bannold Road properties and to a lesser extent from the barracks.

8.32 As such, the new Bannold Road entrance will provide one of the few opportunities to view the scheme. There is scope to provide the street with an end stop to the view either with a building, structure (public art) or planting, such as a mature specimen tree, and this is encouraged. A significant landmark building or buildings is not expected or appropriate. As in other parts of the village away from the centre, it is perhaps a more imposing dwelling or substantial mature tree, which draws the eye. This approach would be appropriate for the site, particularly to mark concentrations of activity or larger spaces.

Buildings – Local Distinctiveness

8.33 A basic building form must be adopted and simple detailing commonly seen locally should be used.

8.34 The design and appearance of buildings must complement the distinguishing characteristics of the built form of the village, but avoid a faithful copying of local architectural features. The use of colour and materials palettes, which closely follow those used in the area, is particularly effective in providing a cohesion, which allows for some variety in built form and design. Owing to a number of factors, such as location, orientation, building and plot size and relationship to adjoining properties, no two houses are ever the same. The application of ‘period’ detailing in an effort to create individuality is unnecessary.

8.35 Villages do tend to have a mix of house types, for example a large detached house next to a terrace of cottages. This has evolved over time and results in a natural housing mix. A careful approach to design, especially of the streetscape allows for a variety of house types and sizes, which provides choice and enriches the street scene.

Block Form

8.36 The prevailing local building form is one of a simple wide fronted rectangular block with shallow depth. Often the buildings are one room deep. The new housing should follow this simple block form. The typical modern square plan form with wide span roof should be avoided.
Examples of block form and subsidiary extensions

8.37 As in any village, houses have been extended to provide more accommodation. The most successful are side or rear additions, which are subservient to and in harmony with the existing building. Similar subservient wings may be appropriate to increase the floor area of houses without resorting to the standard square plan form.

8.38 The typical local village street does include the occasional break from the established pattern of wide fronted houses facing the street. Buildings are often re-orientated gable end onto the street. This does add visual interest to the street but if this approach is to be adopted then careful consideration must be given to the scheme in the context of the whole street and not as individual units.

Roofs

8.39 Roofs should generally be pitched with gable ends as is prevalent in the locality. There are often slight changes in pitch on individual properties and between groups. Some houses are set at right angles to the road and one or two of the larger detached properties have low pitched hipped roofs. All combine to create some variety in roof forms along the street and this feature would be encouraged.

- Roof additions, dormer within roof plane and at eaves
- Chimneys on ridge at gable ends

8.40 Common roofing materials are slate, buff clay tile or in some cases buff or terracotta pantile. Roof materials should be in keeping with this local palette.
8.41 Chimneys are a prominent and common skyline feature, which should be incorporated into the new buildings where appropriate. They are usually brick and topped with a terracotta pot and often at each end of the ridge. They are an effective means of hiding ventilation flues.

8.42 Houses sometimes have dormers, often arranged in pairs. The dormers vary from hipped to gable to cat slide. They are either set wholly within the roof plane or sit at, or just below, eaves level and line up with the windows below.

Elevations

8.43 In keeping with the prevailing character of the village, houses should be generally flat fronted with a simple symmetrical pattern of door and windows. Materials for external walls should be of a commonly used local material providing familiar colour and textures.

- Symmetrical pattern in elevation
- Typical door and windows
- Chimneys at gable ends

8.44 Generally area, a third of the elevation is openings and two-thirds wall. Windows are in line horizontally and vertically and are usually subdivided into equal sized panes. Doors tend to be centrally placed, four or six panelled, often with a fanlight above. Lintels and sills are either stone or brick.
8.45 Window and door openings should respect the proportions of the elevations. The use of simple doors and windows of painted timber is encouraged.

8.46 The inclusion of details and the quality of that detailing is key to providing an attractive and visually vibrant place. The village street is enlivened by accents, small details, which are not perhaps immediately apparent. For example, the occasional use of red brick detailing banding and quoins, bay windows or a more imposing entrance. Care must be taken to ensure such details are appropriate and not an architectural add-on.

8.47 Houses are generally built of a light buff brick (often a Cambridgeshire stock brick) with some being painted render. It should be noted that the individual buff bricks typically have minor colour variation within the face of the brick, which softens the appearance of the walls. The use of a modern brick, which has a solid uniform colour should be avoided. Whilst brick and slate or tile are the most common local building materials it is inevitable that different materials have been used on later additions to properties. This can work well but care needs to be taken about the juxtaposition of the two elements and their appearance in the street scene.

**Boundaries**

8.48 Typically, houses in the area have small hedges, low walls or railings on the front boundaries with fences and walls at the side and rear. Hedges tend to be of an indigenous species e.g. privet or hawthorn. Walls are commonly buff brick sometimes capped with red brick. This approach to means of enclosure should be adopted within the scheme and can be a valuable element in maintaining continuity through the scheme.

- Balanced elevation
- Set back behind low wall
- Porch appropriate for elevation
Porches

8.40 These are an occasional feature on houses in the area. Often a later addition, the most appropriate are those which are of matching materials and do not compromise the symmetry of the elevation. They vary in style from an enclosed structure to a small flat roof projection above the main entrance.

Overlooking and privacy

8.50 The design must ensure that future occupiers are not subject to undue overlooking from their neighbours. Pressure to increase densities make this is a key issue in designing the scheme and meeting amenity requirements.

8.51 Downstairs rooms facing the street are always subject to some loss of privacy, although the benefits are the natural surveillance of the street. The avoidance of large windows, the use of glazing bars which break up the view into the house together with small setbacks all help to minimise overlooking.

8.52 To the rear all houses must have a secure private outdoor space. Positioning houses so that backs face onto backs lends itself to this. The window-to-window distance between the rear of properties should be no less than 20m. However, the Council will consider proposals for distances below this where it can be demonstrated that the design addresses overlooking.

8.53 No housing should be positioned less than 15m from any point on the boundary with the Bannold Road properties and 20m from the Bannold Court properties which are side on to the site. Further, new housing nearest this boundary should be no more than two storey.
Parking

8.54 Parking provision is often the most controversial problem causing disputes between existing residents and occupiers of new homes and between developer and Council. The need for parking provision cannot be ignored and the pattern of use should be considered. If parking is not convenient for the household, it will not be used and an informal arrangement, usually on-street, will evolve.

8.55 Householders aim to park as close to their house as possible, preferably where they consider their cars to be supervised and secure. The location of drives, carports, garages and orientation of doors needs careful thought.

8.56 Parking should generally be provided within the plot to the side, set back from the road frontage, or at the rear of the property. Integral garages should be avoided as they dominate the front elevation. In exceptional circumstances garages may be built in front of the houses where they will define edges, enclose space and are appropriate for the wider street scene. In these cases garage doors should not front directly onto the public space. The garages and outbuildings should complement the design and form, and be clearly subsidiary to, the house.

- Garages subservient to house
- Capacity for cycle and/or general storage

8.57 Garage courts should be small, overlooked, well lit, secure and convenient with direct links to those houses they are intended to serve. On-street parking will be considered in small groups where it can be demonstrated that it will not be the principle use of the space or a dominant feature in the street scene. Planting should be incorporated into the design to soften views.

8.58 To encourage residents to walk or cycle instead of using their car, cycle storage must be convenient and easy to use. It should be provided in a secure place such as outbuildings or incorporated into the garage, preferably with access from the front of the property and not the rear. A garage should be wide enough to manoeuvre bikes in and out easily when a car is parked there. Additionally, people often use their garages as additional general storage space at the expense of a secure parking space for their car. The developer should consider whether garages can be lengthened or widened to accommodate some storage space for the household. This should not however be at the expense of the outward appearance or design of the garage or the dwelling as a whole.
Landscape and Ecology

8.59 A high quality landscape scheme is essential given the site’s close relationship with the surrounding countryside. The development must also integrate landscape (both existing and proposed) with the built form establishing a sense of place that complements the existing character of the village. Hard and soft landscaping strategies need to be an integral part of the design of the scheme from the outset rather than a secondary task for filling in the leftover space.

8.60 Boundary hedgerows and trees shall be retained and enhanced to provide screening, enhance visual amenity and to establish wildlife corridors. No development shall take place until all details relevant to the retention and protection of trees and hedges both within and on the boundary of the site have been submitted and agreed. Details shall include a tree and hedge survey and where appropriate an arboricultural method statement. These shall identify all areas which are designated for protection in accordance with the British Standard Guide for Trees in Relation to Construction (BS5837:1990). Tree and hedge works shall be in accordance with the British Standards Recommendations of Tree Works (BS4998:1989). New planting should be used to replace any vegetation removed. To ensure long-term management, where possible, vegetation that is retained should be incorporated into areas of public open space.

8.61 Planting throughout the development can be utilised in conjunction with hard landscape to enhance the character of the built form by emphasising entrances to driveways and roads, creating focal and pinch points, providing spatial variety and defining boundaries between private and public space. Details for soft works shall include plans for planting or establishment including written specifications and schedules of plants.

8.62 It is anticipated that most new planting will be concentrated within open space areas to the east, to minimise visual impact and ensure a sensitive and positive integration of the development with the countryside beyond. In accordance with the Cambridgeshire Landscape Guidelines, the eastern boundary of the development should endeavour to achieve well-designed compositions of buildings, walls and planting. Structural planting by means of copses, hedgerows and trees planted within open space and skyline trees planted throughout the development should frame selected views of the built form beyond and minimise trespass to adjoining farmland. A harsh edge created by bland or repetitive building forms and cluttered back garden fences will not be acceptable.

8.63 Structural planting on the eastern boundary and within open space areas should reflect local landscape character, through the appropriate choice of native species, the pattern of woodland, copses, hedgerows and meadows, the avoidance of hard lines and the use of local materials for walls and buildings (refer to Buildings – Local Distinctiveness).
The development should seek opportunities for creative habitat enrichment and increasing biodiversity for example, through the use of open watercourses for surface water drainage. The developer shall consider the retention and diversification of existing grassland to the north and east. Planting within open space areas should achieve targets within the Cambridgeshire Biodiversity Action Plan.

8.64 Native and ornamental trees should be planted throughout the development, within both private and public space to enhance the environment whilst increasing the age diversity and structure of existing planting. Such planting should include feature trees that in the long-term shall provide skyline impact, complementing the existing character of the village where mature trees along streets and within rear gardens intermingle with the built form. The selection of trees species in terms of their proximity to buildings should be sustainable in the long-term, minimising maintenance problems for residents and excessive leaf drop. The scheme shall include the planting of larger stock (extra heavy or advanced nursery trees) at strategic locations throughout the development to provide initial visual impact.

8.65 Suitable native fen edge tree and shrub species include ash, oak, field maple, hornbeam, alder, wild cherry, crab apple, goat willow, hawthorn, hazel, dogwood, blackthorn, buckthorn, elder, guelder rose, wayfaring tree and wild privet. Such species shall be of local provenance. Within built areas horse chestnut and sycamore may also be used. Within built areas alder and hornbeam and appropriate cultivars for example Carpinus betulus ‘Columnaris’ may also be used. Planting should be used to increase the diversity of existing planting within the site.

8.66 Ornamental planting of shrubs and herbaceous species should be used around house frontages, particularly in narrow curtilages, providing focal points and softening to screen walls/fences and gable ends. Larger curtilages should be defined by ornamental hedges such as garden privet and box in conjunction with railings, fences and walls. Mixed native hedges shall be used to delineate frontages in areas of rural character where space allows. Throughout the built form there should be a high incidence of softening, through the planting of trees in rear gardens and climbing shrubs in pits in paving to soften screen walls.

8.67 The developer should allow for some buildings to incorporate exposed eaves for swallows and house martins. Bird and bat boxes should be positioned on isolated buildings
such as garages bordering open space. The developer should consider raising the bottom level of rear garden fences to facilitate the movement of small animals e.g. hedgehogs through the site.

Public Realm

8.68 The public realm covers all that area to which the public have free access. In this case it is primarily the street, footpath/cycleways and public open space. The design of this space is one of the keys to creating a successful place. The guidance set out above already covers part of this.

8.69 A comprehensive landscape scheme for the whole site must be submitted and agreed before development commences on any part of the site. These details shall include, as appropriate details of existing features to be retained, proposed finished levels, means of enclosure, hard surfacing materials, other minor artefacts and structures such as sculptures, signs, and lighting and details of soft landscape works.

8.70 Hard landscaping can define space, determine character, link buildings, enclose space, and create theme for development and direct pedestrian and vehicle movement. Priority must be given to pedestrians. Hard landscaping is an effective tool in defining shared surfaces and changes in priorities. Soft landscaping can also be used to mark these changes.

8.71 Materials need to be local, appropriate for the surroundings and fit for purpose, complement buildings, be durable, weather well and be easy to maintain. The use of porous surfaces can help natural drainage of the site. Local materials within the public realm comprise predominantly tarmac with chippings rolled in, pre-cast concrete edgings and textured kerbs. Within curtilages and driveways there is a greater diversity of materials including buff and brown concrete blocks, buff and natural concrete paving slabs, buff gravel and small areas of cobble/flint infill. There is opportunity within private areas to use high quality materials such as concrete setts, particularly as edgings to define access ways and delineate between private and public space. The definition between private and public space is discussed in further detail in Continuity and Enclosure and Boundaries.

8.72 The public realm must be designed to minimise visual clutter and physical obstructions for the pedestrian. Street furniture should be designed to complement the street scene. Adequate litter bins to an agreed specification should be provided. The use of a catalogue selection would not be supported, and reference should be made to traditional local solutions.

8.73 Where not necessary for highway or information purposes, signs should be kept to a minimum. Signs on walls rather than free standing and the provision of more than one sign per post can help reduce clutter.

8.74 Having said this the developer is encouraged to consider the opportunities for an item or items of street furniture to become a focal point or mark a place of increased activity, such as a junction. Consideration should also be given to the provision of public art in the public realm to enliven the street scene.

8.75 Lighting will need to be provided to the requirements of Cambridgeshire County Council in the interest of the safety and security of all users. However, light pollution is an
increasing problem and overpowering or unnecessary lighting should be avoided. It is not unusual for village streets to have relatively low levels of lighting. A careful assessment of the needs of the user, the size of spaces and activities to be lit can result in a lighting scheme which balances the potentially conflicting demands of security and sympathetic design. The developer should consider the use of lighting units on buildings where houses directly front the highway.

**Public Open Space**

8.76 The minimum standards for public open space provision are set out in section 6 and shall be predominantly located to the west, north and east of the main area of development.

8.77 A comprehensive plan for public open space must be submitted and agreed as part of the landscape scheme before development commences on any part of the site. All open spaces provided must have a clear purpose, and through the use of careful design, be subject to natural surveillance to ensure user safety. Open spaces must incorporate pedestrian and cycle routes, and be easily directly accessible to both existing and proposed residential areas. The design of open space should prevent access by motorised vehicles by the use of appropriate bollards or rails. Special provision should be made for access by maintenance vehicles.

All areas of open space should make a positive contribution to the character of the area and the site’s context as well as achieving strategic landscape and ecological objectives. Open space to the east of the site should provide a suitable transition between the village and open countryside by establishing the required structural planting and providing wildlife habitat. The character of open space to the north and west and in close proximity to the built form should be informal in character with the grass and trees creating a sequence of open greens. All open space must have a clear purpose, meet recreational needs, whilst delivering biodiversity health and visual amenity benefits. A
comprehensive plan for public open space must be submitted before development commences on any part of the site.

8.78 All areas of open space should meet the following objectives:

- Natural surveillance to ensure user safety
- Incorporation of pedestrian and cycle routes
- Be easily accessible to both existing and proposed residential areas
- Be easy to maintain
- Make provision for access by maintenance vehicles
- Prevent access by other motorised vehicles.

Planting adjacent to pedestrian and cycle routes shall preserve sight lines by ensuring planting is set back from the path and tiered with low and medium height vegetation to allow a maximum angle of view.

8.79 Groups of trees should be planted within the site along the southern boundary. Along with other criteria, species shall be selected to aid screening and to provide privacy to existing properties adjoining the site along Bannold Road.

8.80 Open spaces must be designed in order to maximise their ecological value by incorporating and enhancing existing habitats and/or creating new areas for wildlife (refer to Landscape above). Throughout open space areas, the majority of tree and shrub planting should comprise native species (refer to Landscape above). The only exception being in proximity to play areas, where native planting is limited by health and safety considerations and planting should be naturalistic in character. Planting adjacent to the barracks may be limited by security requirements.

8.82 The re-use of site materials, for example topsoil within open space and other landscape areas is supported. Subsoil could be used as a medium to establish nutrient poor – species rich wildflower meadow.

8.83 The Waterbeach Level Internal Drainage Board (WLIDB) will require appropriate attenuation of storm water flows on site. The drainage design for the site should if possible be based on Sustainable Urban Drainage System (SUDS) principles as set out in PPG25. In accordance with these principles the location, form and design of water attenuation within public open space areas shall be agreed following consultation with the WLIDB, Anglian Water Services, South Cambridgeshire DC and Waterbeach Parish Council. The design of storm water retention shall make a positive contribution and be integral with the design of open space areas for example by providing wetland habitat and meet strict adoption criteria.

8.84 The layout of public open space must make provision for open spaces suitable for children’s play both formal and informal. Areas to accommodate play equipment or other facilities must be clearly identified on site prior to the occupation of any dwellings.

8.85 Informal play opportunities should include space for walking, running, cycling and ball games or areas for natural play. Areas of open space should also include seating for adults.
8.86 In accordance with the NPFA guidelines, in siting areas of formal play emphasis should be placed on the importance of social safety, accessibility, play value and avoiding conflicts of use. The selection of play area sites should be integral with the design process of both the site layout and open space. They should be accessible within the required walking distances on practical not notional routes. Children should not need to cross major hazards or psychological barriers. Play areas should be:

- Sited in open welcoming locations;
- Separated from areas of major vehicle movement and accessible directly from hard-surfaced pedestrian routes;
- Overlooked by houses or from well-used pedestrian routes. **Planting of trees and shrubs should not obscure visibility to play areas from adjoining dwellings, or create hiding places;**
- Far enough away from houses to reduce the likelihood of general disturbance, noise and other nuisances;
- Be linked with other open spaces, footpath systems and other amenity areas.
8.87 Local Equipped Areas of Play (LEAP) and Local Areas of Play (LAP) should be to NPFA Guidelines. The detailed design, including all play equipment and associated safety surfacing shall be agreed with Parish and District Council requirements and reach adoptable standards.

8.88 All areas of public open space to be adopted shall be subject to a management plan, which must be submitted before the occupation or use of any phase of the development. The management plan should include a long-term statement of objectives for the implementation and management of the open space over a period of 10 years to include a process for review. The management plan should consider ecological objectives, for example the use of chemical free rough grassland buffer zones along the boundary with adjacent countryside.

Crime

8.89 The developer must consider how to reduce perceived crime and ensure residents feel safe. The scheme should be designed to engender a feeling of ownership over the public realm. The developer is encouraged to discuss the scheme with the Police Architectural Liaison Officer prior to submission of the planning application.

8.90 The developer should seek to produce a scheme which:

- avoids awkward corners and dead ends;
- maximises natural surveillance of open space, the street and parking places which helps self-policing of the dwellings;
- provides appropriate lighting;
- provides secure parking places for cars and cycles and secure rear gardens
- maximises opportunities to promote activity on public routes.

8.91 The developer should also give consideration to the long term management and maintenance of public spaces and the involvement of local residents.
9. **SUSTAINABLE HOMES**

9.1 The Council will seek to maximise all opportunities to provide sustainable homes and to build a sustainable community. The incorporation of energy efficient measures at the time of construction allows for sustainable development principles to be applied from the outset.

**Adaptability**

9.2 Adaptability facilitates choice for potential occupiers.

9.3 Houses should be designed to accommodate changes in the needs of occupiers throughout their lives. Such housing is robust as it can be modified relatively simply and cheaply to meet the individual needs of a household. This approach can minimise the need for expensive alterations and extensions and can reduce the need to move which creates a demand for a new house.

9.4 The provision of houses with a wide frontage rather than the standard box plan are easier to extend. An internal roof structure which avoids the use of trusses allows the roof space to be converted to provide additional accommodation.

9.5 The Council encourages the developer to apply the Joseph Rowntree Lifetime Homes standards to all new housing within the scheme. These standards raise the quality of the internal and external layout of houses making them more convenient and accessible for all occupiers. Details of the standards are available on their website and in the Technical Appendix.

**Influencing travel behaviour**

9.6 An increasing number of people work from home. Benefits from home working are multiple in terms of quality of life. It reduces commuting by private car and maintains activity and natural surveillance in and around the home throughout the day, thereby avoiding the dormitory scenario. The developer is encouraged to make provision for residents to work from home. Houses should be provided with a workspace, adequate power points and suitable telecommunications connections. Some units could have a separate office or study. The facilities to be provided would however need to be agreed with the District Council to ensure they do not result in inappropriate activities that could affect amenity or become alien to the character of a predominantly residential area.

9.7 Consideration should also be given to future technology requirements and the developer is encouraged to discuss with telecommunication providers the scope for installing spare telecom ducts at strategic points within the scheme.

9.8 Copies of local bus & rail timetables should be provided for all new dwellings to encourage residents to use public transport rather than the car.

**Solar Gain**

9.9 Buildings should wherever possible be orientated within 30° of south on the living-room side to make the most passive solar gain. Reducing the amount of glazing on the north side and placing least used rooms, such as bathrooms, on this side can help. The use
of conservatories and rooflights in single storey elements and their roofs can maximise natural light.

9.10 Where the private side of housing plots face mainly north and east, this should be compensated for through design of the house or plot, for example with longer rear or side gardens. An east-west through road in a scheme can facilitate maximisation of the number of houses facing south. Trees should not be planted too close to houses where they could result in overshadowing in the future and lead to lopping of branches or complete removal.

9.11 The housing will be required to meet Building Regulations in terms of energy efficiency etc. However, the Council strongly encourages the developer to give consideration to further measures including the use of solar panels, high levels of insulation and the installation of energy efficient fixtures and fittings.

**Wind**

9.12 The site is relatively sheltered being enclosed on all sides by mature hedging. The scheme should include for the retention of the existing planting.

**Waste**

9.13 The Council operates a wheeled bin system with a black bin for general waste, a green bin for composting waste and a recycling box for glass, cans and papers. Proper provision will need to be made for all bins. Bin storage must be built in, convenient and arranged such that sorting of waste is straightforward for householders to encourage recycling. Bins should be stored no more than 25m from the point of collection.

**Water**

9.14 Sustainable water management can be incorporated into design and infrastructure proposals. The re-use of run-off for watering gardens and flushing toilets should be considered. This can reduce storm run-off to sewers and reduces water consumption by 30%.

9.15 Natural drainage through the use of permeable surfaces slows the release of rainfall into the ground and reduces surges on the traditional drainage system and flooding. Trees and hedges absorb large amounts of water and can contribute to preventing flooding.

9.16 The use of grey water systems, which collect water from hand basins, baths and showers for re-use in garden watering and toilet flushing is strongly encouraged as is the installation of low water use appliances.

**Materials**

9.18 The use of low embodied energy materials, which are locally sourced materials is encouraged to minimise transportation distances. The re-use of on site materials e.g. topsoil in gardens and landscaping and the use of raw materials from renewable sources is supported.
9.19 These sustainable development objectives should be balanced against the design criteria, which seek to provide a cohesive scheme.
10. PLANNING SUBMISSION REQUIREMENTS

10.1 The developer is strongly advised to discuss their proposals with the Council prior to submission of a planning application.

10.2 An outline planning application will need to include:

- The usual application forms, ownership certificate, fee and location plan.

- A Transport Assessment if the number of proposed dwellings exceeds 100 units. The scope of the TA should be discussed with the District Council and County Council prior to the preparation of the application. Information regarding traffic and highways will need to be provided in the form of a Transportation Statement for schemes below 100 as detailed in the Brief to include access provision and off-site works. The scope of this information should be discussed with the District and County Council before submission. If the number of dwellings is not known at this stage of the process the developer must agree with the County Council an upper ceiling to enable a robust analysis to be undertaken. A TA will only be required at the reserved matters stage if there is a material change in the context of the application, for example the number of dwellings has increased, or the context and the traffic conditions around the site have changed.

- A site survey and analysis (including details of site history to determine the possibility of contamination).

- A full archaeological evaluation of the site the scope of which shall be agreed with County Archaeology Department prior to submission.

- A development framework to establish the principles of the proposed development.

10.3 A reserved matters application will need to be accompanied by the following.

- Full details, including proposed materials, of all buildings, routes, parking provision, public realm and public open space.

- Planning and design statement demonstrating how the proposed scheme meets the requirements of the Brief.

- A comprehensive landscape scheme including, as appropriate details of existing features to be retained, proposed finished levels, means of enclosure, hard surfacing materials, other minor artefacts and structures such as sculptures, signs, lighting and details of soft landscape works. Details for soft works shall include plans for planting or establishment, a timetable of planting and full written specifications and schedules of plants including species, sizes and numbers/densities. The applicant shall demonstrate how the proposed planting within open space areas achieves biodiversity and sustainability targets of the Cambridgeshire Biodiversity Action Plan.
• A tree survey and arboricultural method statement detailing the retention and protection of existing tree and hedgerows and ensuring the supervision and inspection of such measures.

• A landscape management plan for all areas of public open space. The landscape management plan shall contain a statement of the long term aims and objectives and full details of management operations over a 5 year period, including supervisory responsibilities. The key aim and objective shall be the management of all open spaces for their biodiversity value. The landscape management plan shall include a provision for review before the end of the 5 year period.

• An ecological site assessment for protected species, with emphasis on lizards including mitigation measures where appropriate. The scope of the ecological assessment will be agreed with the Districts’ Ecology Officer.

• An ecological assessment, including field surveys, shall be undertaken at the appropriate times of year for the following protected species:
  - Badgers
  - Bats
  - Birds (including schedule 1 species)
  - Grass snakes and adders
  - Common lizards
  - Great Crested Newts

  The scope of the ecological assessment will be agreed with English Nature and the SCDC Ecology Officer.

• Foul and surface water drainage proposals and flood risk assessment

10.4 A full planning application would need to include all of the above.

Section 106 Agreement

10.5 In accordance with development plan policy the Council will seek to enter into a Section 106 Agreement with the developer, which is likely to include:

• Financial contributions towards education.
• Financial contributions towards open space provision unless the needs can be wholly met on site including provision for outdoor sport.
• Financial contributions towards the maintenance of the open space, on or off site, by the Parish Council including the management of landscape for biodiversity as identified by the landscape management plan.
• Financial contributions towards public transport improvements.
• Arrangements for necessary off-site highway works.

10.6 The developer should seek to minimise disruption to residents, especially those who immediately adjoin the site, during construction. Conditions will be attached to any
planning permission requiring contractors working arrangements, including hours of operation, to be agreed with the Local Planning Authority prior to work commencing. The developer will also be encouraged to provide residents with information, before and during construction regarding the timetable of works, particularly noisy and dusty operations, and contact for further information and questions.
11. CONTACTS AND FURTHER GUIDANCE

South Cambridgeshire District Council
South Cambridgeshire Hall
9-11 Hills Road
Cambridge
CB2 1PB

Tel: 01223 443000

County Archaeology Office
Cambridgeshire County Council
Box ELH 1108
Castle Court
Castle Hill
Cambridge
CB3 0AP

Tel: 01223 717111

County Environment and Transport Department
Cambridgeshire County Council
Castle Court
Shire Hall
Cambridge CB3 0AP

Tel: 01223 717111

Environment Agency
Central Area
Anglian Region Branch
Brampton Bromhole Lane
Huntingdon
Cambridge
PE28 4NF

Tel: 01480 414581

www.environment-agency.gov.uk

Police Architectural Liaison Officer
Cambridgeshire Constabulary
Hinchingbrooke Park
Huntingdon
PE29 6NP

www.cambs.police.uk

Wildlife Trust
Cambridge Office
3B Langford Arch
London Road
Sawston
Cambridge
CB2 4EE

Tel: 01473 405850

www.wildlifetrusts.org

English Nature
Bedfordshire and Cambridgeshire Team
Ham House, Ham Lane
Nene Park
Orton Waterville
Peterborough
PE2 5UR

www.english-nature.org.uk

Tel: 01733 405850

Anglian Water Services Ltd
PO BOX 104
Spalding
Lincoln
PE11 1SZ

www.anglianwater.co.uk

Tel: 01733 414188
GENERAL GUIDANCE

Essex Design Guide for Residential Areas and Mixed use Areas

Design Bulletin 32 - Residential Roads and Footpaths


By Design: Urban Design in the planning System - Towards Better Practice

Planning for Sustainable Development: Towards Better Practice

Planning Communities for the Future

Urban Design Compendium

Paving the Way

The Six Acre Standard – Minimum Standards for Outdoor Playing Space

Accessible and Inclusive Play Space

Building Research Establishment Ltd

www.bre.co.uk

Joseph Rowntree Foundation

www.jrf.org.uk

The Postcode Plants Database (CB5)

www.internt.nhm.ac.uk/science/projects/fff/Search.htm

Sustainable Homes

www.sustainablehomes.co.uk
**LOCAL PUBLICATIONS**

<table>
<thead>
<tr>
<th>Publication</th>
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<tr>
<td>Cambridgeshire and Peterborough Structure Plan</td>
<td>Cambridgeshire County Council 2003</td>
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<tr>
<td>South Cambridgeshire Local Plan</td>
<td>South Cambridgeshire District Council 1999</td>
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<td>South Cambridgeshire Local Plan 2: Proposed Further Modifications stage</td>
<td>South Cambridgeshire District Council 2003</td>
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<tr>
<td>Biodiversity Checklist – For Land Use Planners in Cambridgeshire &amp; Peterborough</td>
<td>Cambridgeshire County Council 2001</td>
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<tr>
<td>Cambridgeshire Landscape Guidelines</td>
<td>Cambridgeshire County Council 1991</td>
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<td>Cambridgeshire Diversity Action Plan</td>
<td>Cambridgeshire County Council</td>
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This brief has been prepared by:

CARTER JONAS

On Behalf of South Cambridgeshire District Council

February 2004