

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7th November 2007

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

(1) S/0986/07/F and (2) S/0987/07/O - FULBOURN

(1) Part Re-development for 120 Dwellings, Community Hall, Public Open Space and Landscaping, Together with Associated Car Parking and Roadworks;

(2) Re-development for 273 Dwellings, Community Hall, Public Open Space and Landscaping, Together with Associated Car Parking and Roadworks

**The Windmill Estate, Off Cambridge Road/Haggis Gap/Windmill Lane
for Accent Nene Housing Society Ltd**

Recommendation: Delegated Approval

Date for Determination: 8th January 2008 (Major Application)

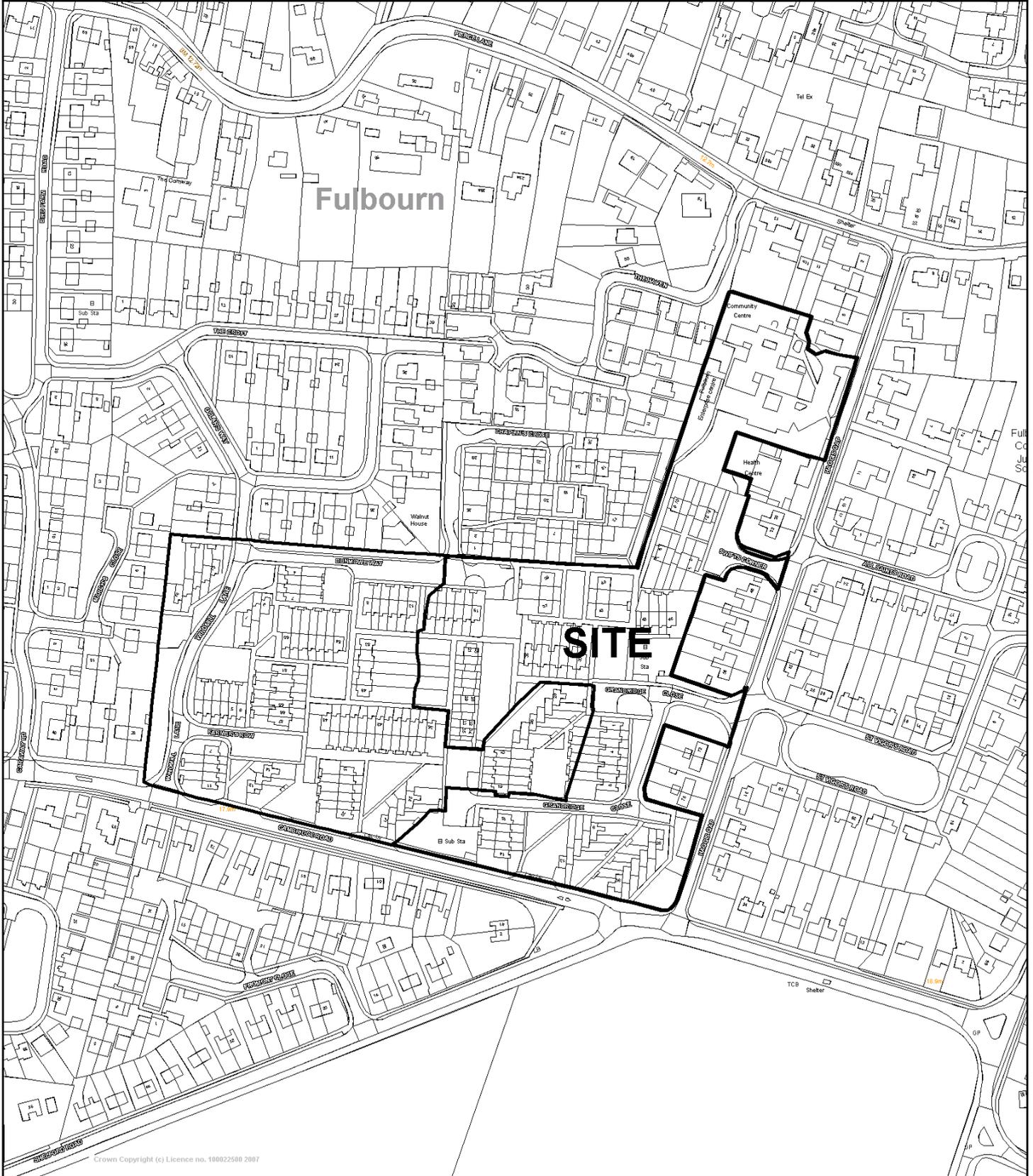
Notes:

This Application has been reported to the Planning Committee for determination because it involves Council owned land and objections have been received from local residents.

Site and Proposal

1. The c.6ha site is relatively flat and is located between Cambridge Road, Haggis Gap and Windmill Lane, with a small element to the west of Windmill Lane. Cambridge Road sits 1-2m higher than the site, which consists of 164 two and three storey systems built flat roofed dwellings and a Community Centre at the northern end accessed from Haggis Gap. Adjacent to the Centre and also within the site is an empty mobile building previously occupied by the Fulbourn Enterprise Centre. The dwellings date from the mid 1960's and are partly unoccupied. The Community Centre is a single storey pitched roofed building of similar vintage to the housing and is still in use. The existing housing layout is characterised by a predominance of terraced properties with open plan front gardens and large communal parking courts, interspersed with small amenity areas of open space.
2. There is a belt of mature trees on the northern Haggis Gap frontage and some mature pine trees on the western side of Windmill Lane. Within the site are generally smaller trees planted at the time of development. The Cambridge Road frontage has a good, low deciduous hedge in part, with conifer hedging towards the eastern end. There are small landscaped areas on some of the principle road junctions, particularly Cambridge Road/Haggis Gap. From this south-eastern corner of the site there are views southwards across open countryside.
3. The site is mainly surrounded by 20th Century, 2 storey, pitched roofed dwellings but there is a small, single storey sheltered housing scheme adjoining the northern boundary (Chaplin's Close) and a newly built bungalow served off Dunmowe Way, also adjacent to that boundary. On the Haggis Gap frontage, but excluded from the

S-0986-07-F - Fulbourn



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November Planning Committee

amended site, is the village health centre, a single storey pitched roofed building with vehicular access from Haggis Gap and an associated parking area.

4. The full (Phase 1) application and the outline application were received on 23rd May 2007, and amended on 9th October 2007. Accompanying the applications were a Planning Statement, a Design and Access Statement, a Landscape Assessment, a Transport Assessment, a Flood Risk Assessment, a Renewable Energy Report, a Contamination Report, Water Conservation Strategy Statement, and a Sustainability Checklist.
5. The **Planning Statement** states the applications have been submitted following extensive pre-application discussions with the Council's Officers in addition to consultations with the local community and other interested parties.
6. The proposed layout of the site has been designed to provide for a range of residential accommodation appropriate to the context of the site. The scheme provides a mixed tenure of houses and flats, with affordable units 'pepper potted' throughout the site to provide an inclusive, mixed and sustainable community. The design principles seek to provide a high quality, modern and contemporary development appropriate in scale, bulk and massing to the surrounding area.
7. The proposed orientation, layout, form of construction and heating and ventilation systems will work together to provide optimum fuel cost efficiency and low carbon dioxide emissions. All the proposed units will have access to private external space, either in the form of a garden at ground level or balconies or terraces at upper levels.
8. The proposed accommodation consists of 2 bed, 3 bed and 4 bed houses, 2 bed bungalows and 1 bed and 2 bed flats.
9. Phase 1, as amended, proposes 120 units and covers the eastern half of the site (Grandridge Close, Swifts Corner and Haggis Gap), utilising the existing vehicular access points to the site. The Community Centre has a new vehicular access proposed off Haggis Gap. The accommodation is as follows:

1 bed flats	15 (including 3 above Community Hall)
2 bed flats	12
2 bed bungalows	10
2 bed houses	36
3 bed houses	33
4 bed houses	14

The density is approximately 36 dwellings per ha. 190 parking spaces are provided (including visitor parking), with an additional 12 spaces for the Community Hall.

10. The majority of the main proposed area of area of public open space is included, together with two separate L.A.P.s. Within the main P.O.S. are a L.E.A.P. and another L.A.P.
11. The outline application, which covers the whole site, proposes 273 units. All matters are reserved except access. An illustrative layout plan relocates Windmill Lane further eastwards and realigns Farmers' Row and Dunmowe Way. The proposed accommodation is:

1 bed flats	41 (including 3 above Community Hall)
2 bed flats	46

2 bed bungalows	12
2 bed houses	91
3 bed houses	66
4 bed houses	17

12. The density is approximately 44 dwellings per ha. A total of 397 parking spaces (including visitor parking) will be provided, including the 12 additional spaces mentioned above for the Community Hall.
13. The finalised central area of public open space is shown.
14. The proposal seeks to establish clear vehicular and pedestrian routes through the site and provide clearly defined connections to Cambridge Road and Haggis Gap, allowing for a continuation of the linkages to the adjacent community. The proposal will improve the existing road network creating a more permeable street pattern, through the avoidance of dead ends and pedestrian alleys, helping to create a more convenient area to live.
15. The scheme is subject to a phasing programme which seeks to limit the impact of the proposed development on existing residents of the estate as far as possible. Thus wherever possible it is intended that residents will only have to move once. It is proposed to commence Phase 1 in the north eastern part of the overall site. This will provide good road access to the new and existing dwellings via the existing Swifts Corner and Grandridge Close and allow a stock of new accommodation to be built up to accommodate residents relocating.
16. The target mix affordable housing represents 64% of the overall scheme, which is proposed to be split 70% social rented and 30% shared ownership tenure.
17. The scheme will accommodate both existing residents of the estate, as well as providing accommodation for additional households, with the target mix for the overall scheme comprising 55% pre-provision housing.
18. **The Design and Access Statement**, as amended, states the proposed development “creates an opportunity to establish a clear and legible layout with a well considered public realm’. The proposed design promotes ‘secured by design’ principles, whilst the streetscape recognises the importance of a pedestrian friendly environment and the centre of the development will embrace the qualities of a village green. The link to the historic centre of the village is important to maintain and is a positive attribute of the proposed scheme. The proposed layout takes advantage of the potential of the well established frontage to Cambridge Road by maintaining development and the traditional street frontage, whilst also addressing new clearly defined access and pedestrian routes linking through Windmill Lane and along Grandridge Close.
19. The residential scheme design philosophy is to have an un-fussy approach with clean lines which will reflect the nearby early 19th Century buildings, whilst making use of sustainable contemporary materials including timber and smooth render. The bulk and scale of the proposed units will tie in with the height of the existing housing. The 3 storey block have been sited to either overlook the central green space or at gateways to the scheme.
20. Dwellings of both traditional and contemporary appearance are proposed. Rooflines are varied and staggered.

21. The Community Hall is positioned adjacent to a mature bank of trees to maximise the landscape potential of this existing natural feature. It forms a public edge to the new development by forming a more civic area with the existing Health Centre on Haggis Gap. The car park is accessed from Haggis Gap to prevent large numbers of vehicle movements through the new estate. It has been designed to fit in with the proposed residential units in its use of similar building materials and its general form. The roof pitch reflects the traditional steep pitches of the units, and has been split into three gabled sections to reduce its bulk in relation to the existing residential units opposite.
22. The Statement emphasises the significant pre-application discussions with Officers, the Steering Group, the Residents Panel and the Parish Council through public meetings and events. A number of "Planning for Real Days" have been held in the village.
23. The existing estate was built using the Bison Wall Frame system of pre-cast reinforced concrete panels and concrete flat roofs. A number of the houses suffer from many of the problems associated with older, systems built housing e.g. leaking roofs, condensation, difficult/expensive to heat. The open plan gardens are often difficult to maintain and the car parks often remote from housing making it very difficult for them to be policed by their owners and leading to unauthorised parking on grass amenity areas. Access to the rest of the village by foot and car is poor, leading to a feeling of isolation. There is also a shortage of safe areas for children to play. There are problems of security and anti-social behaviour.
24. The existing estate is laid out in a series of straight and staggered terraces and the spatial network is incoherent and does not relate to surrounding streets, turning its back on neighbouring properties. The street pattern is a series of cul-de-sacs that do not connect well, giving rise to a network of routes that are difficult to navigate.
25. There are a number of mature trees within the site but none subject to a Tree Preservation Order. The significant trees on the Haggis Gap boundary and the pines on the western edge of the site will be retained.
26. Care has been taken to avoid the replication of the suburban architecture that surrounds the estate, instead looking to the original village settlement for appropriate forms and patterns.
27. An important visual link has been created east-west through the scheme linking the existing green space in St Vigor's Road (east of Haggis Gap) westwards through the new central green space.
28. An analysis of the townscape of the existing village is provided and illustrations of how the main themes will be incorporated in the development.
29. All new properties will have level access and thresholds at both front and rear doors. Where there are changes of level on the existing site, along Cambridge Road, pavements and access paths will be graded to arrive at level entrances. All new houses will have an accessible downstairs toilet.
30. A refuse collection strategy has been agreed with the Council during the course of the applications, with most bins stored to the rear of properties and access via parking courts.
31. Car parking is within the Council's maximum standards. Cycle storage will be in rear gardens for houses and in special stores for flats.

32. **The Landscaping Design Statement** includes an assessment carried out by arboriculturalists of diseased trees for removal and trees worthy of retention.
33. Suitable street trees will be selected being both ecologically sound and aesthetically pleasing. The proposed tree strategy will aim to maximise any vistas within the development, framing key features like the surrounding countryside and central park.
34. In places the new layout will clash with existing trees. Out of 122 existing trees only 22 are of significant importance and conflict with the proposed development, none of which are the best Grade A trees. Only 4 of the 22 are in Phase 1 of the development.
35. The Statement sets out the open space strategy for the scheme. The strategy aims to provide good quality open space throughout the proposed development so that it can be accessed by all. The central park area will act as a village green and be largely contained by footways/cycleways to enhance safety. The space is designed to allow a number of activities, and include a LAP, a LEAP and an informal kick-about space. Approximately 15% of the total space on site will be open space (excluding gardens), with a higher percentage in Phase 1. All houses have gardens, with communal gardens for flats.
36. Details of the open space and play strategy, general hard and soft landscaping, boundary treatment, street furniture, and planting strategy are given. It acknowledges the Bird and Bat survey carried out last year revealed the presence of protected birds and bats, and the importance of maintaining and enhancing the habitats for these creatures is critical to the success of the development.
37. Currently where bat and bird activity is found the landscaping aims to enhance the habitat. The proposed development has for the most part maintained the location of open spaces and areas of planting which will minimise disturbance.
38. A Community Art programme has involved the residents and the design team through a trip to a community arts group in London and consultation events. A community artist has been appointed who will work with the residents. Among the ideas generated are:
 - (1). A strong legible network of footpaths incorporating way markers and paving designs to lead people through the site into the village.
 - (2). The community could help design and build a meeting place for parents in and around the play spaces.
 - (3). Sculptural or environmental interventions - specially designed bird/bat boxes.
 - (4). Street lighting and railings specially designed to incorporate art.
39. **The Transport Assessment** covers issues relating to site accessibility and car parking provision. The report concludes the proposed development can be accommodated within the existing transport network.
40. The Council's policy of an average of 1.5 car parking spaces per dwelling equates to 409 spaces. A total of 397 car parking spaces are proposed. Whilst the level of parking is marginally lower than recommended, this is a maximum standard and parking below this level is considered acceptable and in accordance with the

principles set out in “Manual for Streets”, which seeks to limit parking, particularly in accessible locations.

41. The site is within 400m of a bus route offering services to a variety of destinations. The site is within reasonable walking distance of the centre of the village. Cycle infrastructure in the vicinity is of a good standard and the proposed layout has been designed with the needs of cyclists and pedestrians as a priority. Service access for the development has been considered and the layout can accommodate the movement of a range of large vehicles including refuse trucks. The road layout has been designed to remove opportunities for “rat running”, whilst at the same time providing a permeable layout for the benefit of pedestrians, cyclists and other vehicles.
42. The **Flood Risk Assessment** concludes the proposed development will not result in any detrimental impact on the existing floodplain and any of the surrounding properties. The development will involve the construction of a new surface water drainage infrastructure, and will discharge into the existing sewer in Haggis Gap. The proposed scheme ensures that future run-offs do not exceed current peak discharge rates through the use of on-site attenuation, which complies with current guidance on sustainable drainage systems. All foul water will be collected in a separate drainage system which will link to the existing Anglian Water foul sewer crossing the site.
43. The **Renewable Energy Report** states the scheme allows for the redevelopment of a previously developed site and all the residential units will achieve an Eco Homes ‘Very Good’ rating. The proposed orientation, layout, form of construction, and heating and ventilation systems will work together to promote fuel cost efficiency and low carbon dioxide emissions. In terms of renewable energy production solar thermal water heating is proposed which will achieve a 10% contribution from renewable energy sources (subject to viability). Energy efficient fixtures and fitting will be installed in all dwellings.
44. The **Contamination Report** concludes there are no risks to human health, controlled waters or further planting. Should evidence of contamination be identified during the development of the site, contact should be made with an environmental consultant.
45. The **Water Conservation Strategy Statement** states as part of the proposed redevelopment the following aspects have been considered:
 - (1) Water Consumption
 1. Water meters will be installed in all properties to monitor consumption.
 2. WC cisterns should be limited in size.
 3. Dual flush cisterns should be specified.
 4. Restrictor valves fitted to each outlet.
 5. The design of the domestic hot water installation should be configured to minimise dead legs and the wasted cold water associated with long dead legs.
 6. Accent Nene will actively encourage the use of water efficient white goods such as washing machines, but will not provide those in their homes.

(2) Water Recycling

1. Water butts will be provided to all properties, allowing the recycling of rainwater for gardening purposes.
2. Grey water recycling has been considered as part of the design work undertaken to date. Due to the technical requirements for keeping grey water separate from tap water and the requirement to provide storage for any rainwater harvesting which needs to be separate and in addition to the required surface water attenuation, grey water recycling has unfortunately not been found to be viable in this instance.

(3) SUDS

1. Sustainable drainage methods have been investigated as part of the design development undertaken to date. Infiltration methods such as soakaways have at this stage been discounted, due to the development site being located within/adjacent to a Source Protection Zone. Attenuation in the form of stormcell units has however been provided, ensuring adequate flood protection. The stormcell units are located throughout the development site, providing 'at source' attenuation of any run-off generated. As part of the detail design, additional research will be undertaken to investigate the potential for infiltration of rainwater run-off into the ground directly from the stormcell units. This would be achieved by replacing impermeable liners with permeable liners, allowing a recharge of the ground water to occur.

Planning History

46. The 164 dwellings were approved in the mid 1960's. The Community Centre was first approved as an infants' school in the late 1960's and converted to community use in the 1980's. The mobile buildings also date from the late 1980's.

Planning Policy

47. The following policies are relevant:

Cambridgeshire and Peterborough Structure Plan 2003:

48. **Policy P1/3** - Sustainable Design in Built Development - requires a high standard of design and sustainability for all new development.
49. **Policy P6/1** - Development Related Provision - states development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured.

South Cambridgeshire Local Development Framework 2007:

1. *Core Strategy*

50. **Policy ST/3** - Re-Using Previously Developed Land and Buildings - states making efficient use of land through the re-use of previously developed land is central to the approach to delivering sustainable development.

51. **Policy ST/4** - Rural Centres - identifies Fulbourn and states development and redevelopment without any limit on individual scheme size will be permitted within village frameworks, provided adequate services, facilities and infrastructure are available or can be made available as a result of development.

2. Development Control Policies

52. **Policy DP/1** - Sustainable Development - states development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form.

53. **Policy DP/2** - Design of New Development - states all new development must be of high quality design and, inter alia:

- (1) Preserve or enhance the character of the local area.
- (2) Conserve or enhance important environmental assets of the use.
- (3) Include variety and interest within a coherent design.
- (4) Provide higher residential densities, and a mix of housing types including smaller homes.
- (5) Provide high quality public spaces.
- (6) Include high quality landscaping compatible with the scale and character of the development and its surroundings.

54. **Policy DP/3** - Development Criteria - states:

All development proposals should provide, as appropriate to the nature, scale and economic viability, inter alia:

- (1) Affordable housing.
- (2) Car parking, with provision kept to a minimum.
- (3) Safe and secure cycle parking.
- (4) Outdoor play space.
- (5) Safe and convenient access for all to public buildings.
- (6) Screened storage and collection of refuse, including recyclable materials.
- (7) A design and layout that minimises opportunities for crime.
- (8) Financial contribution towards the provision and, where appropriate, the maintenance of infrastructure, services and facilities required by the development.

It also states planning permission will not be granted where the proposed development would have an unacceptable adverse impact, inter alia:

- (1) Residential amenity
- (2) From traffic generated
- (3) On village character
- (4) On ecological, wildlife and archaeological interests.
- (5) On flooding and flood risk.
- (6) On recreation or other community facilities.

55. **Policy DP/4** - Infrastructure and New Developments - states planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.

Contributions may be necessary, inter alia, for the following:

- (1) Affordable housing
- (2) Education
- (3) Public open space
- (4) Community facilities
- (5) Landscaping and biodiversity
- (6) Arts and cultural provision

56. **Policy DP/6** - Construction Methods - states where practicable, development which by its nature or extent is likely to have some adverse impact upon the local environment and amenity during construction and/or is likely to generate construction waste should, inter alia:

- (1) Recycle construction waste.
- (2) Prepare a "Resource Re-use and Recycling Scheme" to cover all waste arising during the construction.
- (3) Be bound by a "Considerate Contractors Scheme" or similar arrangement, including restrictions on hours of noisy operations.

57. **Policy DP/7** - Development Frameworks - states redevelopment of unallocated land and buildings within development frameworks will be permitted, provided that:

- (1) Retention of the site in its present state does not form an essential part of the local character.
- (2) Development would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours.

- (3) There is the necessary infrastructure capacity to support the development.
 - (4) Development would not result in the loss of a local service or facility.
58. **Policy HG/2 - Housing Mix** - states residential developments will contain a mix of units providing accommodation in a range of types, sizes and affordability, to meet local needs.
 59. **Policy HG/3 - Affordable Housing** - states proposals for housing developments will only be permitted if they provide an agreed mix of affordable housing. The amount of affordable housing sought will be 40% or more of the dwellings for which planning permission may be given on all sites of two or more dwellings. Within individual developments, the proportion and type of affordable housing will be the subject of negotiation with applicants. Account will be taken of any particular costs associated with the development (e.g. site remediation, infrastructure provision).
 60. **Policy SF/1 - Protection of Village Services and Facilities** - states planning permission will be refused for proposals which would result in the loss of a village service, including community meeting places, where such loss would cause an unacceptable reduction in the level of community provision in the locality.
 61. **Policy SF/6 - Public Art and New Development** - states in determining planning applications the District Council will encourage the provision or commissioning of publicly accessible art, craft and design works. The Policy will apply to residential developments comprising 10 or more dwellings.
 62. **Policy SF/10 - Outdoor Play Space, Informal Open Space and New Developments** - states all residential developments will be required to contribute towards Outdoor Playing Space (including children's play space and formal outdoor sports facilities) and Informal Open Space to meet the additional need generated by the development in accordance with the standards in **Policy SF/11**.
 63. **Policy SF/11 - Open Space Standards** - states the minimum standard for outdoor play space and informal open space is 2.8ha per 1000 people, comprising:
 - (1) Outdoor sport 1.6ha per 1000 people.
 - (2) Children's Playspace - 0.8ha per 1000 people.
 - (3) Informal Open Space - 0.4ha per 1000 people.
 64. **Policy NE/1 - Energy Efficiency** - states development will be required to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new buildings, for example through location, layout, orientation, aspect and external design.
 65. **Policy NE/3 - Renewable Energy Technologies in New Development** - states all development proposals greater than 10 dwellings will include technology for renewable energy to provide at least 10% of their predicted energy requirement.
 66. **Policy NE/6 - Biodiversity** - requires new developments to aim to maintain, enhance, restore or add to biodiversity. The District Council will refuse development that would have an adverse significant impact on the population or conservation status of protected species, priority species or habitat, unless the impact can be adequately mitigated by measures secured by planning conditions. Previously developed land will not be considered to be devoid of biodiversity. The re-use of such sites must be

undertaken carefully with regard to existing features of biodiversity interest. Development proposals will be expected to include measures that maintain and enhance important features whilst incorporating them within any development of the site.

67. **Policy TR/1** - Planning for More Sustainable Travel - states planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel modes. The amount of car parking provision in new developments should be minimised, compatible with their location. Developments should be designed from the outset with permeable layouts to facilitate and encourage short distance trips by cycle and walking. Safe and secure cycle parking shall be provided.
68. **Policy TR/2** - Car and Cycle Parking Standards - states car parking should be provided in accordance with the Council's maximum standards, to reduce over reliance on the car and to promote more sustainable forms of transport.
69. **Policy TR/3** - Mitigating Travel Impact - requires applications for major residential development to be accompanied by a Transport Assessment.
70. **Policy TR/4** - Non-motorised Modes - states the District Council will use its planning powers by ensuring that all new developments are designed at the outset to facilitate and encourage short distance trips between home, work, schools and for leisure.

Consultations (Both applications/Pre-amendment)

71. **Fulbourn Parish Council** approves both applications in principle but has the following concerns:
 - (1) Concern has been expressed by neighbouring residents and no direct loss of privacy should result. Boundary fences, hedges should be reinstated at no monetary cost to the existing residents. Parking courts proposed next to dwellings adjacent to the development should be gated to avoid possible nuisance and to ensure no loss of security.
 - (2) 3 storey buildings should be located well away from neighbouring properties to avoid overlooking.
 - (3) The proposed monopitch flats on the corner of Cambridge Road/Haggis Gap have the appearance of flat roofs and are out of character with the village. Pitched roofs are requested.
 - (4) Conditions required to ensure the disturbance to the village is kept to a minimum. This should include the Council's standard hours of work condition, contractor parking and mess on the surrounding roads. A wheel wash for lorries is required before vehicles leave the site.
 - (5) Consideration should be given to the safety of neighbouring areas, including the routes taken by school children to and from Primary School and the bus stops for the buses to Bottisham Village College. It is pointed out the site is next to a densely populated residential area.
 - (6) Access points and routes should be agreed with the Parish Council.

- (7) A designated area for site worker parking should be considered to avoid on street parking in Haggis Cap and elsewhere, which would cause obstruction and damage footways and verges.
- (8) A proper survey of trees should be undertaken and the best specimens retained. New planting should take into account the desirability of leaves not falling into neighbouring gardens.
- (9) The Police Architectural Liaison Officer should vet the scheme to ensure the proposed layout does not lead to 'rat running' through the scheme or excessive speeding.
- (10) Concern about surface water drainage. The land falls away towards Pierce Lane which has drainage problems. The impact of the drainage from the development on the rest of the village should be examined.
- (11) The density of the development is agreed as it is understood this is needed to facilitate the redevelopment of this large important site, but it should not set a precedent for the development of future sites in the village.
- (12) The Section 106 agreements should include the arrangements to maintain open spaces and landscaping.

72. The Local Highway Authority comments:

The applications at present have insufficient detail for a formal comment. The following information is required:

- (1) A plan showing the existing areas of adopted public highway that are to be stopped up under the Town and Country Planning Act.
- (2) All visibility splays onto Haggis Gap and any other existing highways must be shown. Unless empirical evidence to the contrary can be supplied the Highway Authority does not feel that the application of the principles contained within 'Manual for Street' is suitable for Haggis Gap. Clearly the internal road layouts should take full advantage of the ideology of this publication.
- (3) All the carriageways, footways, verges etc that the applicant wishes to become adopted public highway must be dimensioned, (details are given of appropriate dimensions) and a plan submitted of those areas to be offered for adoption.
- (4) The radii at the Grandridge Close/Haggis Gap junction are excessive and have the potential to encourage excessive entry and exist speeds. No footway is provided on the western side of Grandridge Close between Plots 71 and 101.
- (5) Particular concern is expressed about the design of Grandridge Close adjacent to Cambridge Road. Even with a screen of trees and hedge as shown, such an arrangement has the potential to increase the likelihood of accidents occurring as it may appear vehicles using Grandridge Close may be travelling on the wrong side of Cambridge Road. It would be preferable to remove this section of road. There is no objection to their being no direct link between the north and south sides of the development for cars as long as a clear and friendly route for pedestrians and cyclists is maintained.
- (6) 'Manual for Streets' infers car parking off routes such as Cambridge Road may be acceptable. The applicants should compare the advice with the empirical

data gathered for Cambridge Road before seeking the view of the Local Highway Authority.

- (7) Though provided with a series of traffic calming features Swifts Corner is very straight. The use of vertical features to control traffic speeds is now recognised as the least suitable method to be used on new development and horizontal deflection is now regarded as more appropriate.
- (8) Concern is expressed about the levels of 'end-on' parking provision. Whereas such parking is acceptable in private parking courts, it increases vehicle movements and is unacceptable in highway terms.
- (9) The draft proposal for parking for the Community Hall now shows access off Haggis Gap. The preference is for access still to be taken from Swifts Corner as originally proposed.
- (10) The Local Highway Authority may seek a contribution under Section 106 of the Town and Country Planning Act for mitigation measures resulting from the increase in traffic generated by the development.

The Transport Assessment is still being reviewed and further information has been requested.

73. **The Environment Agency** has no objections subject to the standard surface water drainage condition and informatives.
74. **Anglian Water** has no objections subject to the standard foul and surface water drainage condition and informatives. These include reference to the existing 225mm diameter public foul sewer crossing the site and the requirement to keep free from development and planting a strip extending 3m either side of its centre line.
75. **The Cambridgeshire Fire and Rescue Service** require the provision of hydrants in the scheme, to be secured by condition.

Access and facilities for the Fire Service should also be provided in accordance with Building Regulations Approved Document B5, Section 16.

76. **The Chief Financial Planning Officer** (County Council) comments on the full application that there is concern that adequate local pre-school nursery facilities, as well as secondary school accommodation at Bottisham Village College, is not available to meet demands that can be expected to arise from the development. A financial contribution is required by way of a S106 Legal Agreement.

The comment on the outline application is still outstanding.

77. **The Architectural Liaison Officer** (Cambridgeshire Constabulary) held pre-application discussions with the Applicants, and welcomes the principle of the redevelopment of the site. As a result some of the adjoining parking courts have been removed and the size of some courts reduced.

Access to the flats proposed above the Community Hall should have separate access via the main road rather than the car park. Access control/CCTV should be considered to the Hall car park given the potential for vehicle crime.

Generally curtilage parking arrangements are preferred but where this is not possible small courts of no more than 8 spaces, within view of routinely occupied rooms of the owner's dwellings. The provision of visitor parking in courts should be avoided.

Parking to the rear of some plots serve up to 12 dwellings, while that to the rear of Plot 114 serves 9 dwellings with additional access required to a recently erected bungalow adjacent to the site. The bungalow's access will be via a parking court, which is undesirable as it is an invitation to public access.

The parking court to the rear of Plots 90-96 with 11 spaces, serving only 7 dwellings, exposes the rear of 9 dwellings and is not gated. It is recommended that gates to rear parking courts are electronically operated to ensure effective security. LAPs and LEAPs should be able to benefit from high levels of surveillance from dwellings. The house on Plot 43 should be orientated to face the LAP.

The parking adjacent to the LAP next to Plots 21-31 is in too close a proximity, which could lead to vehicle damage. A buffer zone is required.

Concern is expressed about the area of land to the north of Plot 97, part of which is outside the site boundary. This provides rear access to a number of adjoining dwellings and could become an informal gathering area, to the annoyance of residents. A 1m planting strip is suggested along the side of Plot 97, and consideration should be given to the inclusion of the open space within the curtilage of surrounding dwellings.

Lighting for roads, foot/cycle paths and parking courts should be by means of column mounted white down lighters to BS5489 - Code of Practice for outdoor lighting.

78. **The Council's Housing Development and Enabling Manager** welcomes and supports the applications and states the Windmill Estate is one of the main priorities for redevelopment in the Strategic Housing Department. The ownership of the existing properties that are currently owned by the Council would be transferred to the Applicant (preferred partner for this project) as and when they become vacant to facilitate redevelopment.

In 2003, Nene Housing Society were appointed by the Council to deliver options on the future management of the Estate. In May 2005 it was agreed that Nene would commission a detailed proposal for the redevelopment of the Estate with the full involvement of estate residents and other local stakeholders.

Intensive consultation exercises have since been conducted to ensure that the residents are full aware of the progress being made. A Council survey conducted in 2004 found that 57% of all the respondents on the Estate were in favour of the full redevelopment.

The primary objectives of this project are:

- (1) To create a new estate that is opened up to the wider community of the village. There will be a mix of tenures including private sale housing consistent with market demands in the local area.
- (2) To maximise affordable housing provision on site to promote a sustainable community in accordance with local, regional and national housing policy objectives.

Given the size and value of the site it has been necessary to obtain the consent of the Secretary of State to dispose of it. This has now been granted.

The applications have been considered by the Steering Group for this project which is chaired by the Council's Housing Portfolio Holder. The scheme is very much supported.

79. **The Council Landscape Design Officer states:**

Proposed Trees

- a) A large number of trees proposed for rear gardens, some in fairly tight situations e.g. plots 91-94. Most are small trees, and may have limited impact outside the immediate area. Consideration should be given to providing a fewer number of larger trees where space permits - eg plot 72 - which can add more structure and character to a housing group - perhaps linking visually with large retained trees such as the existing conifers.
- b) The majority of the proposed street trees are in fairly tight front gardens and the species proposed - Fraxinus ornus, Tilia 'greenspire' and Sorbus aria may be too large for many of the frontage plots.

Existing Trees

- a) Some trees shown as retained are in fairly poor condition - eg those in plots 97-102 - and consideration should be given to their removal and replacement planting.
- b) Some of the mature, retained trees - eg the birches fronting plots 21-31, and the conifers adjacent to plots 184, 191 and 195 - may well suffer considerable damage during construction due to proposed car parking bays placed at a distance of less than 1.0m from the trunk. Obviously if these trees are viable then they should be retained, and the car parking must be adjusted to accommodate this.

Frontage Landscaping

- a) The planting schemes should be fairly simple using a limited number of plants to aid the development of character areas. In some areas consideration should be given to traditional 'village' style herbaceous/mixed planting rather than the standard residential palette of evergreen shrubs.

Bin Stores

- a) Could bins be stored at the rear of the properties? - eg in space claimed from gardens at plots 97 (huge), 89, 68 and 90. No matter how well designed accommodating 100 plus bins on the frontages facing the LEAP is going to be difficult.

Central LEAP

- a) This space has a good deal of potential and benefits greatly from the largely vehicle free perimeter. The idea of the green running up to the surrounding houses (like Barrington) is interesting and should be explored.

- b) I would not like to see Chaplins close and Grandridge Close joined as useful open space and the benefits of safe, direct pedestrian access will be lost, with the western end of the LEAP (Lap) becoming isolated with limited potential use.
- c) This large central space would benefit from a stronger tree planting scheme than that currently proposed - i.e. Silver Birch, Pine and Rowen.
- d) Suggest that banking and mounding around the LEAP is kept to a minimum as the loss of longer views across the area and connections between the surrounding housing would outweigh the benefit of screening equipment (need high mounds) or the play value. A simple space (eg Cottenham, Waterbeach) may be best.

Haggis Gap Lap

- a) Fairly shady area and grass/groundcover may struggle - consideration given to retaining only one tree in this area.

80. The Council's Trees and Landscape Officer states:

- (1) There has not been a comprehensive tree survey of the site submitted, and there are conflicts between the site layout plan and the Landscape proposals in terms of replacement trees.
- (2) A full constraints plan in accordance with BS5837 should be submitted to provide detail of root protection areas and mitigation within these areas where required.
- (3) No objection to the removal of the trees in Plots 55 and 56.
- (4) There is a mature multi-stem sycamore adjacent to Plot 52 and an existing dwelling. No objection to its removal, but it should not be replaced in such close proximity to existing dwelling.
- (5) The LAP adjacent to Haggis Gap - there are 2 poor specimen trees for removal not one.
- (6) Opposite the LAP referred to above there is an existing mature tree. New trees should not be planted in such close proximity as they will become a nuisance.
- (7) No objection to the removal of trees in Plots 2, 7 and 16. It is recommended the Acacia adjacent Plot 7 is removed as they have inherently weak branch unions and are prone to failure in maturity.
- (8) Objection to the removal of the hedge running along the western boundary, and its replacement with trees. This is a maturing hedgerow which requires some maintenance to bring it back into a manageable state. When the hedge is opposite Plot 21 it becomes patchy. Given the space and proximity to properties in Chaplins Close the preference is for a mixed hedge of non-thorny species with standard trees.
- (9) No objection to the removal of the trees identified on Plots 74, 80, 81, 83, 89, 91, 97, 98, 102/103; the other trees identified are of very poor quality and their retention is not desirable. Two silver maples showing signs of die back and have bark wounds, the cherry will obstruct the gardens of Plots 102-103 and

have the potential to cause issues with surface rooting once the ground is disturbed.

- (10) No objection to the removal of trees in Plots 113, 119, 129, 146, 151, 163, 164, 167, 182.
- (11) No objection to the removal of the trees on the LEAP.
- (12) The 4 silver birch for retention are over-mature species for the location. The proposed road, footpaths, and parking all within the root protection area will be detrimental to the trees. The area layout should either be changed or the trees removed and replaced with standards which are provided with suitable planting pits and rooting conditions and secured with ground anchors.

81. **The Council's Ecologist** states:

"Following visits to the site to monitor the success of the uptake of the temporary swift nest boxes it has become apparent that the birds are somewhat more loyal to their original nest sites than was envisaged. The phased approach to the redevelopment will be very important if the birds are not to be displaced. Furthermore the type of nest site may also be important. The birds on this site have been used to entering holes in buildings and may not take willingly to external mounted boxes. I am of the opinion that a large number of potential sites need to be created within the internal construction of the new dwellings if the swift population is to be retained and given a chance to re-achieve its current size (some short-term drop is probably inevitable. The location and type of nest sites can be dealt with by condition but the fact should be accepted that internal nest sites will most definitely be required.

The integration of swift boxes within some form of public art structure is still welcomed (perhaps this could incorporate means for incorporating speakers which can then be used to play swifts' calls to draw the birds into a new nest site - this honestly works.)

Properties identified as having potential for bats should be taken down as detailed in the ecology report.

The provision of nest boxes for house sparrows and starlings is simpler where a phased approach and vegetation retention is achieved.

Condition:

Prior to any form of development or demolition full details of the nesting measures to be provided for swifts, house sparrows and starlings shall be submitted for approval. The plot locations and elevations shall be provided. The scheme shall be monitored for a period of three years from the completion of the development with an annual report provided to the Local Planning Authority following the cessation of the bird breeding season in September. Reason: PPS 9 seeks to maintain, enhance or restore biodiversity. The conservation of swifts, house sparrows and starlings in the context of this development is considered to be locally important."

82. **The Corporate Manager (Health and Environmental Services)** suggests a standard condition controlling hours of operation of power operated machinery during demolition and construction, to minimise noise disturbance on neighbouring residents, together with informatives.

83. **The Environment Operations Manager** comments:

- (1) Plots 103-107 exceed the walking distance for waste collection as per the Council's policy.
- (2) Plots 107-113 can be accessed from Dunmowe Way but there is no provision for collection vehicles turning round and leaving in a forward gear. Similarly, that part of Grandridge Close serving plots 74-82 does not allow turning facilities.
- (3) The bin stores for the flats are not shown in sufficient detail. They must be accessible by the collection vehicle which should be able to drive to within 10m. Further information is required.
- (4) The storage facilities for the Community Building need to be considered.

84. **The Cultural Services Manager** identifies a shortfall in the amount of public open space included in the scheme, requiring off-site capital contributions for children's and formal sport. This is particularly important because there is an existing deficiency of open space in the Village.

85. **The Arts Development Officer** states;

"The Landscape Design Statement includes consultation outcomes only and is not sufficiently detailed. The Council need to see artist's plans and proposals that have emerged from the discussions with architects and residents. A public art plan for the Windmill should include a description of the works and phasing, ownership and management, decommissioning and, preferably, some indication of anticipated costs both of manufacture and installation and for maintenance. This could be added as an appendix to the document. Nene Accent use the term 'community art' to describe the arts works, suggesting significant social engagement. This goes beyond the public realm and landscape design and should be integrated in a community development plan. Is there a statement for this aspect of the development?"

Representations (both applications/pre-amendment)

86. 13 letters have been received, 11 raising concerns, 1 supporting the applications, and 1 seeking further clarification. Of these, 3 letters were from within the application sites, including the letter of support. These can be summarised as follows:

- (1) The 4 year consultation period with local residents has been badly handled by the Applicants, and they feel bullied because they do not wish to sell. They like their current houses which have bigger rooms and are set back further from the road. The financial offer made for their properties is unacceptable.
- (2) The density of the proposed development is too high with inadequate car parking. Originally Nene proposed 220 houses - now 276.
- (3) The present green spaces will be lost and the proposed development has fewer areas. The existing open area at the Windmill lane/Cambridge Road junction will be lost with the realignment of the Lane. Currently forms a natural break between the Estate and March's Close, and a "soft" approach to the village.
- (4) Mature trees will be lost.
- (5) Houses proposed too urban, too high and will lead to overlooking.

- (6) Increase in number of houses will dramatically increase traffic in a village that is already congested e.g. High Street.
 - (7) Realignment of Windmill Lane will bring traffic closer to houses.
 - (8) Removal of lay-by on Haggis Gap will lead to dangerous on-road parking.
 - (9) Applicants say terraced properties may have to be demolished either side of those where the owners are not prepared to sell. More research is needed on the feasibility of this - may require permanent bracing to side walls for lateral stability.
 - (10) Following the completion of Phase 1, the Applicants should look at refurbishing the remainder of the Estate.
 - (11) Rebuilding the Community Centre is totally unnecessary - current users find the facilities adequate. The flats above will limit use. No provision has been made for disabled drivers.
 - (12) The letter of support does not give any justification for the statement.
- 87. Turning to the letters from neighbouring residents, 3 residents in March's Close are concerned that the scale (2 and 3 storey) and the proximity of the dwellings will be overbearing and result in overlooking.
 - 88. 3 residents in Haggis Gap are concerned about overlooking and safety concerns during the construction phase.
 - 89. A resident in the Croft has concerns about the increase in traffic and request traffic calming to reduce the speed of vehicles.
 - 90. A resident of The Haven is concerned about the lack of information provided concerning the proposed boundary treatment along the rear boundary of his and neighbours' gardens. The boundary will be 'opened up' with a new access road where currently there is a temporary building. A replacement wall is requested.
 - 91. The owners of the recently constructed bungalow off Dunmowe Way object to the proposed change of access to the property, which currently is accessed off an adopted carriageway and would be served via a single track access roadway to the rear of a block of garages. This would be impossible for emergency services, utility companies, tenants etc.
 - 92. A resident living elsewhere in the village is critical of the quality and contents of the Transport Assessment.

Comments of the Council's Urban Design Consultant on the Amended Plans

- 93. General comments
 - (1) The Masterplan has improved significantly in this latest revision.
 - (2) The architect's and landscape architect's reports are thorough and address previous comments.
 - (3) Many of the following comments, where considered appropriate, could be covered by conditions.

94. **Phase 1 Comments**

- (1) *Parking Courts:* Some driveway widths seem narrow, and access arrangements are unclear as to whether or not wide-scale reversing will be necessary. Vehicle tracking diagrams would clarify layouts.
- (2) *Levels along Cambridge Road:* An existing levels survey has been provided. A proposed hard and soft landscaping plan is essential to show new site levels relative to internal finished floor levels, particularly along Cambridge Road.
- (3) *Bin Stores* More detailed drawings required, especially where bin stores are to be in front gardens.
- (4) *Boundary Treatments:* More detailed drawings/schedule required.
- (5) *Front Gardens:* More detailed drawings required of hard and soft landscaping types.
- (6) *Laps and Leaps:* More detailed drawings required of hard and soft landscaping, along with detailed proposals of the raised areas in the central Leap, including precise plan dimensions and levels relative to the surround green space. I would repeat my previous questions to why this can't be a simple flat open space at the centre of the scheme; this would surely be more desirable from the surrounding living rooms. The landscape architect's planting plan is inconsistent with the architect's planting plan, particularly on the central Leap; which is correct? (Tree locations on the architect's plan seem to make more sense).
- (7) *Planting plans* and schedules required for trees and communal planting.
- (8) *Roofs:* The general intention is to use coloured concrete tiles for roofing. Is there scope for increasing the variety of materials to slate, peg tiles, etc, or for arriving at a mix of colours of concrete tiles to reflect the variety on existing village buildings?

Roof details need to be carefully considered: especially dormers (traditional houses), bay windows (traditional houses and contemporary), and eaves and gutters (especially contemporary). Condition detail? The traditional bay window forms (especially roof forms) are now inconsistent with the rectilinear main roofs, cat-slide dormers and porches.
- (9) *Walls and Gables:* Suggest conditioning materials. There are some uses of flint and rougher stone walls in the existing village; is there scope for highlighting individual gable ends on certain key buildings? (e.g. P47/97, P42, P38, P21, P27, P7).
- (10) *Fenestration:* Window proportions range from tall and slim (contemporary), to short and slim, to square. The street elevations would benefit from a consistent use of size, portion and geometry in the windows, and I would suggest the wider-scale use of more vertical proportions rather than the squares. This is particularly evident along the length of elevation 1, for instance. Elevations showing fixed/opening lights would be useful.
- (11) *Balconies:* Condition detail?

- (12) *Community Hall*: Could the community hall roof be treated as a special condition, using mixed coloured clay plain tiles to relate the building to the village centre? The roof verge and gutter detailing is important. Fenestration would benefit from further development; also see comment above on proportions.
- (13) *Swift's Corner*: The change in scale across the terrace from P15 to P20 is uncomfortable in elevation. This could possibly be dealt with in a more considered unified elevation, with a lower band of brickwork uniting the different house types, and an upper band of render on the taller houses.

95. **Later Phase Comments**

- (1) *Scale*: Unconvinced about the change in scale from the three storey flats at Plot P167 to the bungalow at P132 to the two storey housing P133-P137, to the bungalow at P138, to the three storey flats at P118. This needs to be drawn in elevation. Scale around the 'square' and Cambridge Road entrance to Windmill Lane seem somewhat arbitrary.

Many of the **Phase 1 comments** also apply.

Planning Comments

Background

- 96. In 2003 Neve Housing Society were appointed by the Council to deliver options on the future management of the Windmill Estate, which was erected in 1960's using systems-built technology. In May 2005 it was agreed Nene would commission a detailed proposal for the redevelopment of the Estate with the full involvement of estate residents and other local stakeholders. Pre-application discussions commenced in mid-2006 with Accent Nene and their Architects, and in June this year the Council appointed an Urban Design Consultant to advise on the submitted applications. Significant pre-application consultations also took place via the Steering Group, the Residents' Panel and the Parish Council. A number of public meetings and events have been held to encourage residents to engage in the design process.
- 97. During the course of the pre-application discussions the Applicants acquired additional land to the north of the site occupied by the current Community Centre and this had ramifications for the overall layout. The submitted applications also included the site of the existing Health Centre, which was to be rebuilt, but the amended plans now exclude the site as the Primary Care Trust have decided not to proceed with redevelopment. The amended plans include detailed plans for the replacement Community Centre, which is now to be built as part of the first phase of the development.

I will update Members on the responses to the consultations on the amended plans.

Key Issues

- 98. The key issues to consider in the determination of this application are:
 - (1) The density and scale of the proposed development and its likely impact on the character of the area.
 - (2) The layout of the site.

- (3) The effect of the proposed dwellings on the amenities of neighbouring properties.
- (4) The design of the dwellings and the Community Hall.

1. ***Density and Scale/Character of the Area***

- a) Most Members will be aware of existing estate which has acquired a District-Wide reputation as a particularly unfortunate 1960's development in terms of its negative contribution to the townscape of the village. This has been exacerbated in recent years as more properties have become unoccupied. The two and three storey flat roofed blocks of concrete panel construction have not stood the test of time and sit uncomfortably in an area of traditional suburban housing.
- b) The Applicant's scheme to redevelop the site includes 64% affordable housing to enable existing residents to be accommodated if they so wish, as well as providing additional accommodation for incoming households. In order to make the scheme financially viable the remaining element is market housing.
- c) The density of Phase 1, as amended, is 36 dwelling per ha and the overall development 44 dwellings per ha. I initially expressed concern at the overall density, given the relatively low density of the surrounding residential areas and the increase proposed in the number of dwellings on the site and asked the Applicants to demonstrate with a detailed illustrative layout for the whole site that they could achieve this number of dwellings. Early attempts featured excessive frontage parking, overlarge parking courts and a shortfall in public open space. On the basis of the latest amended plans, I am satisfied 273 dwellings can be erected on the site and the Council's Urban Design Consultant comments that 'the masterplan has improved significantly in this latest revision'. The shortfall in public open space will be addressed through off-site provision to be secured by a S106 Legal Agreement.
- d) Another issue raised early in the discussions was the scale and number of the 3 storey flat blocks included in the scheme. Although there are currently 3 storey blocks on site, being flat-roofed they are not particularly conspicuous in a part of the village that is characterised by 2 storey dwellings. The amended plans now show more of the 3 storey blocks adjacent to the main central area of public open space which provides a more appropriate setting and reduces the impact on the peripheral surrounding streetscape. I have sought the advice of the Urban Design Consultant on the inclusion, design and positioning of the 3 storey blocks and he has no objection to them in their amended form.

2. ***The layout of the site***

- a) Two major constraints on the layout of the site have been the need to rehouse existing tenants in Phase 1 before proceeding with later phases, and a major sewer which crosses the site north-south through Phase 1. Also the local residents were keen not to create a layout which permitted 'rat running' through the estate between Windmill Lane and Haggis Gap. The pre-amendment scheme did include a deliberately tortuous east-west route, involving a section of internal road parallel and adjacent to Cambridge Road to which both the Urban Design Consultant and the Highway Authority

objected. This has now been deleted, allowing more landscaping to the important Cambridge Road frontage and preventing cars travelling east to west across the site. The latest advice in the Government's publication 'Manual for Streets' has enabled the Architects to include direct accesses onto Cambridge Road in the amended plans to facilitate the change.

- b) The layout has good permeability for cyclist and pedestrians and links well within the areas surrounding the site, enabling good access to the village services in the High Street.
- c) Access to the Community Hall is now proposed directly off Haggis Gap to avoid additional traffic through the new estate, which the Parish Council were keen to support.
- d) The Central Public Open Space is now largely pedestrianised, with footways/cycleways along both sides linking to the road network and rubbish collection for the houses fronting the Green from the rear. This is marked improvement over the earlier schemes which were characterised by bin storage to the front of properties.
- e) The negative impact of the high levels of car parking generated by the density of the overall scheme have been addressed. The number of spaces has been reduced, the Applicant's arguing that the site has good public transport links and the village centre is accessible by cycle and foot. Parking provision equates to about 1.45 spaces per dwelling, as opposed to the norm of 1.5 spaces per dwelling and I consider this is acceptable, particularly given the latest advice in 'Manual for Streets' which puts more emphasis on provision for pedestrians and cyclists. The amended layout has smaller parking courts and less frontage parking which benefits the scheme and its street scene.
- f) The earlier schemes did not include any substantive Public Open Space in Phase 1, but this has now been rectified. It has not proved possible to provide the whole of the projected central public open space because of rehousing/phasing issues but a large part of it is included and I am satisfied this will suffice.

3. *The effect on the amenities of proposed dwellings*

- a) Given the scale of the redevelopment, a relatively small number of objections were received from neighbouring residents (and from residents within the site). Three residents in March's Close on the western boundary had concerns about the scale and proximity of proposed dwellings (both 2 and 3 storey) and the amended plans have addressed these issues by repositioning the dwellings further from the boundary and reducing one block of flats from three to two storey. The access arrangements to a newly constructed bungalow off Dunmowe Way have been revised following objections from the owners. Two owners in Haggis Gap were concerned about overlooking issues but the spacing to the houses in the new development is considered adequate.
- b) A condition will be attached to the Phase 1 application requiring the submission of boundary details to ensure the privacy of neighbouring properties is protected, an issue raised by a resident in Haven Close.

4. *The design of the dwellings and the Community Hall*

- a) With the advice of the Urban Design Consultant, the Applicant's architect has been encouraged to look in more detail at the character of the townscape in the traditional part of Fulbourn to give the house types more relevance and this is reflected in the amended plans and the revised Design and Access Statement. For example roof pitches have been steepened and raked dormers introduced. The Applicants have been encouraged to include some contemporary house types in the scheme, to add visual variety to this large redevelopment. The Parish Council are naturally wary of contemporary architecture as the existing development was considered 'cutting edge' in its day! The latest emended plans have reverted back to pitched roofs on the 3 storey blocks in lieu of the monopitch metal roofs which had the advantage of reducing the bulk of the blocks, but the Urban Design Consultant considers the revision acceptable both in terms of design and increased height. A more contemporary approach has been taken with the detailing of a selection of the units, which generally meets the approval of the Urban Design Consultant.
- b) Minor issues of design and detailing still remain to be resolved, as outlined in the Urban Designer's comments, and require further discussion.

Recommendation

99. Subject to the responses from Consultees upon the amended plans of 9th October 2007, delegated powers of APPROVAL for both applications, as amended, subject to the prior signing of a Section 106 Legal Agreement concerning:

- (1) Affordable Dwellings
- (2) Educational Contribution
- (3) Maintenance of Public Open Space
- (4) Off-site Public Open Space/Play Equipment
- (5) Public Art
- (6) Community Hall
- (7) Appointment of a Community Development Officer

The following conditions to be attached:

1. S/0986/07/F - 120 Dwellings

1. Standard Condition A - Time limited Permission.
2. Details of materials for buildings, walls, and hard surfacing.
3. Landscaping - scheme and implementation
4. Tree Protection
5. Surface Water Drainage
6. Foul Water Drainage
7. Details of swift, house sparrow and starling nesting measures

8. Provision of Fire Hydrants
 9. Scheme for lighting parking courts.
 10. Details of boundary treatment of site.
 11. More details of boundary treatment of individual plots.
 12. Details of refuse and cycle stores.
 13. Details of Grandridge Close Sub-Station.
 14. Detail of contractors storage and parking within the site.
 15. Wheel wash for lorries to be provided.
 16. Hours of operation of power operated machinery during demolition and construction.
 17. Scheme for solar panels.
- + any conditions required by Local Highway Authority.

Informatives

1. Environment Agency
2. Anglian Water
3. The Corporate Manager (Health and Environmental Services)
4. Architectural Liaison Officer
5. Arts Development Officer
6. Parish Council:
 - (1) Routes for construction traffic.
 - (2) Timing of construction traffic to avoid primary school peaks and bus stops for buses to Bottisham Village College.
 - (3) Consideration should be given to parking courts adjacent to existing neighbouring residential properties being gated.

2. S/0987/07/0 - 273 Dwellings

1. Standard Condition B - Time limited permission.
 2. Standard Condition 1 - Reserved matters (excluding Phase 1).
 - (1) Layout
 - (2) Scale
 - (3) Appearance
 - (4) Landscaping
 - (5) Surface Water Drainage
 - (6) Foul Water Drainage
 - (7) Provision of Fire Hydrants
- + any conditions required by Local Highway Authority

Informatives

1. Environment Agency
2. Anglian Water
3. The Corporate Manager (Health and Environmental Services)
4. Architectural Liaison Officer
5. Parish Council
 - (1) Routes for construction traffic.
 - (2) Timing of construction traffic to avoid primary school peaks and bus stops for buses to Bottisham Village College.
 - (3) Consideration should be given to parking courts adjacent to existing neighbouring residential properties being gated.

Reasons for Approval (both applications)

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
 - P1/3** - Sustainable Design in Built Development
 - P6/1** - Development Related Provision
 - **South Cambridgeshire Local Development Framework 2007:**
 1. **Core Strategy**
 - ST/3** - Re-Using Previously Developed Land and Buildings
 - ST/4** - Rural Centres
 2. **Development Control Policies**
 - DP/1** - Sustainable Development
 - DP/2** - Design of New Development
 - DP/3** - Development Criteria
 - DP/4** - Infrastructure and New Developments
 - DP/6** - Construction Methods
 - DP/7** - Development Frameworks
 - HG/2** - Housing Mix
 - HG/3** - Affordable Housing
 - SF/1** - Protection of Village Services and Facilities
 - SF/6** - Public Art and New Development
 - SF/10** - Outdoor Play Space, Informal Open Space and New Developments
 - SF/11** - Open Space Standards
 - NE/1** - Energy Efficiency
 - NE/3** - Renewable Energy Technologies in New Development
 - NE/6** - Biodiversity
 - TR/1** - Planning for More Sustainable Travel
 - TR/2** - Car and Cycle Parking Standards
 - TR/3** - Mitigating Travel Impact
 - TR/4** - Non-motorised Modes

2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Impact on the existing character of the village given the density/scale of the proposed redevelopment.
 - Impact on neighbouring residential properties.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework (Core Strategy /Development Control Policies) 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning Files Ref: S/0986/07/F and S/0987/07/O
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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