

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

9<sup>th</sup> January 2008

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

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**S/1643/07/F - FULBOURN**

**Erection of 29 Dwellings with Associated Works**  
**Recommendation: Delegated Approval**

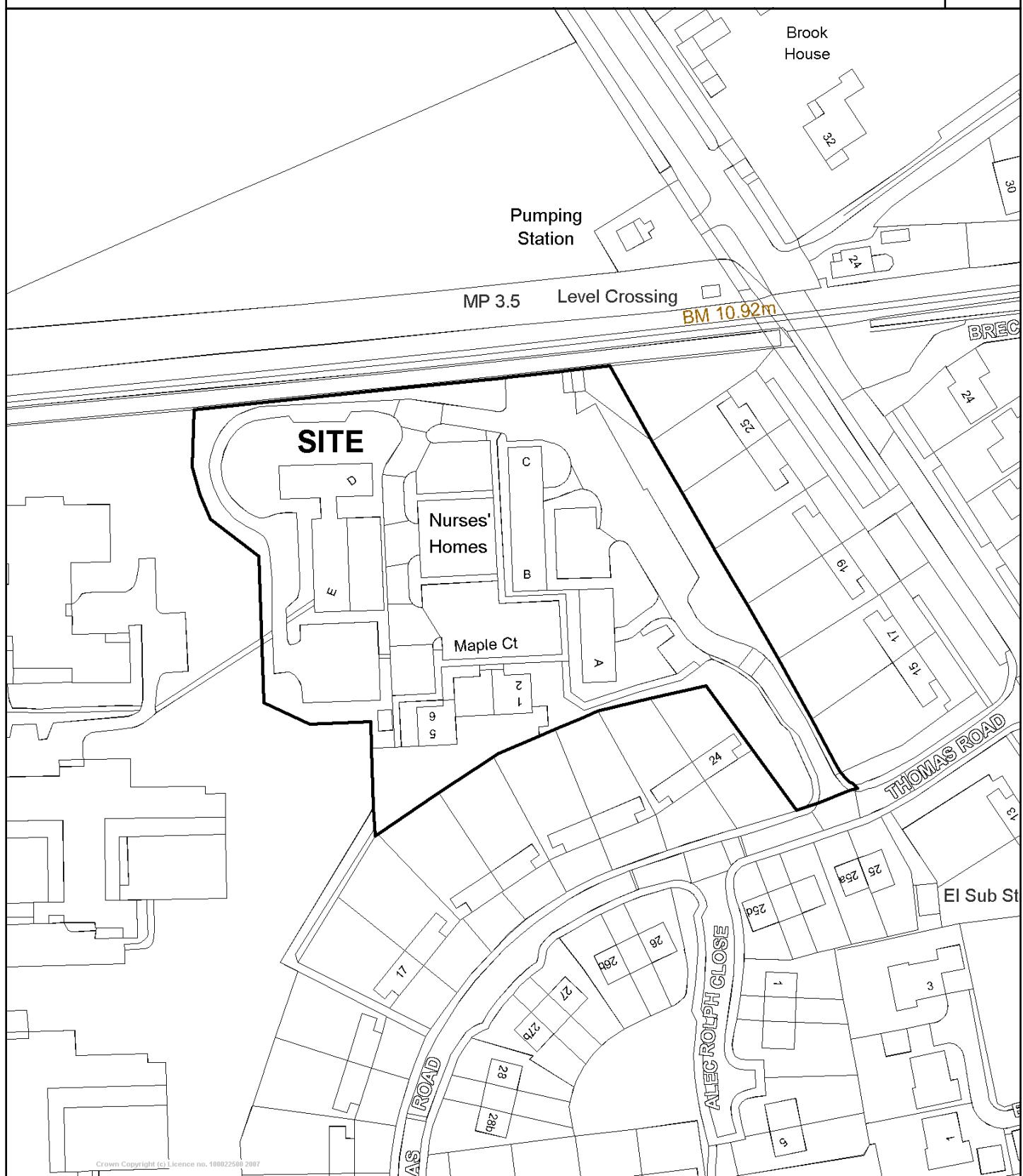
**Date for Determination: 5<sup>th</sup> March 2008 (Major Application)**

**Notes:**

**This Application has been reported to the Planning Committee for determination because it is for affordable housing on an exception site.**

### **Site and Proposal**

1. The site, measuring 0.96 hectares (ha), lies on the edge off Thomas Road. The site is between the Ida Darwin hospital site to the west and residential development at Thomas Road to the south and Teversham Road to the east. The Cambridge to Newmarket railway line is the north of the site.
2. It comprises four blocks of bed-sit flats and six one-bedroom flats at Maple Court, which is sited on the southern boundary of the site, backing onto properties fronting Thomas Road. Within the site there are two access roads that serve car parking courts for the existing development. There are a number of mature trees on the approach into the site, with verges. Other trees have been planted through out the site but are yet to fully mature. The northern boundary to the railway line is delineated by a wire fence and intermittent hedgerow. Within the hospital site there is a group of mature poplar trees adjacent to the western boundary. These lie to the west of the site. The site is generally level.
3. Thomas Road is unadopted and leads from off Teversham Road. Access to Thomas Road is also possible via Hinton Road, although this has a very narrow entrance and is generally only capable of accommodating a single lane of traffic.
4. This application, which was amended on the 5<sup>th</sup> December 2007, originally proposed 36 dwellings. This has been revised to 29, following a meeting of the Affordable Housing Panel and discussions with officers. The full planning application, as amended, proposes the demolition of four blocks of bed-sit flats and the replacement of these with 11 no. 2-bed units (including 2 flats) and 8 no. 3-bed units as affordable. A further 10 market dwellings comprising: 4 no. 2-bed units , 4 no. 3-bed units and 2 no. 4-bed units are included.



5. The scheme now also makes provision for public open space with an informal area of open space and an informal area of play space. The application is accompanied by a revised landscaping proposal, Affordable Housing Statement, Design and Access Statement, Health Impact Assessment, Renewable Energy Statement, Water Conservation Strategy, Sustainability Appraisal and Noise and Vibration Assessment.

#### **Planning History**

6. **S/1129/04/F** (Land at Thomas Road & 1-5 Alec Rolph Close) Installation of Land Drainage System, Below Ground Pumping Station and Storage Tanks for Existing Residential Development (approved).
7. **S/1621/99/F** (Open Space Adj. Block E Thomas Road) Change of Use From Open Space to Garden Land (approved).
8. **S/1281/99/F** (Maple Court) 6 Flats and Associated Parking Works (approved subject to a section 106 limiting the occupation).
9. **S/2009/89/Circ18/84** (Ida Darwin and Thomas Road) Staff accommodation, footpaths and parking areas (objections).
10. **S/689/74/Circ18/84** (Blocks D & E) Erection of staff residential accommodation (no objections).

#### **Planning Policy**

##### ***Cambridgeshire and Peterborough Structure Plan 2003***

11. **P1/3 - Sustainable Design in Built Development** requires a high standard of design and sustainability for all new development, providing a sense of place appropriate to the location, efficient use of energy and resources and account to be taken of community requirements.
12. **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.
13. **Policy P9/2a - Green Belt** defines the extent to which urban growth around Cambridge will be limited in order to preserve the character of Cambridge, maintain and enhance the quality of its setting, and to prevent communities merging into one another and the city. In the Green Belt development is limited to appropriate rural uses such as for agriculture.
14. **Policy P9/8 - Infrastructure Provision** identifies a coordinated approach to securing infrastructure improvements required to support development for the Cambridge sub-region. A programme encompassing for example, transport, affordable housing and education, amongst others is identified.

##### ***South Cambridgeshire Local Development Framework 2007***

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

16. **Policy ST/4 - Rural Centres** identifies Fulbourn and states development and re-development 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.
17. **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.
18. **DP/2 Design of New Development** requires all new development to be of a high quality design and indicates the specific elements to be achieved where appropriate. It also sets out the requirements for Design and Access Statements.
19. **DP/3 Development Criteria** sets out what all new development should provide, as appropriate to its nature, scale and economic viability and clearly sets out circumstances where development will not be granted on grounds of an unacceptable adverse impact e.g. residential amenity and traffic generation.
20. **DP/4 Infrastructure and New Developments** requires that development proposals should include suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. It identifies circumstances where contributions may be required e.g. affordable housing and education.
21. **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.
22. **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.
23. **Policy GB/1 - Development in the Green Belt** states that there is a presumption against inappropriate development in the Green Belt, as defined in section 3 of PPG2: Green Belts.
24. **Policy GB/2 - Mitigating the Impact of Development in the Green Belt** requires appropriate development in the Green Belt to be located and

designed so that it does not have an adverse effect on its rural character and openness and subject to appropriate landscaping.

25. **Policy GB/3 - Mitigating the Impact of Development Adjoining the Green Belt** requires development in the vicinity of the Green Belt to not have an adverse impact on it. This can be ensured through careful landscaping and design of development on village edges.
26. **Policy HG/1 - Housing Density** is set at a minimum of 30 dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40 dph will be sought in the most sustainable locations.
27. **Policy HG/2 - Housing Mix** sets a mix of at least 40% of homes with 1 or 2 bedrooms, approximately 25% 3 bedrooms and approximately 25% 4 or more bedrooms for housing developments of less than 10 dwellings. Accommodation should also provide a range of types, sizes and affordability to meet local needs.
28. **Policy HG/3 - Affordable Housing** at a level of 40% of all new dwellings on developments on two or more units is required to meet housing need. The exact proportion, type and mix will be subject to the individual location and the subject of negotiation. Affordable housing should be distributed in small groups or clusters. Financial contributions will be accepted in exceptional circumstances.
29. **Policy HG/5 - Exceptions Sites for Affordable Housing** states that as an exception planning permission for 100% affordable housing may be granted subject to it meeting identified local housing needs on small sites within or adjoining villages. Such housing will relate well to the built-up area and village services, its scale will be appropriate to the size and character of the village, it should not damage the character of the village or rural landscape and it shall be secured in perpetuity. On sites within the Green Belt it must first be demonstrated that no other sites outside of it can be found for the scale and type of development proposed.
30. **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.
31. **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**.
32. **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.

33. **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.
34. **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.
35. **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.
36. **Policy NE/9 - Water and Drainage Infrastructure** indicates that planning permission will not be granted where there are inadequate water supply, sewerage or land drainage systems to meet the demands of the development unless there is an agreed phasing agreement between the developer and the relevant service provider to ensure the provision of necessary infrastructure.
37. **Policy NE/12 - Water Conservation** states that development of more than 1000m<sup>2</sup> or more than 10 houses will be required to submit a Water Conservation Strategy.
38. **Policy NE/15 - Noise Pollution** indicates that planning permission will not be granted for development which would be subject to unacceptable levels of noise from existing noise sources, both ambient levels and having regard to noise impulses whether irregular or tone. Conditions may be placed requiring noise attenuation schemes and the applicant is to demonstrate that new residential development near to a noise source will not be subject to unacceptable noise levels.
39. **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.
40. **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.
41. **Policy TR/3 - Mitigating Travel Impact** requires applications for major residential development to be accompanied by a Transport Assessment.

42. **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 – responses to proposals submitted 22<sup>nd</sup> August 2007**

43. **Fulbourn Parish Council** – “has no objection in principal to the 36 new dwellings on this site to replace the existing one bedroom flats. However, there are concerns which are detailed below and would ask that these are addressed before any planning permission is granted.

It is noted that part of the application is on green belt land. The Parish Council assumes that this area forms an exception site which will provide affordable housing for FULBOURN parishioners.

The proposed access to the site whilst building is in progress is not satisfactory and does not take into account the amenity presently enjoyed by existing and neighbouring residents. The roads to be used are narrow and heavy traffic will block the access of the existing residents. This was a real problem whilst the recent drainage work was being carried out and the Parish Council would not wish to see a repeat of this problem.

It is noted that the residents in Maple Court would not have proper access to their homes. It may be more appropriate to relocate these residents whilst work is in progress. These properties will be very adversely affected during the redevelopment work.

Concern is raised about the safety of children in the immediate area whilst the building work is in progress. It is noted that there are several young children living in Maple Court.

Concern is also raised about the security of the site prior to the building work and during the work itself. This concern also raises issues about security of property of neighbouring residents during this time.

Once the redevelopment has occurred, there will be impact of traffic flows on the immediate and surrounding neighbourhood. Fulbourn Parish Council would like to be kept fully informed of proposals agreed with the Highways Department.

Fulbourn Parish Council is concerned that the proposed public open space is adjacent to the railway line. As such open spaces are usually used by children, this would seem to be an inappropriate location. The Parish Council would also raise the question as to whether there is sufficient open space provided overall for this site. This is particularly an issue for this estate as the Recreation Ground is at the other end of the village which is to the detriment of the very young children.

The Council wishes to ensure that trees are protected. There is great concern especially as many trees were felled on the adjacent Ida Darwin site with no consultation with the Parish Council.

The Parish Council wishes to ensure that no new dwellings overlook the existing dwellings on the site.

The Parish Council wishes that provision is made for the young people of the estate when the Section 106 is negotiated. The Parish Council also requests that this is in place prior to the granting of any planning permission. There is a need for some play equipment for young children as well as provision, such as a youth shelter for the older children. It should be pointed out that Kelsey were going to provide a youth shelter when the Parish installed one at the Recreation Ground. Unfortunately, Kelsey did not do this nor reallocate the funds to allow the provision elsewhere, e.g. add to the facilities for the older youth at the Recreation Ground.

The Council wishes strict conditions be in place whilst the building work is undertaken to protect the amenity of the residents of the estate and those adjacent. It must be pointed out that the development will also have an impact on Hinton Road and Teversham Road. Such conditions should include:

1. Access points and routes need to be agreed and the Parish Council requests consultation on this issue.
2. There should be strict hours of working for the site and this to include no vehicle movements (contractors and delivery) prior to and after the times stated, i.e.  
0730 – 1800 Monday to Friday  
0800 – 1300 Saturdays  
No working Sundays or bank holidays
3. Consideration needs to be given a designated area on the site for site worker parking. It is unacceptable for such parking to take place in Teversham Road, Hinton Road and other surrounding roads which are narrow, and on verges (causing damage and obstructing footways) as has happened with other developments.
4. Lorries and other contractor vehicles must have wheels washed before leaving the site and contractors need to ensure surrounding roads are kept clean".

44. **Cambridge Primary Care Trust** – no comment received.

45. **Local Highways Authority (Cambridgeshire County Council)** – requested:

- (a) Confirmation as to whether the road is to be adopted or not.
- (b) Plans detailing widths of footways, which should be a minimum of 2.0m.
- (c) The shared surface should not have a footway, as this gives the wrong message and confirms dominance of the motor vehicle in this area.
- (d) The shared surface should be 6.0m wide with 0.5m wide maintenance strips on each side.
- (e) Drawings should detail: visibility splays at the new entrance measuring 2.4m x 90.0m, 2.0m x 2.0m pedestrian visibility splays to all car parking spaces (within dwelling curtilages where applicable), dimensions of garages and cycle stores, including the distances between cycle hoops.
- (f) A condition requiring a section 106 for the proposed junction improvement works.

46. **Housing Projects Officer** – the affordable provision, including mix and tenure, has been agreed at pre-application stage and meets Housing requirements.

47. **Corporate Manager (Health and Environmental Services)** – confirms that the acoustic report generally satisfies Environmental health standards. Actual glazing and ventilation should be agreed prior to occupation. The acoustic screen to the railway line needs to increased in height to at least 2.5m in order to provide acoustic and visual screening. Planning conditions relating to noise attenuation scheme, hours of construction, piled foundations, land contamination study, along with informative relating to demolition and bonfires.
48. **Trees and Landscape Officer** – no comment received.
49. **Ecology Officer** – no objection to the scheme but request that the following be explored:
- (a) Retain the grassed area adjacent to the railway and relax mowing regimes from mid-May to mid-August as it has a lot of different herbs within it.
  - (b) Under-planting of the retained woodland area with scrub species (n.b. outside of site).
  - (c) Specialist bird boxes built into the construction of the dwellings e.g. swift boxes on windowless walls to replace lost habitat through re-development of the near-by Windmill estate.
50. **Arts Development Officer** – The scheme falls within the scope of the Council's public art policy yet the application makes no reference to integrating arts interventions at any stage. There are number of opportunities that the developer can consider once they have read and responded to the guidance available on-line. Full plans and proposals are looked forward to.
51. **Strategic Sustainability Officer** – no comment received.
52. **General Operations Manager** – no comment received.
53. **Building Control** – The proposal states that surface water will be disposed of via soakaways and permeable hardstanding. A scheme to alleviate flooding problems in Thomas Road and Alec Rolph Close has recently been undertaken. French drains were installed around some properties and these, together with the down pipes, were piped to storage tanks before discharging to the ditch in Teversham Road. The design statement says that the existing soakaway system appears to work effectively. Percolation tests should be done to determine that soakaways will dispose of the volume of water from the development satisfactorily.
54. **Police Architectural Liaison Officer** – raised concerns that:
- (a) The path between flats (plots 21-29) and plot 30 is narrow, not overlooked by adjoining properties, nor from the side elevation of plot 18 opposite the entrance. The path turns sharply to the left beyond the site and consideration should be given to its removal.
  - (b) The area of public open space beyond plot 11 is poorly overlooked with no dwellings fronting onto it. It therefore has potential to attract youths to loiter, leading to disturbance and nuisance of residents. This area would benefit from active frontages which would also reduce the poorly overlooked and exposed rear garden boundary wall, which may become a target for crime.

- (c) Utility meters should be externally mounted whether on, or as close to as possible, the front elevation where they can be overlooked. If meters to flats can not be externally mounted they should be on the ground floor between access controlled doors (air lock system), so that access can be gained to the meters without being able to reach individual front doors.
55. **Archaeology (Cambridgeshire County Council)** – considers it likely that there are important archaeological remains on the site that could be severely damaged or destroyed by the proposed development. A condition requiring a scheme of archaeological investigations in accordance with PPG16 is required.

**Consultations – responses to amended proposals submitted 5<sup>th</sup> December 2007**

56. **Fulbourn Parish Council** – no objection in principle. It does however raise several concerns:

“Fulbourn Parish Council has no objection in principal to the 29 new dwellings on this site to replace the existing one bedroom flats. The Council is pleased to see there is open space allocated in the middle of the proposed redevelopment and away from the railway line. The Council is also pleased to see 2 bedroom houses replacing one bedroom flats.

However, there are concerns which are detailed below and would ask that these are addressed before any planning permission is granted”. These concerns are detailed above in paragraph 43.

57. **Local Highways Authority (Cambridgeshire County Council)** – re-iterates previous comments and adds:

- (a) Garages remain un-dimensioned but scale at approximately 5.0m by 3.0m internally. This would be acceptable to the Highway Authority.
- (b) They have been unable to ascertain the dimensions of cycle parking and provision. Details are still awaited.
- (c) It also confirms that 29 dwellings would be anticipated to generate about 145 movements in a 24 hour period. 10% would be in each of the peaks, or 15 trips. It would be difficult to justify a junction improvement (to Teversham Road) on the back of that level of additional traffic, particularly on a junction with no accident history.

58. Comments are awaited from **Landscape Design Officer, Building Control, Housing Projects Officer, Ecology Officer, Arts Development Officer, Strategic Sustainability Officer, Environmental Operations Manager, Archaeology and Cambridgeshire Primary Care Trust**. These will be reported verbally or via an addendum to the report.

**Representations - responses to proposals submitted 22<sup>nd</sup> August 2007**

59. Objections received in the form of a letter signed by occupiers of all six properties at Maple Court:
- (a) Living conditions for them during the construction phase including health issues arising from dust and dirt, access for emergency vehicles and

- residents, need for alternative accommodation to be provided, and safety for residents while living in a building site.
- (b) Loss of part of the garden area serving Maple Court.
  - (c) Car parking spaces are not overlooked and therefore more susceptible to break-ins.
  - (d) Potential issues with rats if bin sheds are relocated to the rear garden.
  - (e) Mix of housing is not appropriate as there are six families in Thomas Road alone who require 3 or more bedroomed houses.
60. One further letter from a resident of Teversham Road raises concerns:
- (a) Increased volume of traffic coming out onto Teversham Road, which suffers from speeding in both directions. This junction needs to be improved. A mini-roundabout is suggested.
  - (b) The existing houses suffer from flooding. Effective drainage is required and the capacity of the existing pumping system checked.
  - (c) Confirmation that there is capacity at the sewage pumping station, which was increased a couple of years ago.

**Representations – responses to amended proposals submitted 5<sup>th</sup> December 2007**

61. No comments had been received at the time of writing; a verbal update will be given.

**Planning Comments – Key Issues**

62. The key issues in determining this planning application are:
- (a) Affordable housing provision
  - (b) Housing mix
  - (c) Highways
  - (d) Public open space
  - (e) Crime prevention
  - (f) Public art
  - (g) Construction period
  - (h) Other Matters
- Affordable Housing**
63. An affordable housing panel was held on the 15<sup>th</sup> October 2007. Parish Council and Local Councillors were represented. The Housing Projects Officer, Development Control Manager and Case Officer were also in attendance.
64. At the meeting it was confirmed that there is need for 95 affordable units within the village. Confirmation that the mix being provided is compatible with that being provided at the Windmill site in order to not duplicate provision and to make certain that local need is met by this scheme. The initial scheme included key worker housing for NHS staff. This has been omitted in the revised proposals due to concerns about how these could be secured to meet local need and issues about the layout and design. They have been replaced with houses. The Housing Project Officer's comments are awaited in order to confirm that the scheme is now acceptable in housing terms.
65. Within the net developable area of the site 0.26ha is outside of the village framework and within the Green Belt. Within this area it is proposed to erect 11

dwellings at a density of 42.3dph. On the land within the village framework that is developable (0.56ha), 18 dwellings are proposed at a density of 32.14dph. Looking at the development as a whole (0.82ha), 29 dwellings equates to a density of 34.1dph. 10 houses (34%) are offered for sale, the remainder being affordable (66%). A section 106 agreement will be required to secure these as such, including distinguishing between properties to meet general affordable housing need and those provided on an exception site basis, in perpetuity and for residents of Fulbourn Parish. The Panel did not consider it necessary for these to be limited to the land outside of the framework.

66. Confirmation that the mix meets local need is awaited from Housing Projects and a report on this will be given verbally at the meeting.

#### ***Housing Mix***

67. The market element provides a mix of provides 40% (4no.) 2-bedroomed units, 40% (4 no.) 3-bedroomed units and 20% (2 no.) 4-bedroomed units. This is not in entire conformity with policy HG/2, however, the requirement is for "approximately 25% of homes with 4 or more bedrooms". The mix proposed is in line with the spirit of this policy and there fore considered to be acceptable.

#### ***Highways***

68. The layout is acceptable in principle. The agent has agreed to amend the plans to address the latest concerns raised by the Local Highway Authority and has indicated that the roads are not to be offered for adoption as Thomas Road itself is not adopted.
69. The Local Highway Authority has confirmed that the likely traffic levels generated are not sufficient to warrant junction improvements to Teversham Road.

#### ***Public Open Space***

70. The application, as amended, now includes an area of informal open space adjacent to the railway line and an area of informal children's play. The Housing Association proposes to maintain the areas on site themselves and will contribute towards off-site provision. This will be secured through a section 106 agreement and is considered acceptable. The play area is located so that it is overlooked by family homes and has a 5m buffer to the nearest properties, in accordance with current guidance.

#### ***Public art***

71. The applicant has agreed to provide public art within the scheme and this can be secured through a section 106.

#### ***Construction***

72. Certain issues regarding construction are outside of the planning remit. Notwithstanding, the applicant has been asked to consider including within the section 106 a restriction to prevent construction traffic accessing the site via Hinton Road. A verbal update on this will be given. Hours of construction using power-operated machinery and construction parking and compound will be conditioned, however limiting time vehicles enter the site is unreasonable. The developer is a member of the Considerate Contractor Scheme, which would

cover wheel washing and safety elements and has advised that they will phase the development in such a way as to ensure that residents of Maple Court have adequate access at all times. This can be achieved by utilising the existing roads within the site at different phases of the construction.

### ***Other Matters***

73. Other matters that can be dealt with through the imposition of planning conditions include: drainage, bin and cycle storage, renewable energy, archaeology, ecology, landscaping, tree protection, and acoustic scheme.

### **Recommendation**

74. Subject to no new material planning objections being received from the additional consultations; amended plans to address issues raised relating to the road layout; and completion of a section 106 securing affordable housing provision, public open space provision, public art, and (subject to the applicant's agreement) route of construction traffic, delegated powers are sought to approve the application, as amended by plans date stamped 5<sup>th</sup> and 14<sup>th</sup> December 2007, subject to the following conditions:

1. Standard Condition A – Time limited permission (Reason A)
2. Drainage
3. Bin and cycle storage
4. Renewable energy
5. Archaeology
6. Bird boxes
7. Management of public open space and incidental landscaping
8. Landscaping
9. Implementation of landscaping
10. Tree protection
11. Acoustic scheme
12. Removal of permitted development rights for affordable plots
13. Retention of car parking, including within garages
14. Hours of power operated machinery during construction
15. Details of boundary treatments
16. Materials
17. Materials for hardsurfaced areas
18. Visibility splays
19. Siting of utility meters
20. Lighting scheme
21. Land contamination study

### **Informatics**

1. Piled foundations,
2. Demolition
3. Bonfires
4. Bird boxes

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

- South Cambridgeshire Local Development Framework 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning file refs. S/1643/07/F, S/1129/04/F, S/1621/99/F, S/1281/99/F  
S/2009/89/Circ18/84, and S/689/74/Circ18/84

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