

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

4th June 2008

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

S/0468/08/F - GIRTON
Erection of Building to Provide 5 Apartments
following Demolition of Existing Dwelling
11 Mayfield Road, Girton – For Mr Justin Keen

Recommendation: Delegated Approval subject to the agreement of a financial contribution towards affordable housing

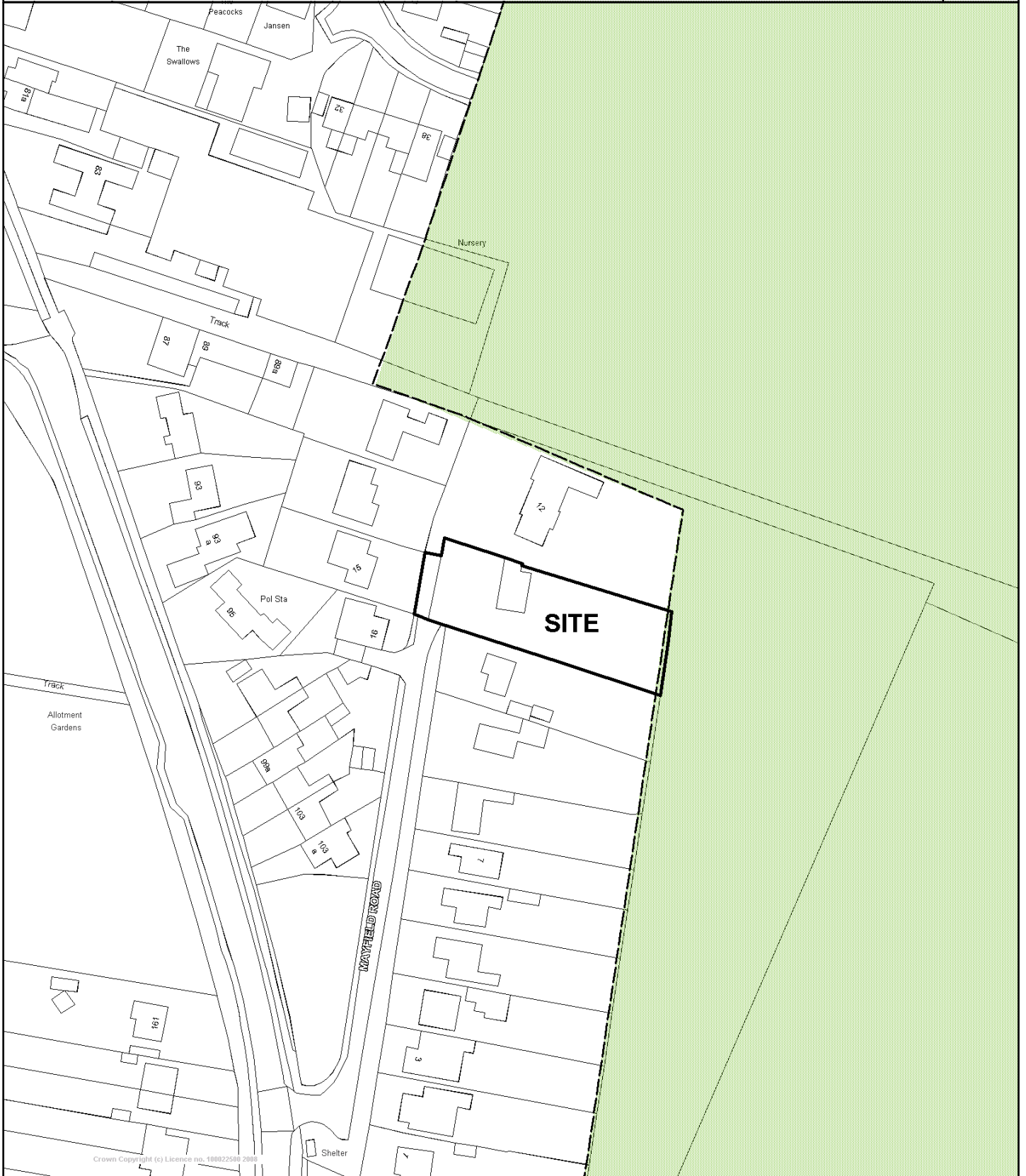
Date for Determination: 1st July 2008

Notes:

This Application has been reported to the Planning Committee for determination because of the recommendation of the Girton Parish Council and upon request of Cllr Bygott

Site and Proposal

1. Mayfield Road is a small narrow road located off Girton Road. The application site is located at the end of this road and is approximately 0.11 of a hectare. The site comprises of an unoccupied detached dwelling “No.11” with a garden, most of which is severely overgrown, especially upon the site boundaries. There are also several large mature trees within the site, most of which are located within the rear garden. The front garden has a turning circle for cars but little to no recognised parking provision other than the existing garage.
2. The property has an attached flat roof garage with parapet wall as well as a front porch; however, both of these appear to be in a poor state of repair. Both the neighbouring properties nos. 10 and 12 are detached dwellings and are located to the south and north respectively. There is a prominent hedgerow to the front of the site, which at present makes a positive contribution to the character of the area. The dwelling is two-storey with a red facing brick and hipped roof.
3. The site is on the edge of the village framework with its eastern boundary backing onto the Green Belt. Mayfield Road contains a mixture of dwelling types both in size and design, all located off the narrow linear road layout. There is a parking area off Mayfield Road, which serves some of the dwellings upon the Girton Road. The entrance of the application site to the north of Mayfield road marks the end to the public highway and the start of a private driveway, which serves Nos. 12, 13, 14 and 15 Mayfield Road. Although No.11 has its own individual access point, it has been made clear from the information supplied that this property benefits from a right of way across the private driveway also.
4. The application, submitted on 12th March 2008, proposes the demolition of the existing dwelling on site and the erection of a replacement 2 and a half storey building. This building would be subdivided into 5 apartments, comprising of 3 two-bedroom units and 2 one-bedroom units. The property would have communal



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4th June Planning Committee

amenity space to the rear of the building with a parking area to the front along with cycle and bin storage. The existing hedgerow to the front of the site is to be replaced with a replacement tree specimen proposed in order to provide a more open turning area for the users of the site and those dwellings, located within the private road. (Nos. 12, 13, 14 and 15 Mayfield Road).

Planning History

5. Planning Application **S/0377/06/F** was approved for extensive two-storey side and rear extensions.
6. Planning Application **S/1246/07/F** was refused for the demolition of the dwelling and the erection of 4 flats. This application was refused due to the disproportionate size and design of the built form within the context of the local area, lack of provision for safe and secure cycle storage, lack of provision of bin and recycling storage, windows within the side elevations would overlook the adjacent properties thus resulting in a loss of neighbour amenity, failure to provide satisfactory detail outlining which landscaping is to be retained and removed, as well as any detail of any proposed replacement hard or soft landscaping and lack of pedestrian and vehicle visibility splays with potential impact upon highway safety and the existing hedgerow to the site's frontage, all contrary to Policies DP/2 and DP/3 of the adopted Local Development Framework 2007.
7. Planning Application **S/1753/07/F** was refused for the demolition of the dwelling and the erection of 4 flats. This application was refused due to the disproportionate size and design of the built form within the context of the local area, insufficient information of existing and proposed landscaping and of proposed car parking, manoeuvring and visibility splays. The proposal also failed to provide any provision of affordable housing.

Planning Policy

South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007 and Development Control Policies adopted July 2007:

8. **Policy ST/6 "Group Villages"** acknowledges that Group villages such as Girton are generally less sustainable locations for new development than Rural Centres and Minor Rural Centres, having fewer services and facilities allowing only some of the basic day-to-day requirements of their residents to be met without the need to travel outside the village. All Group Villages have at least a primary school and limited development will help maintain remaining services and facilities and provide for affordable housing to meet local needs. Residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings will be permitted within the village frameworks of Group Villages.
9. **Policy DP/1 "Sustainable Development"** only permits development where it is demonstrated that it is consistent with the principles of sustainable development. The policy lists the main considerations in assessing whether development meets this requirement.
10. **Policy 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.

11. **Policy 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.
12. **Policy 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.
13. **Policy DP/7 “Development Frameworks”** permits development within village frameworks provided that retention of the site in its present state does not form an essential part of the local character; it would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours; there is the necessary infrastructure capacity to support the development; and it would not result in the loss of local employment, or a local service or facility.
14. **Policy HG/1 “Housing Density”** is set at a minimum of 30dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40dph will be sought in the most sustainable locations.
15. **Policy HG/2 “Housing Mix”** sets a mix of market properties 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 up to 10 dwellings.
16. **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.
17. **Policy NE/6 “Biodiversity”** Aims to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitats and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation.
18. **Policy SF/10 “Outdoor Play Space, Informal Open Space and New Development”** requires that all new residential development contribute towards outdoor space. The policy states the specific requirements, including that for small developments (less than ten units) it is expected that only informal open space be provided within the site. Contributions to off-site provision and maintenance of other types of open space will be expected in addition to this.
19. **Policy SF/11 “Open Space Standards”** sets out minimum space requirements as follows: 2.8ha per 1000 people comprising 1) 1.6ha per 1000 people outdoor sport; 2) 0.8ha per 1000 people children’s play space; and 3) 0.4ha per 1000 people informal open space.

20. **Policy NE/1 “Energy Efficiency”** requires development to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings. Developers are encouraged to reduce the amount of CO₂m³ / year emitted by 10%.
21. **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.
22. **Policy TR/1 “Planning for More Sustainable Travel”** states that planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s). Opportunities to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures will be taken into consideration.
23. **Policy “TR/2 Car and Cycle Parking Standards”** identifies maximum parking standards to reduce over-reliance of the car and to promote more sustainable forms of transport. Cycle parking should be provided in accordance with minimum standards

The Cambridgeshire and Peterborough Structure Plan 2003:

24. **Policy P1/3 “Sustainable Design”** of the County Structure Plan requires a high standard of design and sustainability for all new development and which provides a sense of place, which responds to the local character of the built environment. This policy is supported by policy DP/2 of the Local Development Framework, adopted 2007.

Consultation

25. **Girton Parish Council** – Recommends Refusal on the following grounds:
 - a) As well as the need for social housing in a development of this size, this development would require substantial S106 monies to improve the road surface and drainage of Mayfield Road. Even given the improvement the Council believes that Mayfield Road is too narrow to sustain the increased traffic the development would generate.
 - b) The application documents contain misleading information (e.g. the nature of the community, the implied use of the property of No.12 and 101 Cambridge Road). Neighbours have clearly not agreed to the “improvement for all” slogan.
 - c) The sustainability of the development appears inadequate: The Design & Access Statement suggests that even the inadequate solar cells illustrated are only a pious hope for the future.
 - d) The car parking allowance on the property is inadequate and the Council endorses the comments of Mr & Mrs Thomas on the failure of the plans to conform to LDF policies.

26. **Highway Authority** – A condition survey of the adopted highway will be required to be undertaken before work commences to ensure that any damage caused will be the responsibility of the developer. No unbound material shall be used in the surface finish of the driveway within 6m of the highway boundary.
27. The Highway Authority has raised no objections to the proposal, although it has requested that a site plan be provided showing the parking spaces, turning areas and pedestrian visibility splays with dimensions. In addition to this it is requested that the access width be 5m wide and that a scheme for the discharge of surface water drainage be submitted before work commences.
28. **Urban Design Officer** recommends approval. “The proposed scheme is well designed and greatly enhances the street scene without deterring from its existing character. However, issues with the access to the property and the number of proposed units needs to be resolved satisfactory”. (These comments were made prior to the additional information in relation to the right of way over the private road).
29. **Landscape Design Officer** – No objection but further details would be required to clarify tree protection, as well as planting and pit installation including hard standing. The stock size of tree needs re-considering, as does the proposed species.
30. **Trees & Landscaping Officer** – The choice of the central tree (Robinia Pseudoacacia) is not suitable in my opinion due to its failure pattern, poor attached limbs, tight forks and potential for trunk decay. For the longevity of the sites landscaping I would like to see a cut leaf Beech or Oriental Plane. Furthermore, clarification of the use of a steel collar is required; if this refers to a “Victorian” style tree protection I would not feel this satisfactory. Any tree planted in this location is going to need protection through its life span from stem damage. I would suggest that bollards are set around the tree.
31. No objection in principle, but further details would be required in relation to tree protection, details of planting pit, installation of hard standing and on and possible off site landscaping to mitigate the loss of the existing hedge.
32. **Housing Strategy Officer** – As far as we are concerned, the viability information provided by Savills, in respect of the above, has sufficiently proved that the provision of affordable housing would result in a very low profit margin for the developer, rendering it unviable. We would assume that if the insistence of an on site contribution is made as part of this development, it will not go ahead. Pocock and Shaw (P&S) has assessed the appraisal on behalf of the Council and has suggested a commuted sum of £50,000.00, which we consider reasonable, but P&S has stated that this is likely to affect the profitability of the scheme and again may not go ahead as a result. The final sum of this contribution is currently being negotiated and an update will be provided at the Planning Committee meeting.
33. **Pocock & Shaw** – “I am inclined to agree that there is no satisfactory way of incorporating any social housing within this scheme. The acceptance of a commuted sum may well be the only way forward but a large enough sum to provide off site provision is out of the question. Therefore I suggest that a figure of £50,000 is as much as could be asked if the development is to remain viable and, even then, the developer’s profit would be less than might be expected”.

34. **Corporate Manager (Health and Environmental Services)** - recommends that the following conditions be applied to any consent granted:

- (a) During the period of construction no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays) unless otherwise previously agreed in writing with the local Planning Authority in accordance with any agreed noise restrictions.
- (b) During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation. (This is properly a matter for an informative).
- (c) Before the existing property is demolished, a Demolition Notice will be required from the Environmental Health Department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area. (This is properly a matter for an informative).

Representations

35. Residents of 12 properties in Cambridge Road and Mayfield Road object for the following reasons, which are summarised:

- a) The dwelling needs demolishing, but should be replaced by further housing;
- b) The proposed design is too modern and not in keeping with the rest of Mayfield Road;
- c) The existing road is too narrow to accommodate five apartments;
- d) The proposal, by virtue of its mass and height, would be out of keeping with the character of the area;
- e) The loss of the existing hedge would have an adverse impact on the visual scene and environment;
- f) Several letters question the agents consultation process as they have had no say in the proposal;
- g) The principal reasons for refusal under reference S/1246/07/F still apply in all essential respects;
- h) The proposed car parking is inadequate and would result in cars spilling out onto Mayfield Road;
- i) 5 apartments would lead to the intensification of the traffic in Mayfield Road, which could result in highway dangers, due to its narrow form and lack of pedestrian footpath;
- j) Disagreement with the Design & Access Statements content in relation to the need for improvement and lack of sense of community;

- k) Questions are raised over the proposal providing the opportunity to minimise travel with the village having a poor resource of services and public transport;
 - l) There are discrepancies between the D&A and the application forms;
 - m) The proposal would not improve the “Public Realm”;
 - n) High level fenestration will impinge upon neighbouring amenity;
 - o) The perspective drawings are misleading;
 - p) The proposed external materials would be out of character with other homes in the area;
 - q) The proposal would not provide a turning space for other users of Mayfield Road as the land is private and only those with a right of way may use it;
 - r) The existing turning facilities within Mayfield Road are inadequate for large vehicles;
 - s) The proposed access to the site is inadequate in terms of providing a safe exit onto the road, especially considering that the proposal would accommodate 7 cars;
 - t) The development would set a precedent for potential re-development of flats in village locations throughout the District;
 - u) The addition of an extra flat (5 Units) makes the current proposal more detrimental to that which was previously refused (4 Units);
 - v) The proposal would result in additional noise to this quiet area;
 - w) The proposed landscaping would not improve the existing amenity.
36. Subsequent letters have been received in relation the amendments to this application, all of which endorse their initial comments stating that they do not believe that their concerns have been addressed.
37. Further to the above comments the local member for Girton, Cllr Bygott, has requested that this application be brought before the Planning Committee for determination on the following grounds based on the criteria set out in Policies DP/2 and DP/3 of the LDF 2007;
- a) Safety of vehicular access from Mayfield Road;
 - b) Whether the development is out of character with the pattern of development within the vicinity;
 - c) Residential Amenity.

Planning Comments – Key Issues

Housing

38. The application site area is approximately 0.11 of a hectare and therefore the proposal for 5 apartments would consist of a housing density of 46 dwellings per

hectare, which would satisfy the requirements of Policy HG/1 "Housing Density". This policy seeks that residential development will make the best use of land by achieving average net densities of at least 30-40 dwellings per hectare. As Girton is a "Group Village" it is recognised that it is a less sustainable location than other larger villages. However, considering that schemes of up to 8 dwellings are permitted within Group Villages, it is considered that this proposal provides a good use of land for a plot this size.

39. The proposal would provide a mix of units with three 2-bedroom and two 1-bedroom self-contained flats. Although the scheme would not provide any 3 or more bedroom units, it is considered that, as Policy HG/2 "Housing Mix" makes specific reference to an identifiable need both nationally and within the District for smaller housing such as 2 bedroom properties, the proposal would provide an adequate mix of housing type in accordance with this policy.
40. The applicant has put forward information in the form of a financial viability statement, which states that the proposal would not be viable if a 40% allocation of affordable housing was provided on site. This information was outsourced to a consultant "Pocock & Shaw" on behalf of the Local Authority who has concluded that a financial contribution would be viable given the nature of the financial assessment submitted. This sum is currently being negotiated between the Council's Housing Services Officer and the developer. Paragraph 4.14. supporting Policy HG/3 "Affordable Housing" states that within individual smaller developments where individual units of affordable housing cannot reasonably be provided on the development site itself, it may be appropriate for a financial contribution towards off-site provision to be secured through Section 106 agreements. This approach is also applicable to small sites where there may be difficulties over delivery or management of small numbers of affordable houses.

Transport & Sustainability

41. The proposal would provide off street parking for 7 vehicles along with the provision for 8 cycles, details of which are to be controlled by condition. Policy TR/2 "Car & Cycle Parking Standards" states that for residential development the "maximum" standard is for 1.5 space per dwelling. At this maximum standard the site should provide 7.5 spaces. However, this site is located within the heart of the village, with a bus stop located at the bottom of Mayfield Road with the junction to Girton Road. In light of the scale of the development and the nearby services for public transport it is deemed that the provision of 7 spaces is acceptable within this location as it accords with Policy TR/1 "Planning for More Sustainable Travel" which states that 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 mode. In line with this policy the Council is minded to minimise the amount of car parking provision in new developments by restricting car parking to the maximum levels.
42. The Highway Authority has raised no objections to the proposal and has made no reference to the intensification of use of the access on to Mayfield Road. It has, however, requested further information from the developer in relation to the dimensions of the parking and turning areas along with the provision of a 5m wide access point and 2m x 2m pedestrian visibility splays. The existing access is narrow with its visibility hindered by the existing hedgerow and surrounding landscaping. The proposal provides an open access mouth of approximately 5.5m, which spans across the existing access to the site and the entrance to the private driveway leading to Nos.12, 13, 14 and 15 Mayfield Road. The amended plans submitted are scaled and

it is clear that the spaces meet the minimum dimensions of 2.4m x 4.8m for a car parking space. The detail of the hard standing and discharge of surface water will be agreed by condition. It is my opinion that the proposed parking layout provides enhanced visibility and turning for vehicles entering and exiting the private road to the north of Mayfield Road.

Street Scene & Public Realm

43. The property has been designed as a replacement to the existing building and does not sit excessively forward of the previous building line. Given the location of the building envelope and the extensive trees and landscaping to the frontages of other properties within Mayfield Road, the building itself, would not be prominent within the street scene and in my opinion would not appear visually intrusive to the visual amenity of the local area. Whilst it is acknowledged that the proposal is of a modern contemporary design, the building would respond positively to the surrounding context with it being sympathetic in scale and built form. Although the layout of the building would be significantly larger than the existing dwelling it would be sympathetic in its impact to the adjacent dwellings by virtue of its lowest points being sited along the common boundaries. The opening up of the front aspect will allow for enhanced visibility for road users as well as a more public use of space.
44. Mayfield Road contains a vast mixture of housing and size with no one common period or type of dwelling. The proposal aims to provide the re-use of a redundant Brownfield site at a suitable density for an energy efficient contemporary form of housing. Whilst the development contains apartments or flats, it has been designed within a two-storey aspect in line with the heights of other buildings within the vicinity. The footprint of the building would not be significantly larger than the extended dwelling "No.12" to the north of the site. The loss of the hedgerow to the front of the site will enhance the vehicular movement for the site and to the private access road, whilst allowing for mitigation through a replacement tree of a more suitable species and protection in line with the comments from the Tree Officer. The landscaping scheme will be agreed by condition; however, there is an existing tree to the north west of the site as well as the prominent hedgerow to the southern boundary of No.12. These features will be opened up to the street scene, which will greatly contribute to the street scene. There is also further planting proposed around the bin store and to the front of the property. The existing hedgerow and tree to No.10 Mayfield Road also provide adequate screening from the approach road.
45. In accordance with Policy SF/10 "Provision of Public Open Space" the applicant has agreed to make a financial contribution for an off site contribution to the sum of £7,835,64, as there can be no provision of public open space within the application site.

Neighbouring Amenity

46. The proposal would contain no fenestration within its first floor side elevations and the windows within the roof space are above recognised head height of 1.8m. Therefore the proposal would not result in overlooking to the neighbouring properties. The interlocking roof of the building ensures that the lowest parts of the building are situated upon the flank boundaries to minimise the impact upon neighbouring amenity. These side elevations would be no higher than the eaves height of the adjacent properties. The properties opposite the application site at Nos.13, 14, and 15 Mayfield Road are separated from the site by the private road leading to No.12 as well as by their own parking areas and front gardens. These properties are set back approximately 8m from the proposed parking area. Given the position of the access

road I am of the opinion that the intensification of the site of 5 units would not result in a significant adverse impact upon the amenities that the owners of these properties currently enjoy.

Recommendation

47. Approve as amended by Plan No.2389/002 A stamped 06/05/08; (Subject to a Section 106 Legal Agreement securing a financial contribution for affordable housing)

Conditions

1. Standard Condition A – Reason - A
2. No development shall commence until details of the following have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details:
 - a) The materials to be used for the external walls and roof.
(Reason - To ensure that the development is not incongruous.)
 - b) Surface water drainage.
(Reason - To ensure satisfactory drainage of the site.)
 - c) Refuse storage accommodation.
(Reason - To ensure refuse storage is adequately provided on site without causing visual harm to the area.)
 - d) Materials to be used for hard surfaced areas within the site including the driveway and car parking area.
(Reason - To ensure that the development enhances the character of the area and to protect tree planting on the frontage.)
3. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. (Reason - To enhance the quality of the development and to assimilate it within the area.)
4. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any part of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. (Reason - To enhance the quality of the development and to assimilate it within the area.)
5. Details of the treatment of the site boundaries shall be submitted to and approved in writing by the Local Planning Authority and the work completed in accordance with the approved details before any part of the building is occupied or the development is completed, whichever is the sooner. (Reason - To ensure that the appearance of the site does not detract from the character of the area.)

6. No development shall commence until details of the following in regard to the proposed tree on the front west boundary of the site have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details:
 - a) Details of proposed tree species and type;
 - b) Details and location of protective bollards around tree;
 - c) Details of planting pit and installation of tree;
 - d) Details of surface materials around base of tree.
(Reason – To ensure that a suitable sustainable tree specimen is provided, installed and protected to safeguard the character of the area)
7. No development shall begin until details of a scheme for the provision of recreational infrastructure to meet the needs of the development in accordance with Policy SF/10 of the Local Development Framework Development Control Policies 2007 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details. (Reason - To ensure the development contributes towards public open space, in accordance with Policies SF/10 and SF/11 of the South Cambridgeshire Local Development Framework 2007.)
8. No development shall take place until a scheme of ecological enhancement outlining the provision of bird and bat boxes has been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details. (Reason – To ensure ecological enhancement of the site in accordance with Policy NE/6 of the adopted Local Development Framework 2007.)
9. During the period of construction no power operated machinery shall be operated on the premises before 08.00 am on weekdays and 08.00 am on Saturdays nor after 18.00 pm on weekdays and 13.00pm on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents.)
10. No development shall begin until details of a scheme for the provision of affordable housing infrastructure to meet the needs of the development in accordance with Policy HG/3 of the Local Development Framework Development Control Policies 2007 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details. (Reason - To ensure the development contributes towards affordable housing within the District, in accordance with Policy HG/3 of the South Cambridgeshire Local Development Framework 2007)

Informatives

1. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

2. Before the existing property is demolished, a Demolition Notice will be required from the Environmental Health Department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area.

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007) and Development Control Policies (adopted July 2007).
- Cambridgeshire and Peterborough Structure Plan 2003.
- Planning application files ref: S/0468/08/F, S/0377/06/F, S/1246/07/F and S/1253/07/F.

Contact Officer: Mike Jones – Senior Planning Assistant
Telephone: (01954) 713253