

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee 3<sup>rd</sup> February 2010  
**AUTHOR/S:** Executive Director (Operational Services)/  
Corporate Manager (Planning and Sustainable Communities)

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**S/1397/09/O – Caldecote**  
**Outline Application for 97 Dwellings including Access and Layout at Land to the East of 18-28 Highfields Road for Banner Homes**

**Recommendation: Delegated power to approve or refuse scheme subject to housing mix and planning contributions being adequately addressed before the date of determination.**

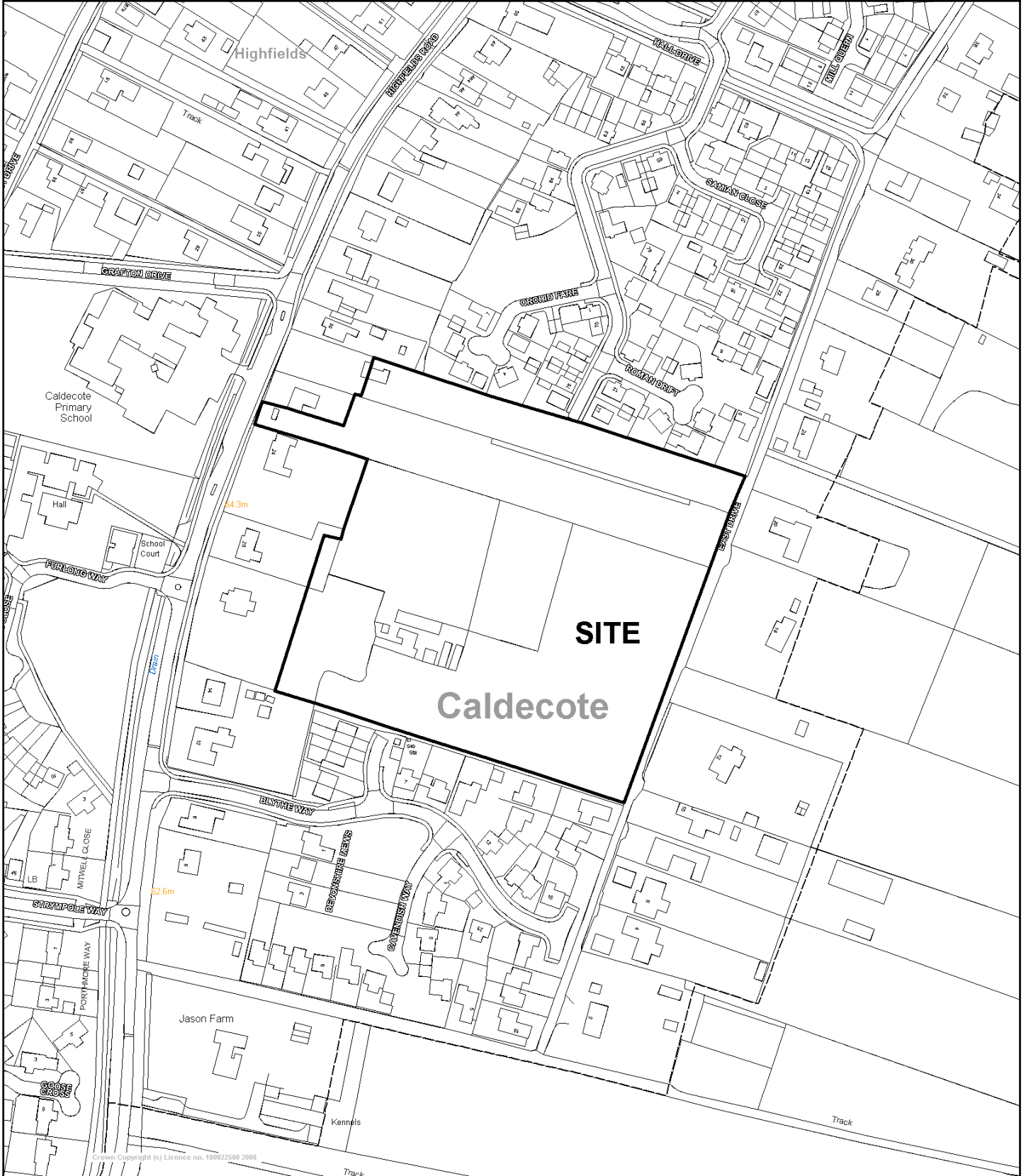
**Date for determination: 18<sup>th</sup> February 2010**  
**(Major Application)**

**Notes:**

**This Application has been reported to the Planning Committee for determination because the officer recommendation is contrary to the comments of the Parish Council.**

**Site Description**

1. This 2.9-hectare site is located in the centre of Caldecote to the east of Highfields Road on predominately undeveloped land. The site is bounded on all sides by existing residential development. To the North and South is development that was approved under the allocation site 'Caldecote 1' in the Local Plan 2004. To the East are loosely developed plots with relatively larger garden curtilages. The properties along the eastern boundary predominately face towards the application site and are accessed via East Drive. There is a substantial mature tree boundary that runs along the eastern edge of the site. To the west are residential properties that face towards Highfields Road, their rear gardens backing onto the proposed development site. The site is separated from the neighbouring residential developments by close-boarded fence and mature hedgerows.
2. The outline application, received 25<sup>th</sup> September 2009, proposes the erection of 97 dwellings and associated access. The matters to be considered are layout and access only leaving appearance, landscaping and scale to be considered as reserved matters.
3. The land is currently accessed from Highfields Road and the existing outbuildings that are located in the southwest corner of the site are proposed to be demolished. The proposed access to the site from the south via Blythe Way with pedestrian links from Highfields Road. An 'emergency only' access is also proposed from Highfields Road. The development also shows the siting for one Local Equipped Area of Play (LEAP).
4. The original application proposes 97 dwellings. 57 of which are market dwellings and 40 affordable units. The market mix comprises 45 x 4 bed units, 10 x 3 bed units, and 2 x 2 bed units. The affordable mix comprises 1 x 4 bed unit, 21 x 3 bed units and 18 x 1 bed units. A revised market mix now comprises 11 x 2 bed, 1 x 3 bed and 45 x 4 bed.



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Scale 1/2500 Date 20/1/2010

Centre = 535227 E 258424 N

February 2010 Planning Committee

5. Accompanying the outline application is the following:
- (a) Design and Access Statement
  - (b) Affordable Housing Statement
  - (c) Renewable Energy Statement
  - (d) Water Conservation Strategy
  - (e) Foul Drainage and Utilities Report
  - (f) Waste Design Code Tool Kit
  - (g) Transportation Assessment and Green Travel Plan
  - (h) Heads of Term for S106 Agreement
  - (i) Flood Risk Assessment
  - (j) Sustainability Statement and Health Impact Assessment
  - (k) Ecological Appraisal and Update
  - (l) Phase 1 Land Contamination Assessment
  - (m) Arboricultural Implications

### **Policy Background**

6. This site has been allocated for housing development since its designation as a Rural Growth Settlement in the 1989 Cambridgeshire Structure Plan. The South Cambridgeshire Local Plan 1993 designated this area (and neighbouring sites approx 11.8ha) for residential development under Caldecote 1. In 1993 a Development Brief for Caldecote/Highfields was adopted as supplementary planning guidance. However, this allocation was not carried over into the newly adopted 2007 Local Development Framework, though it is saved until the Site Specific Policies Development Plan Document is adopted, proposed January 2010.

### **Planning History**

7. For the purpose of this application I will refer only to the history of the site after its allocation in the Local Plan 2004 under 'Caldecote 1' as it is apparent this site has been intended for residential development for some time.
8. **S/0360/07/F** – Erection of 25 Dwellings – Withdrawn.
9. **S/1242/07/F** – Erection of 25 dwellings and construction of new access – Refused and later dismissed at appeal. It was considered by the Inspector that the development proposed a piecemeal, unsatisfactory form of development that would materially detract from the character and appearance of the surrounding area.
10. The above applications considered only 0.84ha of the current application site for development.

### **Planning Policy**

11. **PPS1** (Delivering Sustainable Development)
12. **PPS3** (Housing)
13. **PPS 7** (Sustainable Development in Rural Areas)
14. **Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

15. **Circular 02/99 - Environmental Impact Assessments:** provides guidance on the Town and Country Planning (Environmental Impact Assessment (England and Wales) Regulations 1999 for Local Planning Authorities.
16. **Circular 05/2005 - Planning Obligations:** Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respect.

**South Cambridgeshire Core Strategy 2007:**

17. **ST/6** Group Villages includes Highfields Caldecote. Development or re-development up to a maximum scheme size of 8 dwellings is allowed within village frameworks with a maximum of up to 15 dwellings where this would make best use of a Brownfield site.

**South Cambridgeshire Development Control Policies 2007:**

18. **DP/1** Sustainable Development, **DP/2** Design of New Development, **DP/3** Development Criteria, **DP/4** Infrastructure and New Developments, **DP/7** Development Frameworks, **HG/1** Housing Density, **HG/2** Housing Mix, **HG/3** Affordable Housing, **SF/6** Public Art and New Development, **SF/10** Outdoor Play Space, Informal Open Space and New Development, **SF/11** Open Space Standards, **NE/1** Energy Efficiency, **NE/3** Renewable Energy, **NE/9** Water and Drainage, **NE/12** Water Conservation, **TR/1** Planning for More Sustainable Travel, **TR/2** Car and Cycle Parking Standards **TR/3** Mitigating Travel Impact, **TR/4** Non Motorised Modes
19. Adopted Supplementary Planning Documents (January 2009) provide details on how relevant Local Development Framework Policies will be implemented.

- (a) **Open Space in New Developments**
- (b) **Public Art**

20. **South Cambridgeshire Site Specific Policies Submission 2009**

**Consultations**

21. **Caldecote Parish Council** - Recommends Refusal for the following reasons:
  - (a) Insufficient places at primary, secondary, nursery and 6<sup>th</sup> Form schools in the area.
  - (b) The sum proposed in the section 106 is not sufficient to meet the need for primary school places.
  - (c) The 2 extra homes opposite the school entrance and not part of the current application should be accessed from this development as discussed at pre-application talks.
  - (d) There is insufficient public transport in the village (only 2 buses a day), resulting in high car use; this is ignored in the travel plan report.
  - (e) Access has not been provided for pedestrians to Clare Drive; adjacent properties will be cut off from each other.
  - (f) Poor road crossing provision on Highfields Road to the school, a central refuge is required.
  - (g) Despite assurances from Anglian water the foul water system is already overloaded with blockages and frequent discharge from the pumping station when heavy rain occurs, resulting on one recent occasion to tankers being deployed for 48 hours.

- (h) The entrance to Blythe Way is unsuitable – design safety concerns.
- (i) The junction between Blythe Way and Highfields Road is unsuitable for the extra traffic.
- (j) Increase in traffic past the school is likely to be a safety issue, the school has limited parking.

**If the application is approved:**

- (a) Agreement should be reached on Community payments via an agreed section 106 legal agreement **before permission is granted**, and to include contributions to the Primary school, Secondary School and pre-school. Contributions to village amenities as per new method of calculation
- (b) Contribution for POS maintenance and as the proposed POS sites is smaller than required an extra sum of money to be paid to offset this.
- (c) Wildlife, all development should make due consideration of problems associated with wildlife disturbance – survey required. The area also has rare orchids.
- (d) Archaeology survey required.
- (e) With such a large proportion of social homes the community will require assistance from a community development worker, something that has been lacking previously with the growth of the village.
- (f) Roads should have kerbs to prevent footpath parking
- (g) Efforts should be made to secure a pedestrian access from Clare Drive
- (h) Local equipped area for play (LEAP) to be provided, and defined so that cars cannot park on the paths or grassed areas. Check ROSPA for guidance on fencing and gates, planning would prefer open with mounds or planting. Dog fouling more likely with open access and less control to keep dogs out. Residents to be consulted on what is provided in the way of play equipment.
- (i) Storage and site compounds to be specified, parking to be controlled while construction is taking place.
- (j) No access for site traffic near the school, all traffic to be direct from Blythe Way to the A428, not the old village of Caldecote as the road system would not be suitable.

**Conditions should be applied on the following during construction:**

- (a) No work should be carried out before 8am and should finish by 6pm. (1pm Saturdays).
- (b) No work on Sundays or Bank holidays.
- (c) Any spoil removed should not be used to raise ground levels and create neighbouring flood problems.
- (d) Site traffic should be diverted away from existing roads if possible, roads if used should be kept free of mud and if necessary regularly swept. Wheel washing facilities should be used.
- (e) Parking and site compounds should be provided to ensure that disturbance to nearby properties is kept to a minimum.
- (f) Planting plans to be agreed before any construction is started to ensure existing planting is preserved if possible.

Caldecote Parish carried out a survey of its residents regarding future development. 42% of the village responded and the results are detailed below.

- a) 58% of the respondents wished for no further homes in the village.
- b) What kinds of housing do you think Caldecote needs?
  - (a) Homes for people with special needs 11
  - (b) Homes for single people 31

- (c) Housing associations 18
  - (d) Large family homes 34
  - (e) Local authority (rented) 18
  - (f) No further homes are needed 133
  - (g) No opinion 25
  - (h) Sheltered housing 28
  - (i) Small family homes 40
- c) What types of housing developments would be acceptable in Caldecote?
- (a) Carefully designed larger groups 19
  - (b) Conversion of redundant buildings or redevelopment of existing dwellings 93
  - (c) Expansion on the village's edge, within the planning envelope
  - (d) Object in principle to further housing developments in Caldecote 105
  - (e) No opinion 15
  - (f) Single dwellings in controlled locations 66
  - (g) Small groups of less than ten dwellings 57

With regard to the amended plans dated 20<sup>th</sup> November 2009 the Parish Council still recommend the scheme for refusal.

22. **Local Highway Authority** – following submission of amended plans, which were, changed solely to the address comments of the Local Highway Authority, it has the following comments:

The submitted plan showing the proposed road, footway and shared use area widths is acceptable to the highway. The proposed surface types though generic are also acceptable to the Highway Authority. The finished levels and definitive surface types will be subject to a section 38 agreement with the Highway Authority.

I appreciate that the Parish Council has requested that the footways be protected by full-face kerbs. Our standards will require a minimum kerb face of 115mm to the carriageway, except where there is a vehicular access or a pedestrian crossing point, where the kerbs will be 25mm and 6mm respectively. The kerb face to the shared use areas will be 25mm.

A condition requiring that two 2.0 x 2.0 metres visibility splays be provided and shown on the drawings. The splays are to be included within the curtilage of each new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access, as per the attached drawing. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

23. **New Communities - Principal Transport Officer** – has the following comments:

(a) **Trip Generation**

The developer has provided daily trip rates for the development, as requested. This has also been broken down by mode and peak hour. The tables below show the accepted estimated trip generation of the site. The assumed mode split of these development related trips has been derived using the TRICS database and the observed counts information.

	Am Peak (8-9am)		Pm Peak (5-6pm)		Daily Total
	Arrivals	Departures	Arrivals	Departures	2 way trips
Pedestrians	3	16	7	4	114
Cyclists	0	3	3	1	29
Public Transport	0	3	1	0	12
Vehicles	14	37	32	18	416

**(b) Traffic impact and traffic modelling**

Further information has now been supplied, demonstrating the impact of the development on the local road network. The Highfields Road/Blythe Road junction has been modelled during the peak hours using the PICADY modelling package. The results of this modelling demonstrate that there should be a minimal impact on the operation of this junction and it should continue to operate within its capacity once the development has been added.

The A428/St Neots Road junction has also been modelled, using the ARCADY modelling package. The results of this modelling shows that the additional traffic generated by the development should be able to be accommodated by the existing road network whilst remaining to operate within capacity.

**(c) Car Parking**

The Transport Assessment now states that the parking for the dwellings is provided either on plot or in conveniently located parking courts in accordance with the Council's standards. They are proposing to provide 117 spaces for the 97 dwellings, which is within South Cambridgeshire district Council's guidelines. The cycle parking must also be provided to South Cambs standards.

**(d) Public Transport**

Since our previous correspondence we have discussed the lack of accessibility by public transport with the developers transport consultant and have agreed a package of mitigation measures that will improve the access of this site by public transport. The developers have agreed to contribute £140,000 towards improving public transport in Caldecote. This also includes a contribution to upgrade the existing bus stop on the A428 to real time standards. Further information on what the contribution is likely to be spent on has already been sent to the case officer at South Cambridgeshire District Council. This contribution should be secured through a S106 legal agreement should this planning application be granted permission.

**(e) Residential Travel Plan**

An outline draft of a Green Travel Plan has been provided as part of the Transport Assessment. This development is of a size where a residential travel plan is required. We welcome the proposals to provide a welcome pack to all new homeowners including information on ways to travel by more sustainable modes and the discount that can be used to purchase a bike and safety equipment. The contribution towards improved public transport accessibility will also form a good basis for the residential travel plan. The initial residential travel plan and measures should be agreed with the Council prior to development.

**(f) Mitigation Measures and S106 Contributions**

In order to make this development more sustainable the developer should contribute £140,000 towards public transport service improvements for Caldecote. Real-time facilities should also be installed at the bus stop on the A428 along with secure covered cycle parking near the bus stop on the A428. A plan detailing the proposed location of this has been sent to Highways and Access for agreement.

In conclusion, further information has been supplied to enable a more detailed assessment to be made of the impact of these development proposals and New Communities is now in a position to lift the holding objection. The items detailed in the mitigation measures and S106 contributions section should be secured should any planning permission be granted

24. **Urban Design Panel** - The key observations made were on the proposed layout is as follows: - We appreciate the proposed legibility and permeability of the development through well-connected pedestrian routes into the village core of Caldecote and across to existing residential schemes on either sides via Blythe Way and Clare Drive respectively.

Urban Design Team feels that there is a strong need for the dwellings to relate to those existing in Clare Drive to which a footpath access should be facilitated although it is known that this cannot be implemented at the present stage owing to the 'ransom strip'. We appreciate the developer's response to our approach in their revised layout where they have provided frontage of property and probability of future linkages onto Hall Drive. However, we are not pleased with the treatment of links to East Drive and would like a pedestrian route to be positive and welcoming with clear visual links to the rest of the development.

Urban Design Team has previously suggested that proposed blocks at the edge of the development need to line up with the existing units on Blythe Way and create a continuous effect of building frontage on this street. This has been amended to effect.

It is also felt that the two 'public amenity area' proposed at end of Hall Drive and that on pedestrian link to Highfields Road emphasises the importance of visual impact and creates quality environment for adjacent blocks.

In previous discussions the developers were asked to check overlooking/privacy issues together with the need for 21 m back-to-back distance between properties particularly plots 79, 80 and all properties backing onto the northern boundary of the site. The revised layout shows satisfactory improvements to our concern.

We appreciate the fact that all parking courts have been replaced by on-plot / off street parking in the revised layout.

The Urban design Team suggested that there was a possibility to improve on the parking arrangements for plots 1 & 2 and refine the street layout by staggering its alignment to reduce impact of surface car parking and also to break up the monotonous built form of proposed terraces whilst providing natural surveillance over the adjoining open space. This has been amended to satisfaction.

The hammerhead layout towards the eastern boundary was to be rearranged to reduce the cul-de-sac approach and generate a through vehicle route with increased connectivity across the site. This has been amended in the revised layout and the urban design team feels confident that it has been improvised on, by creating stronger 'build frontage' focus at the end of key vistas.

The terms of the scale, form and massing of the 2 storey and 2 ½ storey across the site is acceptable and has been designed in response to its surrounding location i.e. respecting long views across the north of the site. However, a detailed 3D massing model of the site will be required to understand how key vistas and street scenes have



been addressed with the slope across the site i.e. eye level perspectives of a proposed street with some eye level perspectives of the street scenes within the layout.

The developers were suggested that where side boundaries to properties were overlooked from the public highway or public areas, these should be demarcated in high quality brick walls and not fencing. This would enable planting either alongside or up the walls.

Bins and cycle storage should be visually permeable for security reasons and sufficient storage space should be designed in to the units.

A commitment for 10% renewable provided on site by solar panels on roofs, rainwater harvesting, orientation, sustainable drainage systems etc should be made evident through design layout.

25. **County Archaeological Unit** – Consider the site is in an area of high archaeological potential. It is requested that the site should be subject to a programme of archaeological investigation and recommend this work should be commissioned and undertaken at the expense of the developer. This programme of work can be secured through the inclusion of a negative condition in any planning consent.
26. **Cambridgeshire Police Architectural Liaison Officer** – In terms of the proposal, the layout is fine with most dwellings facing each other, parking and green spaces appear well overlooked, it's nice to see an application with no flats over garages (FOGs). In crime reduction terms, surveillance is good, permeability is not a problem. It would have been nice within the DAS [Design and Access Statement] to see some mention to crime reduction measures being taken into account albeit with the layout they quite clearly have been.  
  
There is some comment within DAS about a footpath being opened up into Clare Drive (yet to be resolved). Opening up this area opens up one other access point to and from the site; I have no concerns regarding this. I would like to see the developer attempt to achieve full Secured by Design for this scheme. In terms of the affordable homes this will be required. If the whole development were required to achieve Level 3 CFSH [Code for Sustainable Homes] then SbD [Secured by Design] would be required.
27. **Cambridgeshire Fire and Rescue Service** – Request that adequate provision is made for Fire Hydrants through legal agreement or condition.
28. **Environment Agency** - Has no objection and includes suitable conditions if minded for approval.
29. **Anglian Water** – The foul flows from the development can be accommodated within the foul sewerage network system that at present has adequate capacity, subject to agreed drainage strategy i.e. not to Highfields Road system. If the developer wished to connect to our sewerage network they should serve notice under S106 of the Water Industry Act 1991.

The applicant has indicated on their application that their method of surface water drainage is not to a public sewer. Therefore, this is outside our jurisdiction for comment and the Planning Authority will need to seek the views of the Environment Agency to gauge whether the solutions identified are acceptable from their perspective.

30. **Awarded Drains Manager** – I have checked the FRA and feel happy the surface water design for the development is fairly robust **and** I believe should not present problems.

Please be aware the design involves the use part of the two open space areas as temporary storage facilities for flood water during the high return period floods - i.e. from 30 to 100 year return. Up to the 30 year event, surface water is designed to remain within the piped system being offered for adoption by Anglian Water.

The standard surface water condition on any approval such that no development commences on site until suitable surface water design details have been agreed and approved by the Council's Drainage Manager.

31. **Cambridge Water Company** – A letter received 18<sup>th</sup> November 2009 from the Network Development Manager at Cambridge Water states that there is sufficient capacity to service a development consisting of 97 dwellings not yet received.
32. **Ecology Officer** – ‘Whilst I accept the findings of the ecological assessment (i.e. that the site has little in the way of intrinsic value expect for its boundary features), I am disappointed at the proposed layout as I do not feel that it tries to retain or enhance the sites features.

When I visited the site the hedge line across it had been lowered and partially removed. This feature could have been retained and further strengthened to provide a habitat linkage across the developed area. Due to the site's allocation for development I do not wish to object outright, however if there are any other concerns at the general layout or density then I feel that the application's current lack of consideration for biodiversity enhancement and retention of landscape features could be re-considered. Furthermore, no areas of retained natural grassland are proposed thus all of the site's current biodiversity value will change.

A scheme for nest box provision to be attached should the application be approved’.

33. **Trees and Landscape Officer** - The trees on the back of the site are ‘on the boundary’ and I am of the opinion that the legal boundary no doubt would run through the trees. The structural integrity and longevity of the trees in relation to the proposed development of the site will be questionable; if pressure is place upon these trees for their removal then there must be replacements to retain for the future the rural treed aspect of the lane. The trees must be specimens that will reach a significant height e.g 15m minimum. If this is the outcome the foundations of any structure will have to be designed to accommodate the trees. No objection to the proposals.
34. **Landscape Officer** - This layout seems to address the issues that were raised earlier and I have no objections. I note that the two houses that would have faced on to Highfields Road have been omitted, although their garages may have been included. Planting details and the design of the LEAP and open space will follow in Reserve Matters
35. **S106 Officer** - Disappointed to see that a detailed heads of terms had not been submitted with the application. The applicant has; however, acknowledged that the Council will be seeking to apply policy to achieve planning obligations in respect of affordable housing, education, open space and any other reasonable payments in line with circular 05/2005.
36. **Housing Development and Enabling Manager** - This scheme provides for 40 affordable units, which is in line with policy HG/5 for the provision of affordable housing. I am aware that Banner Homes have sought input already from Granta Housing, who in turn has sought advice from me regarding the proposed affordable mix and tenure for the site. The affordable housing statement indicated proposed mix of units and I can

confirm that I am in support of the mix. I also agree that we need to be able to provide some flexibility over the tenure type for the affordable units given the uncertainty in the housing market at this time.

37. **Environmental Health Officer** – Raises no objection in principle and has recommended conditions and informatives to be included in the decision notice if recommended for approval. It is noted that officers state that the Health Impact Assessment is inadequate and further information is required.
38. **Scientific Officer (Contaminated Land)** – has no objections subject to the site being fully investigated for contaminated land prior to development.
39. **Strategic Sustainability Officer** – welcomes a relatively consistent and considered approach to tackling the LPA's climate change and sustainable energy related LDF policies – although it must be noted that there are several matters of concern. The following comments relate specifically to these areas of concern within the fields of climate change and sustainable energy:

(a) **Sustainability Statement**

Overall: the applicant should be encouraged to include attaining Code for Sustainable Homes Level 3 as a minimum for all the residential properties across the site.

Detailed application and delivery of the energy hierarchy (conservation, efficiency and renewables) should be specifically worked up and demonstrated in the final full/reserved matters application.

Installed electrical appliances should endeavour to be the *highest* energy efficiency available.

The statement that “subsoil conditions prohibit infiltration methods of surface water drainage” is questioned and it should be fully demonstrated/proven that a comprehensive or partial sustainable drainage system is incompatible with the site.

Whilst welcoming the commitment to achieve a minimum of 10% reduction in carbon emissions over the 2006 Building Regs (although this should be superseded by a 25% reduction in the new 2010 Building Regs) it is of vital importance that buildings are “designed and positioned to enhance the potential for the use of roof mounted Photo Voltaic cells and solar water heating panels” (as opposed to ‘*could*’ in the current text). The reference in the subsequent paragraph to balancing solar gain against the need for summer cooling is welcomed and will require very careful and considered design.

The homeowners’ guide should include advice and guidance on all the property’s sustainable energy features, high energy rating and assessment under the Code for Sustainable Homes. It would be a tremendous shame if the environmental sustainability qualities of the properties were inadequately put across by achieving anything less than Level 3.

Safe cycle links to the ‘wider community’ should include those to bus stops on the key bus routes within and beyond the district. The applicant may look to consider approaches to other prospective partners to secure cycle parking provision at any such identified bus stops.

(b) **Additional**

**Issues to consider that are likely to add value and increase sustainability credentials of the new development:**

- i) Include a broad range of more environmentally sustainable building specific options to demonstrate and display in the development's show home(s). Such options would include renewable energy technologies such as photovoltaic and solar thermal roof panels and more eco-friendly materials, surfaces, finishes and white goods. These 'options' would be available to prospective buyers to purchase 'off-plan' at a cost, which would make them attractive when compared to retrofitting.
- ii) All properties with appropriately orientated roof areas should be supplied with basic conduits, plumbing and wiring in place to readily facilitate the installation of photovoltaic and/or solar thermal roof panels at a later date (if not already included as part of the LPA's 10% onsite renewables policy or ordered as an 'off-plan' option by the original purchaser).

(c) **Renewable Energy Statement**

The LPA would expect to see the 10% on site renewable energy requirement expressed as a 10% saving in CO2 emissions from the total emissions from onsite energy use – as included within the regulatory standards and the current LPA protocol for Merton-style renewable energy supply.

The application should include detail on the predicted baseline energy consumption of the site (using indicative house types).

Even though there is a case for “detailed solutions for each phase of works” ...to... “be considered as the scheme progresses” the application should include an overall strategy to be submitted which covers what would currently be considered the most appropriate solution for renewable energy across the site. This is very important to ensure that the design implications of an optimal solution are included within the layout and masterplanning for the site. Although it is accepted that there is a possibility that the optimal technology solution may vary between application and build-out dates it seems unlikely (especially from the assessment provided with this outline application) that the changes will be very significant.

Should air source heat pumps (ASHPs) be included within the renewable energy solution for the site then extreme care should be taken to ensure the correct sizing and system layout. There remain significant industry concerns over the efficacy and efficiency of ASHPs as optimal delivery options, especially for new build. The authority will expect any subsequent more detailed submissions that include ASHPs to be very clear on these issues and to draw upon independent industry evidence to support such proposals.

40. **Environmental Services Manager** - As a waste minimisation measure SCDC has a waste collection policy of only emptying SCDC procured and authorised containers. SCDC will seek to require the developer to fund the procurement of relevant household waste and recycling containers (the relevant containers) by SCDC, during each phase of the development.

SCDC will seek to require the developer to be responsible for the delivery of relevant containers to each dwelling, ensuring that as soon as each dwelling is occupied it has

received delivery of the requisite number and type of relevant containers and provided SCDC with appropriate confirmation.

### **Representations**

41. An email received from Sustrans received 9<sup>th</sup> December notes that the bridleway is linked directly to another bridleway along the sites eastern boundary and that this could create a link for walking and cycling to the village of Coton (4 miles), west Cambridge (5 miles) and the centre of Cambridge (6 miles). It also considers it important that the developer should be required to pay for the laying of a high quality sealed surface along a large part of the length of this bridleway towards Coton, so as to make cycle commuting to Cambridge a realistic option direct from the eastern side of the development. The Council should require this as part of its implementation of national, District and County Access and Transport Policies.
42. There has been one letter of support received from the occupier of 18 Highfields Road who states the development is long overdue as the site has been allocated for residential development for more than 10 years, it is the result of long ongoing discussion between local and district authorities, it includes and promotes affordable housing and provides much needed housing for the Cambridgeshire area. Additionally the legal agreement can secure much needed infrastructure for the village and district.
43. There have been 52 letters of objection received summarised as follows:
  - (a) Only 1 access onto the site
  - (b) No school capacity
  - (c) The existing infrastructure is not capable of taking more dwellings
  - (d) Lack of amenities
  - (e) Unfair distribution of affordable housing (loss of value to existing properties)
  - (f) Traffic increase and implications on highway safety
  - (g) Biodiversity report inaccurate
  - (h) Cavendish Way residents not notified
  - (i) The emergency access is unacceptable
  - (j) Not enough green space
  - (k) Access road is too narrow
  - (l) Retention of trees and screening very important along East Drive
  - (m) Loss of light and outlook to some properties on the site – not enough information regarding house details
  - (n) Caldecote is not a commuter village and currently has very poor public transport services (only 2 services in the village, other services are located some distance from the development site on St Neots Road)
  - (o) It estimated that an additional 175 cars will occupy the site
  - (p) Completely out of character with existing density and design of existing units
  - (q) Monetary contribution for education is pointless as there is nowhere for the money to be spent as local schools have developed and increased in size to their capacity
  - (r) Monetary input is not a solution to the problems this development will cause
  - (s) Continued development in Caldecote will have an adverse impact on existing village and its occupiers.
  - (t) Consideration of the effect on the local digital infrastructure should be given high priority given that the existing service is limited and more properties will only exacerbate the problems. Important for those who regularly work from home.
  - (u) There is no market for housing in this area and no finances in the current economic climate to justify a development of this scale

- (v) Sure Start facilities soon start at the school will increase parking along Highfields Road further.
- (w) Highfields road does not get gritted in the winter
- (x) The roads to the south of the village are not capable of taking more traffic

#### Planning Comments – Key Issues

44. The key issues to consider in determining this application are the principle of development, layout, access and planning obligations.

#### ***Principle of Development***

45. Policy - Under policy ST/6 of the Core Strategy adopted 2007 this site is restricted to development of up to 15 dwellings. With this in mind, development of that proposed would not normally be supported. However, a site specific allocation of this site for residential development still remains.
46. The residue of the Caldecote allocation was not carried forward from the LP2004 into Site Specific Policies because during plan preparation as it was understood that the site was not going to be delivered, therefore it could not be relied upon to contribute towards the delivery of the dwellings required by the Core Strategy. The policy was saved until Site Specific Policy (SSP) adoption.
47. Subsequent to SSP submission, it became clear that the site was likely to come forward. The housing shortfall work for the SSP did acknowledge this and its potential contribution to supply during the plan period. This was captured in the consultation document as a pending planning application:

*'Caldecote 1 (saved housing allocation) - Land between Highfields Road and East Drive - approximately 90 dwellings. This a 'saved' housing allocation from the South Cambridgeshire Local Plan 2004, and currently forms part of the development plan. A planning application is anticipated in November (2008).'*

48. The site was allocated for residential development under the saved 'Caldecote 1' policy from the Local Plan 2004 and therefore the basic principle of developing this site for housing is considered acceptable.

#### ***Infrastructure***

49. From the consultations received it is apparent that there is no capacity in the existing local educational system at pre-school, primary or secondary levels to accommodate the development. A financial contribution has been requested by County Council for this shortfall and referred to in detail under the Planning Obligations heading of the report.
50. It is argued that there is not enough available public transport to accommodate 97 additional households and the Principal Transport Officer requested further information to help better assess the impact this development will have on the wider area, in addition to £140,000 financial contribution towards infrastructure.
51. The parking provision proposed is marginally above that required in the Local Development Framework Development Control Policies - equating to 1.8 spaces per dwelling.

### ***Density***

52. The development brief for Caldecote adopted 1993 sought a density of between 25-30 dwellings per hectare. This is relevant to the existing developed land to the north and south of the application site and the site itself that was then part of a much larger scheme. It is now a national requirement that 30 dwellings per hectare is a minimum level of development for residential schemes and the proposed 33 dwellings per hectare for this scheme would be within the prescribed limits and indeed towards the lower end of the limit. I consider the density proposed is suitable for this site.

### ***Housing Mix***

53. The scheme proposes 97 dwellings, 57 of which are market dwellings. The mix of affordable units complies with the housing need. The mix of market dwellings originally (as submitted) comprised 45 x 4 bed units, 10 x 3 bed units and 2 x 2 bed units. The developer has amended the scheme to adjust the mix to better meet the requirements of HG/2 by proposing 11 x 2 bed, 1 x 3 bed and 45 x 4 bed.
54. For developments of more than 10 dwellings Policy HG/2 requires the market mix to provide a range of accommodation including 1 and 2 bed dwellings with, as a starting point, the target requirements of at least 40% of homes with 1 or 2 bedrooms, approximately 25% with 3 bed and approximately 25% with 4 or more bedrooms. Policy HG2 further states that the requirement for an appropriate mix will be assessed 'having regard to economic viability, the local context of the site and the need to secure a balanced community'.
55. Even with the changes made to the market housing mix I am concerned that with only 11 x 2 bed, 1 x 3 bed units and the large majority proposed at 4 bed the proposed market mix is too heavily weighted in favour of large dwellings and at odds with the starting policy targets.
56. The developer is aware that supportive evidence is required in light of any variations to the HG/2 starting point and officers are informed that this will be submitted, along with an independent assessment, commissioned by SCDC, prior to the meeting. At present the application fails to assess economic viability, the local context of the site and the need to secure a balanced community and therefore fails to justify the proposed mix. Members will be updated at or before the meeting.

### ***Layout***

#### ***Permeability***

57. The scheme is designed to get the best out of the site by way of permeability as sustainably as possible, with existing neighbouring residents and the new occupiers in mind. The scheme has been discussed at length during pre-application to ensure the layout allowed for linkages to neighbouring development without creating potential 'rat runs'. The site promotes sustainable methods of transport such as walking and cycling by introducing shared pedestrian and cycle paths. It also allows these modes to manoeuvre throughout the site via links within the development. The vehicular access through Blythe Way only was to discourage traffic using the site as a 'through-road' and to promote more sustainable modes of transport when travelling around the village. Initially, and in previous applications, access was straight onto Highfields Road and not supported by the Parish Council due to the safety of the users of the school that is directly opposite. The amended drawing (20 November 2009) shows the inclusion of Blythe Way as part of the application site and is already currently owned by the applicant.

58. Vehicular links are restricted in the layout whilst pedestrian links allow for complete pedestrian/cycle permeability within the site, Blythe Way and Highfields Road
59. There is a question mark over the linkage potential from Clare Drive onto the development site as this land is currently owned by a third party. The scheme has been designed in such a way that should the issue be resolved in the future the layout could include the residents of Clare Drive by allowing vistas of the proposed open space and the potential for a pedestrian link. If this does not evolve, the development context has tried to compliment that of the neighbouring properties in Clare Drive by following the development pattern and allowing more open views through Clare Drive when approaching the site from the north. Original drawings saw this vista closed. The Parish Council would like to see the pedestrian link open as part of this scheme, however, with the land issue being a civil matter the developer can only accommodate for its future use in the best way possible, whilst not compromising the development of the site. Whilst it is agreed this will enhance the schemes permeability it would not warrant a reason for refusal.
60. The emergency/ pedestrian/cycle link is in place for exactly those uses and is supported by the Parish Council for these purposes only. It allows quick access to the site for those who truly need it and provides a safe route from the site to the heart of the village.
61. Preliminary discussions with the Parish Council and local residents have always suggested that a link onto East Drive is not supported. Whilst this would achieve even greater permeability through the site, and the Councils Urban Design team is in support of additional links, the applicant does not include any links through the site onto East Drive and does not intend to do so. Footpaths shown on the layout drawing are for the access to the properties within the application site only. It is understood that the driveway is privately owned and maintained, the owners of which would not allow for access to be permitted.

### ***Road Layout***

62. The road layout has been designed to create linkages and not vehicular loops or 'rat runs'. The majority of the footpaths and roads are to be adopted by the LHA allowing for a mixture of surfaces that will need to meet highway specifications. The vehicular to pedestrian links help to promote walking through the site, as it is far easier to park and take short cuts through the site than it is to drive around. This in turn creates natural surveillance. Whilst there is objection to having only one vehicular access to the site, it is reasonable to say that there are no other means of vehicular access that are supported, given the objections to access onto Highfields Road and East Drive. Vehicular access from Clare Drive would ultimately create a through road that officers, urban designers and the applicant have been trying to avoid. The LHA has not raised any highway safety concerns regarding the access onto the site or the intensification of use of the junction from Highfields Road onto Blythe Way.
63. The revised plan changes, amended 20 November 2009, took on board comments from the Local Highway Authority aiming to address various discrepancies with dimensions and use of surfaces. The LHA is now supportive of the proposed layout

### ***Building layout***

64. The building layout has been thought out just as comprehensively as the road layout. In every vista into the site, focal points and positive fascias have been encouraged.



This is apparent in the building layout where frontages look over shared spaces or public footpaths. This is also evident for the properties that overlook the LEAP and green spaces within the site. Private gardens back onto each other from adequate distances to allow for natural surveillance rather than promoting overlooking.

65. The LEAP has been located in such as away so that it can be viewed from the north, east, south and west; providing a visual degree of open space from various different viewpoints when entering the site. This is also apparent between plots 10 and 12 close to Clare Drive; the layout here is designed so as not to have the back of a new dwelling facing into Clare Drive. If civil matters regarding the aforementioned ransom strip do not amount to any change, there are still open views from Clare Drive into the development site.
66. Space is provided around each plot for private amenity, bin and cycle storage. Each space is adequate to provide for additional planting by future owners.
67. The affordable units in the layout have been pepper potted throughout the site. Objectors state it is unfair to have affordable units located close to already existing market units on neighbouring sites as this will decrease property value, however, in order to ensure sustainable communities, affordable housing must be distributed through the development in small groups or clusters, in line with the requirements of Policy HG/3 of the LDFDCP 2007.
68. Off road parking is provided for all units using both garaging and off road parking bays. Some of the distances between properties are short. Pre-application discussions sought a 21m back-to-back distance between elevations. Some of these fall marginally short of this requirement, particularly plots 16 and 17 along the northern boundary. In light of the application being outline finer details regarding potential overlooking can be addressed at the reserved matters stage.
69. A preliminary scheme included two properties in the most northern corner of the site, fronting Highfields Road and shown dotted on the layout plan. The Parish Council asked that these units be accessed from the within the site rather than onto Highfields Road. It was agreed by the developers that this was possible. This scheme, however, does not include these units although the garaging and off road parking provision is still in place on the proposed building layout. On further discussion with the agent it was confirmed that although parking is in place for the two units they are not part of this application and the plot in which they are dotted may come forward in the future.
70. The build layout has been improved since the involvement of the Councils Urban Design Team, however, there is still room for improvement particularly where side boundaries to properties face roads or public areas. It is suggested the boundary treatment should be demarcated in high quality brick walls and not fencing allowing planting alongside or up the walls. These matters can be considered in more detail at Reserved Matters stage and/or through any conditions of an Outline Permission.

### ***Landscaping***

71. Detailed landscaping for this scheme is not being considered at outline stage; however, indicative planting is marked on the layout drawing showing trees to help separate building plots and to improve privacy. There is more than adequate space on individual sites to allow for planting and in the green spaces provided. A tree survey for the site includes information on the existing trees on site and an indication of possible retention.

72. There is a question mark over the trees on the eastern boundary. Evidence of the accurate boundary details has been requested for clarification.

### ***Highway Safety/Access***

73. Following discussions between the developer and the Principal Transport officer all previous areas of concern have been addressed in the revised Transportation Assessment and Green Travel Plan.
74. As mentioned above access to Clare Drive from the development site is limited due to land ownership, however it is unlikely that this would be open to vehicular traffic in the future. The design of the layout has accommodated the potential for future pedestrian access only.
75. It has also been suggested by the Parish Council that a central refuge is located in Highfields Road to aid pedestrians crossing the road, particularly as the school is opposite the emergency/pedestrian/cycle link. This has not been confirmed by the LHA as being necessary.
76. With regard to the requests made by Parish Council regarding the use of kerbs to prevent footpath parking this has been discussed with the LHA and it is confirmed that as adoptable surfaces the roads will be subject to a section 38 agreement with the LHA.
77. At present, there is a bus service that runs through Caldecote, however, buses are not frequent and comprise one bus in the morning and one in the evening. This is supported by a regular bus service that is located on the A428, approximately 1.37km north of the application site. The financial contributions that have been requested from CCC are to improve this service and the bus stop on the A428. Contributions towards a shelter for the storage of bicycles is included as part of the wider scheme.

### ***Planning Obligations***

78. The developer has agreed to meet all of the requirements of the Councils on and off site contributions, the majority of which were discussed at length during pre-application discussions. Some figures may have changed since these discussions. Following the submission of the application the Draft Heads of Terms have been assessed by the Councils S106 Officer who has asked for a revised draft to take on board all requirements in line with advice from Circular 05/2005. In total all contributions equate to over £1 million.
79. Officers have been working hard to ensure that a S106 Agreement is in place and agreed to before development is approved. This has incurred additional administrative costs for the developer that will still need to be paid should the scheme be refused. The developer has agreed to this.

### ***Education***

80. It is confirmed by Cambridgeshire County Council that there is insufficient pre-school provision in the area and insufficient primary and secondary provision at Caldecote CP and Comberton Village College. CCC has required financial contributions towards pre-school, primary school and secondary schools totalling £527, 680.

### ***Affordable Housing***

81. Of the 97 dwellings proposed the scheme comprises the development of 40 affordable units. The mix comprises 1 x 4 bed unit, 21 x 3 bed units and 18 x 1 bed units. It has been agreed that this mix is reflective of the affordable housing need and is seen as acceptable in meeting the requirements of the affordable housing policy.
82. It is requested by Caldecote Parish Council that a Community development worker is required for the new social housing that is to be provided. On further discussion with the Community Development Worker for New Communities it has been requested that further information from the Parish with regard to its specific requirements is submitted. Members will be updated accordingly.

### ***Open Space***

83. The application proposes both an area for one Local Equipped Area of Play (LEAP) and other green spaces within the site edged red. The requirement for a scheme of this size equates to 3153m<sup>2</sup> of on site space. The scheme provides 1510m<sup>2</sup> and agrees to a commuted off site contribution, the sum of which equates to £179,390.35. It was agreed that the principle of this was acceptable at pre-application discussions due to the presence of significant open space facilities in the vicinity of the site. It is requested by the Parish Council that it is actively involved in the detailing of the LEAP. Open Space maintenance equates to £122,903.32

### ***Community Facilities***

84. It is calculated that a contribution to the value of £53,000 would be necessary to alleviate the additional pressure as a result of this development.

### ***Public Art***

85. In accordance with the adopted public art SPD the Council will be seeking to secure a public art scheme. The applicant is invited to consider the policy and propose a scheme in collaboration with the Councils Arts Development Officer.

### ***Highways***

86. It has been requested that the developer pay £140,000 towards Highway Infrastructure. With regard to the representation made by Sustrans this would be part of the CCC requirement should they consider it necessary.

### ***Waste***

87. Details of the waste requirements were not present at the time of writing the report and Members will be updated accordingly prior to the meeting.

### ***Biodiversity***

88. Concern has been raised with regard to the biodiversity on the application site. Specifically rare orchids on site, least disturbance to wildlife and a planting scheme prior to development commencing on site. The comments of the Ecology Officer have been received and though he would have liked to secure more, much of the site has already seen a high level of clearance. Orchids are not legally protected and though of high interest it has not been possible, in this instance, to secure their retention.

Conditions have been suggested to ensure there is minimum disturbance to existing wildlife on site and a scheme of ecological enhancement required for nesting boxes.

### ***Environmental Impact Assessment***

89. A Screening Opinion has been undertaken and it has concluded that an EIA is not required for this scheme.

### ***Water and Drainage***

90. Drainage has been raised as a major concern by local residents and this has been cross-referenced with both the Awards Drainage Manager (whose comments are included) and the Environment Agency. Confirmation has been received from the EA stating that the FRA submitted demonstrates that there will be no additional surface water run off from the site post development than that which currently discharges as green field run-off and it accepts the approach proposed. Ground levels are not to be raised and a condition requiring finished floor levels to be agreed is suggested.

### ***Renewable Energy***

91. The level of detail included in the submitted Renewable Energy Statement is minimal. It is agreed by the Sustainability officer that further information regarding the 10% on site renewable energy requirements should be submitted at the reserved matters stage and should show much more detail; particularly with reference to the different house types included in the scheme and finer detail of each property. A commitment for 10% renewable energy provided on site by the range of different methods proposed should be made evident through the design layout.
92. It is required that Level 3 sustainable homes are provided across the site. This is a basic, standard level of energy efficiency that all house builders should be achieving within their developments. It is also suggested that the developers use the 'show homes' as an opportunity to promote sustainable living to potential buyers.

### ***Archaeology***

93. It has been requested that an archeological survey be carried out on site prior to development. As appropriate condition is, accordingly, suggested.

### ***Health Impact Assessment***

94. The application includes a Sustainability and Health Impact Assessment / Statement. However the Health Impact Assessment is wholly inadequate considering the number of properties proposed with the village of Caldecote. A Health Impact Assessment should:
- (a) Appraise the potential positive and negative health and well-being impacts of the proposed development on planned new communities and the adjacent existing communities in the development area.
  - (b) Highlight any potential differential distribution effects of health impacts among groups within the population by asking 'who is affected?' for the impacts identified.
  - (c) Suggest actions / mitigations that aim to minimise any potential negative health impacts and maximise potential positive health impacts, referencing where possible the most affected vulnerable groups.

95. It is recommended that a more detailed Health Impact Assessment be submitted in any subsequent application for this site.

#### ***Construction traffic***

96. The Parish Council raises concern that the development, if minded for approval, will have an adverse impact on its existing residents due to traffic, noise, dust and general site mess throughout the construction period. These concerns have been addressed by the comments made from the Environmental Protection Team Leader and the concerns raised by the Parish Council can be appropriately addressed via condition.

#### ***Other issues***

97. Cavendish Way residents were not notified directly of the application. However, notifications to all those properties that immediately abut the site were sent out and 3 separate site notices were erected in places close to the application site in Blythe Way, Highfields Road and Roman Drift. The application has also been advertised in the local press in the standard format.
98. A concern has been raised by a local resident regarding digital infrastructure and the disruption new development will have on the level of speed provided by his Internet server. This is not a material planning consideration and should be referred to individual internet service providers.

#### **Conclusion**

99. The site is allocated for residential development and the relevant policy saved to allow development on this site to proceed. The proposal for 97 units meets the density requirements that are required by national and local government guidelines and the developer has informed officers that it is prepared to enter into a S106 agreement to meet planning obligations for a development of this size.
100. The layout of the scheme is the result of long and even ongoing discussions between officers and the applicants to ensure a high standard of design. It has been amended a number of times to take further account of the requirements of Parish Council and planning officers. Sufficient parking is provided at an average 1.8 spaces per dwelling.
101. The housing mix is the remaining point of contention. The applicant is providing additional information to justify why the proposed mix does not better meet with the policy requirements. This document was not available at the time of writing. Officers are of the opinion that the proposed mix, albeit an improvement on the original mix proposed, is not reflective of the requirements in policy HG/2 and it is necessary for members and officers to assess whether this justification is acceptable in meeting the aims of the said policy.
102. For the above reasons I make the following recommendation:

#### **Recommendation:**

103. Delegated powers to approve or refuse subject to the outcome of a financial assessment of the viability of the proposed housing mix.

## Conditions

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. The development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.  
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
2. No development shall commence on the development until full details of the following reserved matters have been submitted to and approved in writing by the Local Planning Authority:
  - (a) Appearance
  - (b) Landscaping
  - (c) Scale(Reason - The application is for outline permission only and gives insufficient details of the proposed development.)
3. 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 visually the development accords with neighbouring buildings and the development not incongruous.)
  - (b) Surface Water Drainage.  
(Reason - To ensure satisfactory drainage of the site.)
  - (c) Foul water drainage.  
(Reason – To ensure satisfactory drainage of the site)
  - (d) Finished floor levels of the building(s) in relation to ground levels.  
(Reason - To ensure that the height of the building(s) is well related to ground levels and is not obtrusive.)
  - (e) Details of materials to be used for hard surfaced areas within the site including roads and car parking areas.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with the requirements of policy DP/2 of the adopted Local Development Framework 2007.)
4. Prior to the installation of lighting, full details of a lighting scheme for the site and/or lighting of plots within the site shall be submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include a site plan(s) showing the location of all external lighting, details of the various types of lighting to be erected, height, type, position and angle of glare of any final site lighting / floodlights, the maximum ground area to be lit, the luminance of the lighting including an isolux contours plan and measures to prevent light spillage from the site. No external lighting shall be installed anywhere on the site other than in complete accordance with the approved lighting scheme and maintained thereafter.  
(Reason - In the interests of the amenity of nearby residents and to help prevent light spillage from the site, to ensure the appearance of the development is satisfactory in accordance with the requirements of policy DP/2 and NE/14 of the adopted Local Development Framework 2007.)

6. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.  
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
7. No development shall take place within the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.  
(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains.)
8. Details of the treatment of all 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 the buildings are occupied or the development is completed, whichever is the sooner.  
(Reason - To enhance the quality of the development and to assimilate it within the area in accordance with the requirement of Policy DP/2 of the adopted Local Development Framework 2007.)
9. During the period of demolition and construction no power operated machinery shall be operated on the site 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 agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions.  
(Reason – To protect the occupiers of adjacent properties from an unacceptable level of noise disturbance during the period of construction in accordance with the requirements of Policy NE/15 of the adopted Local Development Framework 2007.)
10. Before development commences, a plan specifying the area and siting of land to be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction shall be submitted to and approved in writing by the Local Planning Authority; such space shall be maintained for that purpose during the period of construction.  
(Reason – In the interests of Highway Safety.)
11. No development approved by this permission shall be commenced until:
  - a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.
  - b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

- c) The works specified in the remediation method statement have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.
- d) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.  
(Reason - To prevent the increased risk of pollution to the water environment in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)
12. No demolition, removal of vegetation or development shall be carried out on site between 14<sup>th</sup> February and 14<sup>th</sup> July inclusive in any year, unless otherwise agreed in writing by the Local Planning Authority and a scheme of mitigation implemented.  
(Reason – To avoid causing harm to nesting birds and in compliance with the adopted Local Development Framework 2007.)
13. No development shall commence until details of a scheme for the provision of educational, recreational, community, waste and highways infrastructure, to meet the needs of the development in accordance with Local Development Framework Policy DP/4 and SF/10, 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 makes a gain for local infrastructure provision as required by Policy DP/4 and SF/10 of the South Cambridgeshire Development Control Policies Development Plan Document 2007.)
14. No development shall commence until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:
- (a) The numbers, type and location of the site of the affordable housing provision to be made;
  - (b) The timing of the construction of the affordable housing;
  - (c) The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
  - (d) The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced.
- (Reason - To ensure the provision of affordable housing in accordance with Policy HG/3 of the South Cambridgeshire Development Control Policies Development Plan Document 2007.)
15. Before development commences, a scheme for the provision and location of fire hydrants to serve the Development to a standard recommended by the Cambridgeshire Fire and Rescue Service shall be submitted to and approved by the Local Planning Authority. No development shall take place otherwise than in accordance with the approved scheme.  
(Reason - To ensure adequate water supply is available for emergency use.)



16. No demolition, site clearance or building operations shall commence until tree protection comprising weldmesh secured to standard scaffold poles driven into the ground to a height not less than 2.3 metres shall have been erected around trees to be retained on site at a distance agreed with the Tree Officer following BS 5837. Such fencing shall be maintained to the satisfaction of the Local Planning Authority during the course of development operations. Any tree(s) removed without consent or dying or being severely damaged or becoming seriously diseased during the period of development operations shall be replaced in the next planting season with tree(s) of such size and species as shall have been previously agreed in writing with the Local Planning Authority.  
(Reason - To protect trees, which are to be retained in order to enhance the development and the visual amenities of the area.)
17. Prior to the commencement of development (including any pre-construction, demolition or enabling works) a Construction Management Plan (CMP) shall be submitted to and approved by the Local Planning Authority. The Construction Management Plan shall include:
  - (a) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures.
  - (b) Details of haul routes within the site.
  - (c) A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the site and siting of the contractors compound during the construction period to be agreed on phase basis.
  - (d) Dust management and wheel washing measures.
  - (e) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228:2009 Code of practice for noise and vibration control on construction and open sites – Part 1 and 2.
  - (f) Concrete crusher if required or alternative procedure.
  - (g) Details of odour control systems including maintenance and manufacture specifications along with
  - (h) Maximum noise mitigation levels for construction equipment, plant and vehicles
  - (i) Site lighting
  - (j) Screening and hoarding details
  - (k) Access and protection arrangements around the site for pedestrians, cyclists and other road users
  - (l) Procedures for interference with public highways
  - (m) External safety and information signing notices

- (n) Liaison, consultation and publicity arrangements, including dedicated points of contact
- (o) Complaints procedures, including complaints response procedures

All development shall take place in accordance with the approved Construction Management Plan unless formally agreed in writing with the Local Planning Authority. (Reason - To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with the requirements of Policies NE/13, NE/14, NE/15, NE/16 and DP/2 of the South Cambridgeshire Development Control Policies Development Plan Document 2007.)

18. No construction work and or construction collections from or deliveries to the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or collection / deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.  
(Reason - To protect the occupiers of adjacent properties from an unacceptable level of noise disturbance during the period of construction in accordance with the requirements of Policy NE/15 of the adopted Local Development Framework 2007)
19. No development shall take place until details of the provisions to be made for nesting birds have been submitted together with details of the timing of the works, and are subsequently approved in writing by the planning authority. The works shall be completed in accordance with the approved details.  
(Reason - LDF policy NE/6 Biodiversity seeks biodiversity enhancement and restoration. Planning Policy Statement 9, Key Principals ii & v also support the inclusion of appropriate biodiversity features within new developments.)

### **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.
3. To satisfy the recommended noise insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing concurrent lowest representative background level dB  $L_{A90}$  by more than 3 dB(A) (*i.e. the rating level: the specific noise level of source plus any adjustment for the characteristic features of the noise, needs to match the existing background noise level*). This requirement applies both during the day 0700 to 2300 hrs over any 1 hour period dB  $L_{A90}^{1hr}$  and the existing lowest background level dB

$L_{A90'5mins}$  ( $L_{90}$ ) during night time between 2300 to 0700 hrs over any one 5 minute period), at the boundary of the premises subject to this application and at each of the proposed residential premises (or if not practicable at a measurement reference position / or positions in agreement with the LPA). Noticeable acoustic features and in particular tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to existing and proposed premises.

4. To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.
5. Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background  $L_{90}$ ) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.
6. A separate statement on Renewable Energy Statement prepared by Woods Hardwick accompanies the application. It states that the 10% renewable provision will be by either:
  - Air Source Heat Pumps (ASHP)
  - Photovoltaic's or
  - Solar Heating Panels

If ASHPs are installed they will generate noise which has the potential to cause noise disturbance to the proposed residential themselves and existing residential. To ensure this noise impact is adequately considered and controlled it is advised that should ASHP be used the following condition is recommended at Reserved Matters:

*Before the development/use hereby permitted is commenced, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources on the proposed and existing residential premises and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to and approved in writing by the local planning authority. Any noise insulation scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.*

*(Reason - To protect the amenity of nearby properties in accordance with policies NE/15 and DP/2 of the South Cambridgeshire Development Control Policies Development Plan Document 2007.)*

7. A drainage contribution will be required by the Council to offset the cost of future maintenance to the award drain being proposed as the outlet for surface water from the development.

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

- Core Strategy 2007
- Development Control Policies 2007
- Site Specific Policies
- Planning file Ref: S/1397/09/O

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