

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7 December 2011

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

S/2013/11 - FULBOURN

Erection of 79 dwellings (47 market and 32 affordable), following demolition of 34 existing dwellings, and associated parking and landscaping at Windmill Estate Phase 2B, Windmill Estate, Fulbourn for Accent Nene

Recommendation: Delegated Approval

Date for Determination: 12th January 2012 (Major Application)

Notes:

This Application has been reported to the Planning Committee for determination as it involves Council owned land and an objection on material planning grounds has been received from a local resident.

Site and Proposal

1. The site extends to approximately 1.6 hectares and lies inside the Fulbourn village framework, on the north side of Cambridge Road. It forms part of a larger site bounded by Cambridge Road to the south, Haggis Gap to the east and Oslar's Way to the north, upon which planning permission was granted in 2007 for residential redevelopment. The land immediately to the north of the application site area is presently under construction (Phase 2a) whilst the remainder of the larger redevelopment site, to the north-east and east, is now complete (Phases 1a and 1b). The current application site includes the existing roads of Windmill Lane and Farmer's Row and is occupied by two-storey flat-roofed concrete dwellings.
2. The full application, registered on 14th October 2011, proposes to erect 79 dwellings on the site following the demolition of 34 existing properties. Accompanying the application are a Design and Access Statement, Ecology Survey, and Code for Sustainable Homes Report, as well as the Flood Risk Assessment submitted in connection with the previous 2007 applications. This would be the final phase (Phase 2B) of the overall development. It would comprise 47 market dwellings and 32 affordable units, with the following mix:

Affordable x 32 (40%)

30 x 2-bedroom dwellings

2 x 3-bedroom dwellings

Market x 47 (60%)

26 x 2-bedroom dwellings (55%)

18 x 3-bedroom dwellings

3 x 4-bedroom dwellings

3. The development would consist of a range of dwelling types (flats and houses), with 3-storey blocks of flats proposed at the ends adjacent to key road junctions, and 2 – 2¹/₂ storey predominantly semi-detached or terraced dwellings sited between the flats. The dwellings would incorporate a range of materials to accord with the materials agreed for the remainder of the development, namely brick, render and timber cladding for the walls, and concrete tiles for the roofs. The north-eastern end of Phase 2B would front onto the public open space that was approved within the outline permission to serve the entire development. Windmill Lane would be repositioned to the east of its current location, in order to achieve the required visibility. 127 parking spaces would be provided either on-plot or within designated parking courts, at a ratio of 1 space per 2-bedroom property and 2 spaces per 3 & 4-bedroom property. New vehicular accesses would be created onto Cambridge Road in order to serve the parking spaces provided within the curtilages of dwellings fronting Cambridge Road.

Planning History

4. S0987/07/O – Outline planning permission granted for the redevelopment of the Windmill Estate for 273 dwellings, a community hall, together with associated car parking, open space, landscaping and roadworks. This was subject to the following conditions (summarised):
 - Reserved matters (appearance, landscaping, layout and scale) for phases subsequent to phase 1.
 - Surface and foul water drainage schemes.
 - Scheme for provision and location of fire hydrants.
 - Details of nesting measures to be provided for swifts, house sparrows and starlings.
 - Tree protection measures.
 - Affordable housing.
 - Provision of a scheme to cover a range of infrastructure requirements.
5. S/0986/07/F – Full planning permission granted for the part re-development of the Windmill Estate for 120 dwellings, a community building, public open space and landscaping, together with associated car parking and roadworks. This represents Phases 1a and 1b of the overall development. These dwellings and the community centre have been completed.
6. S/0565/10/RM – Reserved Matters Consent granted for the approval of appearance, layout and scale of outline planning permission S/0987/07/O for the erection of 59 dwellings on Phase 2a of the overall development. These dwellings are presently under construction.

Planning Policy

7. South Cambridgeshire LDF Core Strategy DPD, 2007:
ST/4: Rural Centres
8. South Cambridgeshire LDF Development Control Policies DPD, 2007:
DP/1: Sustainable Development
DP/2: Design of New Development
DP/3: Development Criteria

DP/4: Infrastructure and New Developments
DP/6: Construction Methods
HG/1: Density
HG/2: Housing Mix
HG/3: Affordable Housing
SF/6: Public Art and New Development
SF/10: Outdoor Playspace, Informal Open Space and New Developments
SF/11: Open Space Standards
NE/1: Energy Efficiency
NE/3: Renewable Energy Technologies in New Development
NE/6: Biodiversity
NE/10: Foul Drainage – Alternative Drainage Systems
NE/11: Flood Risk
NE/12: Water Conservation
NE/14: Lighting Proposals
TR/1: Planning for More Sustainable Travel
TR/2: Car and Cycle Parking Standards
TR/3: Mitigating Travel Impact

9. South Cambridgeshire LDF Supplementary Planning Documents (SPD):

Open Space in New Developments – Adopted January 2009
Public Art – Adopted January 2009
Trees and Development Sites – Adopted January 2009
Biodiversity – Adopted July 2009
Affordable Housing – Adopted March 2010
Landscape in New Developments – Adopted March 2010
District Design Guide – Adopted March 2010

10. 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.
11. 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 and reasonable in all other respect.

Consultations

12. **Fulbourn Parish Council** – Recommends approval.
13. **The Joint Urban Design Team** – Raises the following concerns regarding some of the detailed design elements of the scheme:
- Plots 167 and 195 (flats) are the key gateway buildings to the overall development whilst the flats on plots 160, 180 and 198 are in key visual locations. These flats should exhibit greater visual strength to increase their prominence. On the front elevation, the two ‘towers’ on either side of the main entrance should be stepped out further from the main building line and increased in height to rise above the ridgeline of the main block and provided with an independent roof to create the appearance of a ‘tower’. This would relieve the large mass of the overall block by accentuating the vertical and reducing the horizontal emphasis of the block and by breaking the main ridgeline.

- Some visually prominent plots do not have proper corner turning house types, resulting in visually prominent poorly designed side elevations – plots 168, 169, 170, 181, 183, 196, 208, 209 and 213. The house type should be changed to a corner-turning design or the dwelling amended to improve the side elevation (eg – additional windows and addition of string courses).
 - Plots 191, 192 and 209 – Additional windows should be provided on the side elevation and, additionally in the case of the latter, string courses or decorative panels added to provide greater architectural detailing.
 - Overall, the detailing of the elevations is basic. Additional detailing (eg – deep window recesses) should be provided to all properties in prominent locations, especially those fronting onto Cambridge Road, Windmill Lane and onto the LEAP.
 - Plots 179, 181, 183, 187, 196, 197 and 213 have small or awkward shaped private gardens.
 - How is the boundary between the two adjoining parking courts to the rear of plots 196-213 to be designed to prevent the through movement of vehicles and pedestrians? Consideration should be given to providing car parking within the boundaries of plots 199-202 to create a break between the two courts.
 - Plots 161, 162, 165, 166, 167, 174, 175, 178, 179, 193, 194, 195 and 204-210 (House Types 2A, 2B and 3D, and flats) – downpipes omitted from the drawings. Drawings should indicate how rainwater would be collected. Additional downpipes may detract from the visual integrity of the front elevations.
 - There is no indication of the location of meter cupboards for services. For all plots with a side elevation, these should be provided on the side elevation and not on the front elevation.
14. **The Trees Officer** - No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
 15. **The Landscape Design Officer** - No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
 16. **The Ecology Officer** - No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
 17. **The Section 106 Officer** - No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
 18. **The Sustainability Officer** - No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
 19. **Affordable Homes** – Recommends approval. The proposed development of 79 dwellings with 32 affordable meets the required 40%. The district wide targets for tenure mix of new affordable housing is 70% social rent and 30% intermediate housing, with the greatest demand being for rented properties. The proposed mix of 19 rented dwellings and 13 shared-ownership properties is considered to be acceptable. The 2011 Fulbourn housing needs survey states that 62% of households require 2 or 3 bedrooms. The application proposes 30 x 2-bedroom dwellings and 2 x

3-bedroom dwellings and the dwelling size proposals for the affordable housing are therefore in accordance with both the parish and district profile, and therefore acceptable.

20. **The Arts Development Officer** – Raises no objections, stating that the plans for public art, incorporating an element of community engagement, are underway and already incorporated into a revised draft Section 106 Agreement.
21. **The Environmental Health Officer** – Raises no objections providing conditions are added to any consent to control hours of use of power operated machinery during the demolition and construction period, and to require details of any external lighting.
22. **The Environmental Operations Manager** - No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
23. **The Local Highways Authority** – Raises no in-principle objections. Concern is expressed regarding the parking for plots 4hd and 4he as the proposed layout would allow for a third car to be parked partly on the proposed driveway and partly overhanging the public highway. These spaces should therefore be repositioned so that they abut the public highway. In addition, the dimensions of the footways (minimum 2m), carriageways (minimum 5m) and cyclepath/footpaths (minimum 3m) should be shown on the drawings. Any consent should be subject to the following conditions: 2m x 2m visibility splays within the curtilage of each new parking space to exit directly onto the highway; all surface water from private parking bays to drain into a private system and not onto the proposed adopted highway; provision of 2.4m x 43m splays for the vehicular access; and all surface treatments within areas to be offered as adopted public highway to conform to the requirements of the County Council's Housing Estate Road Construction Specification January 2011.
24. **The Police Architectural Liaison Officer** - No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
25. **The Cambridgeshire Fire and Rescue Service** – Raises no objections providing adequate provision is made for fire hydrants by way of a Section 106 Agreement or planning condition.
26. **The Environment Agency** - States that it was consulted earlier this year with information submitted in order to discharge Condition 8 (surface water drainage) of S/0986/07/F. The information submitted with the current application for surface water drainage is minimal and consists of layout drawings only.
27. **Anglian Water** – States that the submitted surface water strategy/flood risk assessment is unacceptable and that a condition requiring the approval of such details therefore needs to be added to any planning permission. with regards to foul drainage, it comments that the site is in the catchment of Teversham that, at present, has available capacity for flows. An informative should be added to any planning consent advising that there are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary.
28. **Natural England** – States that the protected species survey has identified bats, and refers to its standing advice relating to bats, which provides advice on the likelihood of bats being present as well as survey and mitigation requirements. Natural England does comment, however, that on the basis of the information available, it is broadly

satisfied that the mitigation proposals, if implemented, are sufficient to avoid adverse impacts on the local bat population.

Representations

29. One letter of objection has been received from the owners of No.38 Cambridge Road. The main concerns raised are:
- The proposed development would result in the loss of the existing green open space between the boundary of No.38 Cambridge Road and Windmill Lane.
 - The proposed three-storey flats on the corner of Windmill Lane and Cambridge Road, as well as the proposed dwellings within Windmill Lane, would overlook No.38 Cambridge Road, resulting in a loss of privacy.

Planning Comments

Principle of the development

30. Fulbourn is identified as a Rural Centre under Policy ST/4 of the LDF. The site forms part of the overall area upon which outline planning permission was granted for 273 dwellings in December 2007. Phases 1a and 1b are now complete, whilst Phase 2a, which was approved last year under a Reserved Matters consent, is presently under construction. The original outline planning permission expired in December 2010, and the current proposal has therefore necessitated the submission of a new full application. Within villages designated as Rural Centres, development and redevelopment without any limit on individual scheme size is permitted and the principle of the proposal is therefore in accordance with planning policy.
31. Whilst the proposed development forms part of a larger scheme, it still accords in its own right with the requirements of Policies HG/1, HG/2 and HG/3 of the Local Development Framework. The erection of 79 dwellings on the site equates to a density of approximately 49 dwellings per hectare, in compliance with the minimum density of 40 dwellings per hectare required by Policy HG/1, whilst the provision of 32 affordable dwellings would equate to a ratio of 40%, as required by Policy HG/3. Finally, 55% of the 47 market dwellings would be two-bedroom properties in compliance with the stipulations within Policy HG/2.

Impact on the character of the area

32. The Design and Access Statement explains that the layout, scale, design and materials broadly follow that within the Masterplan approved as part of the outline planning permission. The following represent the key changes when compared to the Masterplan:
- The proposed road layout and development area remains identical, including the principle of creating a gateway into Windmill Lane with the creation of three-storey flat blocks. The mix of units has changed resulting in smaller terraces and a reduction in the number of backland parking courts and improved garden sizes.
 - Nos. 10-18 Windmill Lane have been retained, due to a number of residents not wishing to move. This has resulted in five fewer houses and a revision to the layout, with a green space created in front of the retained properties. A block of flats originally intended for development on Farmers Row has been replaced with a terrace of three houses.

- In keeping with Phase 2A, the quantity of dormers has been reduced when compared to the dwelling types constructed in Phases 1A and 1B, in order to result in less cluttered roof lines.
 - The location and treatment of bin stores has been improved when compared to Phase 1 (which incorporated refuse stores within the front garden areas), and proposes that all properties would have refuse storage within the rear garden areas.
 - Addition of solar panels to front elevations.
33. The Joint Urban Design Team has raised some concerns regarding the design and detailing of the development, in particular requesting further ornamentation to the dwelling designs and embellishment of blank side elevations. The applicants agent has stressed that these requested changes would conflict with the design ethos approved for the overall development. In particular, Members attention should be drawn to paragraph 19 of the Officer's Committee report relating application references S/0986/07/F and S/0987/07/O, which states:
- “The residential scheme design philosophy is to have an un-fussy approach with clean lines which will reflect the nearby early 19th Century buildings, whilst making use of sustainable contemporary materials including timber and smooth render.”
34. A meeting has been held with the applicants and their architect in order to discuss these concerns further. With regards to the gateway flats proposed on plots 167 and 195 (on the Cambridge Road/Windmill Lane junction), the architects concur with the suggestions made and intend to amend the design accordingly. However, the flats on plot 160 have been designed to accord with the adjacent three-storey blocks approved directly to the east within phase 2a, whilst plots 180 and 198 (which front the approved open space area) reflect the design approach adopted for the three-storey flats on the north side of the open space. Officers therefore consider that revisions to the flats on these three plots would not be appropriate.
35. The Urban Design Team has also requested that a number of visually prominent plots should incorporate corner turning house types. These comments appear to consider the development in isolation rather than in conjunction with the adjacent phases of the development. The majority of the plots referred to, rather than being in prominent locations on the edge of the development, are contained within the overall scheme and are generally side elevations to accesses to shared parking courts. The replacement of these house types with corner-turning plots is therefore not considered to be appropriate and, again, would conflict with the treatment of adjacent phases of the development. In order to provide more visual interest and articulation to side elevations, the applicants propose to amend the drawings in order to add windows to side elevations of some of these plots.
36. The request for features such as string courses, decorative panels and deep window recesses would conflict with this approach and, hence with the design of the constructed and approved dwellings on adjacent phases. In order to maintain the integrity of the entire development, it is therefore recommended that these changes be strongly resisted.
37. Concerns have also been raised by the Urban Design Team in respect of the awkward garden shapes. Again, these would accord with the shape of gardens on adjacent phases of the development and is an inevitable consequence of a curved layout and corner house types. Some of the garden areas, to plots 179, 181, 196, do

fall slightly below the minimum 40m² suggested within the District Design Guide and, as a result, it is proposed to make minor revisions to the scheme in order to slightly increase the garden areas to these plots. The garden for plot 213, at just 33m², falls short of the suggested minimum. However, the only way to increase the size of the garden area would involve moving the dwelling forward and this would weaken the appearance of the terrace of dwellings of which it forms part (plots 209-213). In this instance, it is considered that the architectural integrity of this group of dwellings should take precedence over the garden shape/size and should not therefore be revised.

38. The elevation drawings will be revised to show rainwater pipe details as requested. The dwellings on plots 174, 175, 178 and 179 would have downpipes in the centre that are not considered to detract from the overall design, whilst the design of plots 193 and 194 would be revised to introduce downpipes to either side of the rendered elements.
39. With regards to the treatment between the adjacent parking courts, it has been confirmed that a fence would separate the two areas, thereby preventing vehicular or pedestrian movement between the two.

Highway safety

40. The plan shows the provision of 117 parking spaces (112 residents spaces and 5 visitor parking bays) for the proposed 79 units, which equates to a ratio of 1.48 spaces per dwelling. Under the original outline planning permission, a parking ratio of 1 space for 1 and 2-bed properties and 2 spaces for 3 and 4-bed dwellings was agreed. Based on the number of dwellings/bedrooms proposed in the current application, the parking ratio agreed at the outline stage would equate to a need for 102 spaces. Whilst the current proposal exceeds this level of provision, it still accords with the maximum average of 1.5 spaces per dwelling required by LDF Policy TR/2, and is therefore considered to be acceptable.
41. In accordance with the requirements of Policy TR/3, provision has been made within the layout for cycle spaces for each dwelling.

Residential amenity issues including noise and light pollution

42. The owner of No.38 Cambridge Road has expressed concerns on the basis that the development on adjacent plots would result in overlooking and a loss of privacy, as well as a loss of the existing open outlook. The nearest point of the two-storey dwelling on plot 168 is located 18 metres to the south-east of the front elevation of No.38. In addition, the flats on plot 167 are sited approximately 30 metres from the nearest part of the rear garden area whilst the 2¹/₂ storey dwellings on plots 163 and 164 (to the east of No.38) have generous rear garden depths of approximately 22 metres. There is also a mature tree belt adjacent to the boundary with No.38 Cambridge Road, with these trees proposed for retention. As a result of these distances, together with the retention of existing trees, it is considered that the development would not result in an unacceptable loss of amenity to occupiers of this neighbouring property by reason of a loss of light or outlook.

Ecology Issues

43. The application has been accompanied by an ecological survey. This states that one species of bat was recorded during two activity surveys, and that levels of activity observed and recorded were low indicating only low numbers of bats are likely to be

using the site. A single bat was found roosting in No.22 Farmers Row. Due to low activity levels and the scarcity of suitable foraging habitat, it is considered likely the bat is a single male occupying a solitary roost. The possibility the site may be used for winter hibernation cannot be ruled out. In addition, a range of birds were observed utilising the buildings and, as a result, it is recommended that works are undertaken outside the nesting period. Proposed mitigation measures include enhancements for roosting bats and bird boxes.

44. Members will be updated on any responses received from the Ecology Officer prior to the meeting.

Flooding/drainage issues

45. The application has been accompanied by the original Flood Risk Assessment carried out in 2006 and submitted along with the outline application and Phase 1 full application in 2007. The Phase 1 consent was subject to a surface water drainage condition that has recently been discharged insofar as it relates to Phases 1a and 1b only. In commenting on these details, the Environment Agency raised concerns regarding the suitability of the proposals for the entire development, in response to which the drainage engineers advised that further calculations would need to be carried out in respect of subsequent phases. Both the Environment Agency and Anglian Water have indicated, in connection with the current proposal, that the submitted details are insufficient and unacceptable, and that a standard surface water drainage condition should therefore be added to any consent.

Sustainability issues

46. LDF Policy NE/3 requires all development proposals greater than 10 dwellings to include technology for renewable energy to provide at least 10% of their predicted energy requirements. In addition, Policy NE/12 requires all proposals for 10+ houses to provide a Water Conservation Strategy prior to commencement of development. No such details have been provided to date and would therefore need to be secured through conditions should planning permission be granted.

Infrastructure

47. The outline planning permission (as well as the full consent for 120 dwellings) was subject to a Section 106 Legal Agreement, which refers to Phases 1a, 1b, 2, 3 and 4, and requires the following contributions:
 - Public open space – requires the provision of public open space related to each phase of the development.
 - Affordable housing – States that no more than 80% of the market dwellings constructed in any phase of the development of the Estate shall be occupied before the affordable dwellings in that particular phase have been completed.
 - Public Art – Requires the payment of the Phase 2, 3 and 4 Public Art Contribution of £35,000 prior to the occupation of the first dwelling on Phase 4.
 - Community Hall – Requires the construction of the community hall prior to occupation of more than 50% of the dwellings.
 - Offsite Facilities – Requires the payment of £15,000 for each of Phases 2, 3 and 4 prior to occupation of the first dwelling on each Phase.

- Transport (County Matter) – Requires the payment of 50% of the transport contribution (£16,100) prior to the occupation of the 45th dwelling on Phase 2.
 - Education (County Matter) – Requires the payment of £3,340 per additional dwelling constructed on each phase (compared to the number of existing dwellings on site) to be payable prior to the occupation of the first dwelling on such phase.
48. As the legal agreement no longer relates to the current phasing of the development, a new Section 106 Agreement will be required that clearly specifies the trigger points within each section of the agreement. Pre-application discussions have taken place between the developers and the Council's Section 106 Officer and a revised draft of the legal agreement drawn up. This will need to be secured through a condition of any planning permission and completed prior to the commencement of any development. Members will be updated on the status of these discussions once a response to the application has been received from the Section 106 Officer.
49. This Phase 2B development includes minimal open space provision. However, it forms part of a larger development, at the centre of which is a large area of public open space incorporating a LEAP and LAP. It is therefore considered that it would be unreasonable to impose any additional requirements for open space provision on the current scheme.

Recommendation

50. Delegated powers are sought to approve the application subject to the receipt of amended plans to revise the design of the three-storey blocks and to address concerns raised by the Local Highways Authority:
1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(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. The development hereby permitted shall be carried out in accordance with the following approved plans: ASL001, ASL002, APL001, APL002, APL010-027.
[Note: these drawing numbers to be subject to later revisions to reflect requested amendments].
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
 3. No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority.
Development shall be carried out in accordance with the approved details:

Materials to be used for the external walls, roofs and hard surfaced areas.
Boundary treatments.
Bin stores, cycle stores and sheds.

(Reason – To ensure the appearance of the development is satisfactory in accordance with Policies DP/2 and CH/5 of the adopted Local Development Framework 2007.)

4. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details 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. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.
(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.)
5. 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, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant 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.)
6. 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 Local Planning Authority 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, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.)
7. The development shall not begin 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:
 - i. The numbers, type and location on the site of the affordable housing provision to be made;
 - ii. The timing of the construction of the affordable housing;
 - iii. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
 - iv. 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 an agreed mix of affordable housing in accordance with Policy HG/3 of the adopted Local Development Framework 2007.)

8. No development shall begin until details of a scheme for the provision of recreational, community facilities, education and transport infrastructure, and public art, to meet the needs of the development in accordance with adopted Local Development Framework Policies DP/4, SF/6, SF/10 and SF/11 have 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 adequate infrastructure is available to support the development in accordance with Policies DP/4, SF/6, SF/10 and SF/11 of the adopted Local Development Framework 2007 and to the Supplementary Planning Document, Open Space in New Developments, adopted January 2009)
9. No development shall begin until a scheme for the provision of bat roosts and bird nest boxes has been submitted to and approved in writing by the Local Planning Authority; the dwellings shall not be occupied until the nest boxes have been provided in accordance with the approved scheme.
(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
10. No development shall take place until a scheme for the provision and implementation of renewable energy technologies, to provide at least 10% of the predicted energy requirements through renewable energy technology, 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 that the scheme generates at least 10% of its energy from renewable sources in accordance with Policy NE/3 of the Local Development Framework 2007.)
11. No development shall take place until a water conservation strategy 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 that the development incorporates all practicable water conservation measures, in accordance with Policy NE/12 of the adopted Local Development Framework 2007.)
12. Visibility splays shall be provided on both sides of the access and shall be maintained free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the highway boundary.
(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
13. Visibility splays shall be provided before the first occupation of any of the dwellings, hereby permitted, on either side of the junction of the proposed access road with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access road from its junction with the channel line of the public highway, and 43m measured along the channel line of the public highway from the centre line of the proposed access road.
(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

14. Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.
(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
15. Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.
(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)
16. No development shall take place until 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 has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.
(Reason - To ensure an adequate water supply is available for emergency use.)
17. No external lighting shall be provided or installed within the site other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.
(Reason - To minimise the effects of light pollution on the surrounding area in accordance with Policy NE/14 of the adopted Local Development Framework 2007.)
18. During the period of construction, no power operated machinery shall be operated on the site before 0800 hours and after 1800 hours on weekdays and 1300 hours on Saturdays, nor at any time on Sundays or Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.
(Reason – To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the Local Development Framework 2007.)
19. No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:
 - i) Contractors' access arrangements for vehicles, plant and personnel;
 - ii) Contractors' site storage area(s) and compounds(s);
 - iii) Parking for contractors' vehicles and contractors' personnel vehicles;Development shall not be carried out other than in accordance with the approved details.
(Reason - In the interests of residential amenity in accordance with Policies DP/3 and DP/6 of the adopted Local Development Framework 2007.)

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

South Cambridgeshire Local Development Framework (LDF) 2007

Circular 05/2005 – Planning Obligations

Circular 11/95 – The Use of Conditions in Planning Permissions

Planning application references: S/0986/07/F, S/0987/07/O, S/0565/10/RM and S/2013/11.

Contact Officer: Lorraine Casey – Senior Planning Assistant
Telephone: (01954) 713251