

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7 November 2012

AUTHOR/S: Planning and New Communities Director

S/166612/FL – CAMBOURNE

**Five retail units (A1 use) comprising two stand-alone retail units (site 2), three retail warehouse units (site 3), associated car parking, external ancillary space and external hard and soft landscaping,
land at High Street and Back Lane, Cambourne,
for Duncan Mason of Newcrest Estates
Recommendation: Approval**

Date for Determination: 5th November 2012

Notes:

This Application has been reported to the Planning Committee for determination because the Parish Council's recommendation that the application be approved subject to an agreement over the use of the proposed urban square.

To be presented to the Committee by Edward Durrant

Site and Proposal

1. The application seeks planning permission for the erection of five retail units, all of which will be used for an A1 use, which is general retail. The first two units are proposed on the High Street (site 2) and comprise two detached units with a gross external area of 885m² combined. The units have mono pitch roofs fronting onto an urban square with glazed openings on three sides, loading areas and bin storage to the rear and customer parking to the north south and west. Each of the units range from 9 metre to 12 metre in height with 2 metre high brick walls surrounding the rear yard areas. The public square and hard and soft landscaping form part of the application site. Access is via the settlement centre/Morrisons car park from the north and High Street from the south.
2. The remaining three units comprise a pair of semi-detached units sitting at an angle to a larger detached unit fronting onto the settlement centre/Morrisons car park with rear elevations facing Back Lane and Sackville Way (site 3). The units have a gross external area of 2,194m² combined. The rear elevations are a combination of vertical timber cladding and metal panels and are set back from the highway by between 5 and 8 metres. The area to the rear of the units is reserved for the manoeuvring of delivery vehicles and bin storage and is screened from Back Lane and Sackville Way by way of a 2 metre high gabion wall and a strip of landscaping. The front elevations of the buildings, which front on to the settlement centre/Morrisons car park are glazed with customer parking spaces and cycle parking at the front. Access for customers is via the settlement centre/Morrisons car park from the southwest and there is an access off Sackville Way for use by delivery vehicles.
3. Site 2 is an undeveloped area of land sitting between the building that accommodates the existing parade of High Street shops, offices and residential units to the west and Sackville House to the east. To the north, the site abuts the settlement

centre/Morrisons car park and to the south of the High Street there is a smaller vacant development site between the Hub and the Monkfield Arms. The site is approximately 0.4 hectares with a developable area of 0.27 hectares due to the existing access road that runs through it.

4. Site 3 is to the east of Morrisons petrol station and to the west of the police station. To the north of Back Lane there are terraces of two and three-storey townhouses fronting the highway. Both sites are flat and have been laid to grass for a number of years and fall within the village framework of Cambourne. Site 3 has an area of approximately 0.55 hectares.
5. The proposals were the subject of pre-application discussions with officers and the Parish Council. A public exhibition was held in June and the responses have been included in the appendices of the Design and Access Statement.
6. Following the meetings with officers and the Parish Council, the application was amended on 17th October 2012 to change the materials used for the units on site 3 and to incorporate changes to the elevations of the units on site 2, including more glazing and a gate between unit 2 and Sackville House. The proposed totem signage has also been omitted. A transport statement, energy statement, sustainability statement and noise report have been submitted as well as an amended scheme of landscaping and Design and Access Statement.

Planning History

7. **S/1371/92/O** – New settlement of Cambourne – consent granted April 1994.
8. Cambourne Design Guide – dated May 1995.
9. Approved Cambourne Masterplan – drawing no. RT.85B.64 Rev 36.
10. **S/6383/06/F** – Erection of a DIY store and garden centre – withdrawn February 2007.

Planning Policy

11. **South Cambridgeshire Local Development Framework (LDF) Site Specific Policies DPD, adopted 2010**

ST/4 – Rural Centres

SP/4 – Cambourne Approved Masterplan and Design Guide

12. **South Cambridgeshire Local Development Framework (LDF) Development Control Policies DPD, adopted 2007**

DP/1 - Sustainable Development

DP/2 - Design of New Development

DP/3 - Development Criteria

SF/2 – Applications for New Retail Development

SF/4 - Retailing in Villages

SF/6 – Public Art and New Development

NE/1 - Energy Efficiency

NE/3 - Renewable Energy Technologies in New Development

NE/6 – Biodiversity

NE/14 – Lighting Proposals

NE/15 – Noise Pollution

CH/9 – Shop Fronts
TR/1 - Planning for more Sustainable Travel
TR/2 - Car and Cycle Parking Standards
TR/4 - Non-motorised Modes

13. **Supplementary Planning Documents:**
Landscape in New Development – adopted 2010
District Design Guide – adopted 2010
Biodiversity – adopted 2009
14. The **National Planning Policy Framework** promotes a presumption in favour of sustainable development having regard to the soundness of the development plan and the policies therein. It confirms that planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; they directly relate to the development; and are fairly and reasonably related in scale and kind to the development.

Consultation by South Cambridgeshire District Council as Local Planning Authority

15. **Cambourne Parish Council** – Although the Parish Council welcomed the application it originally recommended refusal for the following reasons:
 - a) The buildings are not in keeping with the design concept of Cambourne;
 - b) The design of Site 3 is of poor quality and not suitable for a village centre location;
 - c) There is no safe footpath linking the two sites;
 - d) There is inadequate additional parking;
 - e) The street furniture is not in keeping with the rest of Cambourne; and
 - f) Insufficient consideration has been given to disabled or visually impaired people regarding parking, street furniture and horizontal surfaces.

Following the amendments, the Parish Council recommended that the application be approved subject to the disabled parking spaces for Site 3 being separated and an agreement being reached between the Parish Council and the applicant over the use of the urban square.

16. **Economic Development Panel** – Questioned the scale of the development and level of parking provision. Concerns also expressed about the bulky appearance of units 3-5, though the principle of the strategy to develop retail within Cambourne was considered acceptable.
17. **Landscape Design Officer** – Is supportive of the proposal following the amendment, but would still like to see additional planting to soften the front elevations of the units, especially those of Site 3, and less street clutter.
18. **Environmental Health Officer** – Expressed concerns about the potential for noise and disturbance from deliveries and plant and the impact of lighting and originally requested that a noise survey be carried out. An effective and enforceable way to control noise emissions would be to impose a condition that requires the applicant to submit a noise management scheme to be approved, implemented and maintained in accordance with the details of written approval.
19. **Local Highways Authority** – Originally recommended that the application be refused. Following the submission of the Transport Statement has no objection but

has raised concerns about the noise of the flow plates and the impact upon neighbour amenity.

20. **Sustainability Officer** – Has requested that a condition be used to require a scheme for the use of renewable energy technology.
21. **Urban Design Officer** – Notes that the applicant has amended the plans following officers comments, therefore has no objection.
22. **Ecology Officer** – Has been in discussion with the applicant and has requested that bird and bat boxes be provided on the units of Site 3.
23. **Cambridge Cycling Campaign** – Objects to the application as there is insufficient provision for cycle parking.

Public Consultations by South Cambridgeshire District Council as Local Planning Authority

24. Representations have been received from the owner/occupiers of the following properties: 2 Wether Road, 8 New Hall Lane, 2 Oakwood Drive, 10 Fenbridge, 9 Crow Hill Lane, 13 Willow Lane and 110 Lancaster Gate, all in Cambourne, and 98 Longmeadow, Lode. These representations raise the following concerns:
 - a) Level and location of cycle parking and access for cyclists;
 - b) Concern that the alleyway between Site 2 and Sackville House will become a place for criminal activity;
 - c) The architecture of the roofs of the units on Site 2 is out of keeping with the surrounding buildings – a traditional pitched roof with more character would be more in keeping;
 - d) People will be drawn in from outside Cambourne resulting in an increase in traffic on Back Lane, increase in air pollution, noise, etc.;
 - e) The appearance, scale and nature of the units is more akin to regional facilities rather than local facilities and there is insufficient sustainable transport infrastructure to serve these units;
 - f) Smaller units are needed;
 - g) There is insufficient capacity in the settlement centre/Morrisons car park;
 - h) The domination by Morrisons has not been addressed and the vehicular route into the centre of Cambourne should be altered to take traffic past the sites for the new units; and
 - i) The style of the units is out of keeping with existing development in Cambourne and they are similar to an out of town retail park.

Material Planning Considerations

25. The key issues to consider in this instance are the principle of the scale of units that are being proposed, the visual impact of the units within the street scene of the centre of Cambourne, landscaping, the impact of vehicular movements (customers and deliveries) upon highway safety and neighbour amenity, the level of parking and cycle parking, the use of renewable technologies, the future use of the urban square and connectivity.

Principle of the scale of development

26. Both sites are identified in the Cambourne Masterplan as sites for retail development and Site 3 has previously been identified as a site to accommodate a larger retailer

such as a garden centre or DIY store, subject an appropriate proposal. The previous proposal for a DIY store, which was significantly larger, was withdrawn following concerns about the scale of the development. Although the proposed units are larger than retail units that are found in some of the more traditional high streets of South Cambridgeshire villages there are examples of this scale of retail development selling tiles, bathrooms, etc. on some of the employment areas of villages. There are also examples of large garden centres that stock a wide variety of retail goods that are significantly larger than these units. In the majority of these cases these retail units are in less sustainable locations on the outskirts of villages.

27. It has been questioned locally whether smaller units would be provided as part of the development. The applicant believes that the development would only be commercially viable by attracting fewer national retailers rather than a larger number of smaller local businesses, which often have less financial capital and experience. In discussions with officers, the applicant has stated that it would not be possible to seek funding to build the units without a guarantee of occupation already in place and, by targeting of national retailers, all of the units would be occupied once they are built. The applicant is hoping to construct the units by next September to allow their occupation before the retailers start to focus on the Christmas shopping period.
28. The amended Design and Access Statement has helped to better detail the applicant's proposals for the further development of the High Street. Pre-application discussions have taken place on one of the other sites and it is hoped that these can be picked up again once this application is approved. The applicant's proposal is to first increase the retail offer of Cambourne before focussing on the remaining High Street sites. Given the smaller areas of these other sites the applicant believes that they would be more likely to accommodate smaller units. The layout and design of Site 2 is an attempt to draw people into the High Street, which would make the remaining sites more commercially viable. There is no guarantee that the approval of this application would lead to construction of smaller units on the other High Street sites and this is not something that the Council can require. However the Economic Development Panel recognised that the applicant's strategy was a logical approach to bringing forward retail development in what is a marginal location in a difficult economic climate.

Visual impact

29. There is anecdotal evidence that the majority of the visitors to the centre of Cambourne come to shop at Morrisons, with many being unaware of the fact that there are additional units on the High Street. Therefore, the units of site 2 have been specifically designed with mono pitched roofs and wrap around glazing to create a vista that would draw people into the urban square and onto the High Street.
30. As a result of the pre-application discussions the applicant has proposed a more contemporary building design, as such buildings have been used to good effect elsewhere in Cambourne. There have been comments about the roof details of units 1 and 2 being out of keeping. Although they are not dual pitched in the same way the roofs of Sackville House and the Monkfield Arms, mono-pitch roofs can be found on buildings on Broad Street and one of the first buildings people see when entering Cambourne from the A428. Other contemporary buildings in prominent locations include the police station, church, sports centre and business park buildings. The roof design of units 1 and 2 helps enclose and better define the urban square and the use of materials compliments those used on the adjacent buildings.

31. Concern has been expressed about the view of Site 3 from Back Lane and Sackville Way and the approach from the west. The difficulty of this site is that it is surrounded on all sides by highways, meaning there will always be views of the rear of whatever units are proposed. Therefore, a significant amount of work has been done to soften the visual impact of the rear of units 3-5. Although the units are relatively tall, they are lower than some of the residential properties the other side of Back Lane and would be set back from the highway behind the 2 metre high gabion wall and landscaping. The use of timber boarding, similar to that of the new sports centre, also helps to soften the development and being interspaced between the metal cladding it will break up the rear elevations of the units.

Materials

32. A palette of materials has been proposed and further details of the final products and colours will be secured by way of a planning condition. The street furniture detailed in the Landscape Design Statement is not in keeping with the standard street furniture for Cambourne. This was raised by the Parish council and the aforementioned condition will be used to require details of the street furniture to ensure that it is in keeping with the rest of Cambourne.

Landscaping

33. The Council's Trees and Landscape Officer has requested that additional soft landscaping be provided to break up the hard landscaping of the existing car park. These views have been passed to the applicant and, although they have not proposed as much soft landscaping as officers would like, they have sought to accommodate trees where they can. The reason why additional trees are not provided at the front of site 3 and to the north of site 2 is so they do not obscure views of the entrances to the retail units. There is also a service strip to the south of site 2 that needs to be left clear. In the areas where these views are less crucial, along the yard area for site 3 and adjacent to the yard areas for site, 2 trees are proposed.

Vehicular movements

34. The applicant's intention is for the units to pick up trade from the existing Morrisons' customer base, which comes from Cambourne and its hinterland. Although it is inevitable that some additional vehicular movements would be created by people specifically visiting the new units, a fully occupied High Street is part of the Cambourne Masterplan and the highway network has been designed to accommodate the fully developed settlement. Any development that is located on these sites would generate traffic and leaving large, undeveloped sites in the centre of Cambourne would be to the detriment of the street scene and not in keeping with the Masterplan.
35. The scale of the units does not necessarily mean that they would attract more trade from outside Cambourne than smaller units. If anything it could be argued that the same floor space of smaller units could potentially draw more people into Cambourne as they would have a wider retail offer. Taking the example of Burwash Manor at Barton the anecdotal evidence is that the small, specialist shops attract more trade from outside the village than within it. As Morrisons already attracts people to Cambourne it is logical that some of these people would combine visiting these new units with their trip to the supermarket.
36. The applicant is concerned about restrictions on the hours of deliveries affecting the ability to successfully let the units to the national retail chains that are being targeted.

After consultation with environmental health officers, it has been agreed that a strategy of noise control be agreed by way of a condition. This strategy would need to cover timings and numbers of deliveries and would be more flexible than the standard condition that restricts deliveries to specific hours. It is hoped that with negotiation a solution can be reached that allows some limited early morning deliveries, where necessary, with sufficient safeguards in place to protect neighbour amenity. This is primarily an issue for Site 3 where vehicles would be maneuvering in close proximity to residential properties on Back Lane. The yard area of Site 3 has been designed so vehicles can enter and leave in a forward gear, to limit the noise of reversing warnings. Moreover, the gabion wall and landscaping would further reduce noise and measures such as the turning off of freezer units etc. could be agreed as part of the strategy to protect neighbour amenity.

37. In order to ensure the one-way route to the west of Site 2, flow plates are proposed. Concern has been raised about the noise of these, especially during the night. The applicant has indicated that the noise of the plates can be dampened by rubber inserts. A requirement for details of the mechanism to control the one-way route will, therefore, be included in the wording of one of the planning conditions.

Parking

38. Given the fact that the Council's parking standards vary within the A1 use class to meet the maximum standards the requirement could be between 220 spaces (based on all the units being food shops) and 123 spaces (based on all the units being retail warehouses). There are no details of the occupiers of any of the units and there is no requirement for that information to be provided as part of the planning application. The reality is likely to be that there would be a mix of different A1 retailers.
39. The settlement centre / Morrisons car park was designed not just to cater for Morrisons but also to accommodate other settlement centre uses. The Cambourne Settlement Centre Parking Strategy (May 2005), which remains in a draft form, recommended that parking for the remaining centre uses be provided at two thirds of the Council's maximum standards and this approach has been adopted by officers when dealing with the application.
40. The application proposes 110 spaces, which includes 60 that the applicant states are available within the settlement centre/Morrisons car park. It has been difficult to identify an exact figure for additional spaces available within the settlement centre/Morrisons car park but a figure of 60 spaces is a reasonable assumption based on the plans attached to the Section 106 legal agreement for the original Morrisons planning application. The 110 spaces would equate to two thirds of 165 spaces, which taking a pragmatic approach to what A1 use classes would go into the units, would be between the two maximum figures quoted in section 26. Moreover, the constraints of the sites mean that there is not a significant amount of space within them for additional parking to be accommodated if the maximum standards were to be enforced.
41. It should be recognised that the centre of Cambourne is dominated by car parking with other public car parks located near to the High Street. The accumulative total of all the public car parks near to the centre is 668 spaces. The argument that a high percentage of the visitors to the new units would most likely combine their visits with a trip to Morrisons, which is already a significant draw for people from Cambourne and outside, means that a percentage of the potential customer base for the new units is already using the car park.

42. Cambourne is served by several bus routes, the most frequent of which is every twenty minutes and the use of higher residential densities means that a large number of residents are within a 10 minute walk or 5 minute cycle from the settlement centre. Policy TR/2 states that the Council will seek to reduce the amount of car parking required in locations with good accessibility to facilities and services. Given the scale and number of the existing car parks that serve the settlement centre and the alternative modes that exist for Cambourne residents and people from the surrounding villages to access the sites the level of parking proposed is considered acceptable.
43. The maximum parking calculations are based on the gross floor areas of the units without the addition of mezzanine floors. These can be installed in retail units up to an area of up to 200m² without the specific consent of the Council. This additional floor area would have an impact upon the number of parking spaces required as they could potentially add a further 1,000m² of floor area. Given the amount of parking already identified in the area, the installation of mezzanine floors is unlikely to have a significant effect, especially if used as additional storage space, as the applicant suggests. As the installation of any mezzanine floors over 200m² would require specific planning consent there are controls in place to ensure that the impact of anything larger would be considered through the submission of a formal planning application.
44. There has recently been concern expressed by the occupiers of the existing High Street units about a loss of trade following the painting of double yellow lines near to the junction with Broad Street. The proposed parking spaces to the west of unit 1, which are accessible off High Street, should hopefully help to alleviate this problem.

Cycle parking

45. Again the proposed number of 56 cycle parking spaces does not meet the Council's standards, which require 123 spaces between the two sites. The applicant considers that this amount of spaces would be excessive, as it is far greater than the provision for any of the existing uses in the centre of Cambourne. Moreover there is a lot of existing cycle parking in the vicinity, on the High Street, outside the Hub and Morrisons, etc. that is not well used. The applicant has, therefore, suggested a strategy where the level of usage of the 56 spaces be monitored and if further spaces are required then they will be provided. This approach is considered acceptable and a strategy, which will require details of where the additional spaces would be accommodated and take into account if mezzanine floors were installed, will be secured by way of a condition.

The use of renewable technologies

46. The applicant proposes to use a combination of photovoltaic panels and air-source heat pumps to meet the Council's policies and the strategy that has been proposed is considered acceptable. The final requirements for these in terms of the amount of energy that will need to be generated will only be known once the occupiers have been confirmed. Therefore, a condition will be used to require the final details, which the applicant can discharge once he has a better understanding of the occupiers' needs.

Use of the urban square

47. The inclusion of the proposed urban square at Site 2 is a positive design feature and the Parish Council has expressed an interest in holding events, such as markets,

there. Although the applicant has stated that he is willing to work with the Parish Council to see what events could be held there, he would not transfer ownership or control of the space to the Parish Council. The reason for this is in order to ensure that the interests of the occupiers of the retail units are protected.

48. Firstly it should be recognised that there is no planning requirement for the proposed space in order to comply with the Cambourne Masterplan. Therefore the use and ownership of this space is not a material consideration in the determination of this application. Moreover, once the urban square is planted with the proposed trees and the street furniture is in place there would not be a great deal of space for many market stalls. Notwithstanding this fact, officers will continue to work with the applicant and the Parish Council to see what public events could be held within this space without affecting the interests of the surrounding retail units.

Connectivity

49. The Parish Council has expressed a desire for a footpath between the two sites. This is not something that the applicant can achieve, as it would be outside land in his ownership and would involve the loss of a number of existing parking spaces. Moreover, if the route went round the outside edge of the car park there is a danger that it would not be used, as pedestrians tend to take the most direct route, which would be across the centre of the car park.

Other matters

50. A strategy for the ecological enhancement of the site has been discussed with the Council's Ecology Officer and it has been agreed to have bird and bat boxes on the rear elevations of the units of Site 3. Details of these boxes have been provided and a condition will be used to agree their exact locations.
51. On previous plans the applicant has indicated a clock tower or a similar feature to form a piece of public art. The best approach is to use a condition to require that a strategy for the provision of public art be provided so the local community can be engaged in the process.
52. An informative will be attached to the decision notice to draw the applicant's attention to the fact that separate consent will be required for any advertisements and signage and that such a consent is not included in the approval of this planning application.

Conclusion

53. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

Recommendation

54. It is recommended that the Planning Committee approves the application, as amended, subject to the following Conditions.

Conditions

- 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 and documents: 799-001 Rev B, 799-002 Rev C, 799-003 Rev C, 799-004 Rev C, 799-005 Rev B, 799-SK163, 799-SK174, 799-SK175, 799-SK176, CMB1E01 and CMB1E02.**

(Reason – To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

- 3. Notwithstanding the details submitted in 799 - Proposed Materials Schedule and Landscape Design Statement, no development shall take place until details of the actual materials to be used in the construction of the external surfaces of the buildings and design of all street furniture hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

(Reason – Insufficient information has been submitted to ensure the appearance of the development will be satisfactory and in accordance with Policy DP/2 of the adopted Local Development Framework 2007. **Street furniture does not accord with the approved Cambourne designs.**)

- 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. The details shall also include materials for the proposed urban square and 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. Prior to the commencement of the development details of a scheme for the mitigation of the impact of any plant noise on nearby residential properties shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the location and type of any power driven plant or equipment, including equipment for heating, ventilation and for the control or extraction of any odour, dust or fumes from the buildings. Plant associated with the development shall be selected, located or attenuated as necessary in order to ensure that the cumulative sound level**

does not exceed 3dB(A) above background at the nearest dwellings when operating at maximum capacity during the night and shall not contain any significant tonal or impulsive content that it is not significantly directional. (Ideally the plant should make use of inverter speed control so that the criterion is achieved with the plant operating at maximum night-time capacity). The occupation of the units, hereby permitted, shall be in accordance with the approved scheme unless otherwise agreed in writing.
(Reason - To ensure that the impact of noise upon the occupiers of nearby residential units is limited, in accordance with Policies DP/3 and NE/15 of the adopted Local Development Framework 2007.)

- 7. Before the development, hereby permitted, is brought in to use, a noise management plan/scheme shall be submitted in writing to the Local Planning Authority for approval. This shall include details of measures to mitigate night time operations to be undertaken to minimise noise disturbance and details of the proposed mechanism to ensure the one-way route identified on drawing 799-002 Rev C is maintained. The approved scheme shall be brought into operation from the date of first occupation of any unit and thereafter maintained.**

(Reason - To ensure that the impact of noise upon the occupiers of nearby residential units, relating to deliveries and the occupation of the development, is limited, in accordance with Policies DP/3 and NE/15 of the adopted Local Development Framework 2007.)

- 8. No development shall begin until a scheme for the provision of 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.)

- 9. Prior to the commencement of the development a lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security lighting, shall be submitted to and approved in writing by, the Local Planning Authority. This information shall include a layout plan with beam orientation, full isolux contour maps and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles, angle of glare and shall assess artificial light impact in accordance with the Institute of Lighting Engineers (2005) 'Guidance Notes for the Reduction of Obtrusive Light'. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details measures unless the Local Planning Authority gives its written consent to any variation.**

(Reason - To ensure that the proposed external lighting limits the impact of light pollution upon the occupiers of nearby residential units in accordance with Policies DP/3 and NE/14 of the adopted Local Development Framework 2007.)

- 10. Prior to the commencement of the development, hereby permitted, a scheme for the use of renewable energy technology to provide at least 10% of the predicted energy requirements, as required by Policy NE/3 of the Local Development Framework 2007, shall 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.**

(Reason - To ensure an energy efficient and sustainable development in accordance with Policies NE/1 and NE/3 of the adopted Local Development Framework 2007.)

- 11. No development shall commence until a detailed timetable for the design and implementation for the provision of public art, has been submitted to and agreed in writing by the Local Planning Authority. The public art shall be installed in accordance with the approved scheme and within the time periods specified within that scheme unless otherwise agreed by the Local Planning Authority.**

(Reason - To ensure the design of the development reaches a high standard in with Policy SF/6 of the adopted Local Development Framework 2007.)

- 12. No development shall take place until details of a strategy for the provision and monitoring of cycle parking within the sites has been submitted to and approved in writing by the Local Planning Authority. This strategy shall include details of the monitoring of the proposed cycle parking spaces for a period of two years from the occupation of the units, the results of which will be reported to the Local Planning Authority. The strategy shall also identify the locations for additional cycle parking, to meet the Local Planning Authority's standards (including any increase in requirements if mezzanine floors are installed), should the results of the monitoring indicate that it is required.**

(Reason - To ensure that sufficient cycle parking is provided and that land is identified for additional cycle parking in the future if the monitoring strategy identifies that it is required, in accordance with Policy TR/2 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 Core Strategy DPD, adopted January 2007.
- South Cambridgeshire Local Development Framework Development Control Policies DPD, adopted 2007.
- Supplementary Planning Documents:
 - Landscape in New Development – adopted 2010
 - District Design Guide – adopted 2010
 - Biodiversity – adopted 2009
- The National Planning Policy Framework.
- Cambourne Design Guide – dated May 1995.
- Approved Cambourne Masterplan – drawing no. RT.85B.64 Rev 36.
- Planning file refs: S/1666/12/FL, S/1371/92/O and S/6383/06/F.

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