

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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<b>Application Number:</b>	S/0291/15/FL
<b>Parish(es):</b>	Great Shelford
<b>Proposal:</b>	Demolition of existing public house and erection of 12 dwellings and associated new access and landscaping
<b>Site address:</b>	The Railway Tavern, Station Road, Great Shelford
<b>Applicant(s):</b>	Great Shelford (Cambridge) LLP and Manhattan
<b>Recommendation:</b>	Delegated Approval
<b>Key material considerations:</b>	Principle of development Character of the surrounding area Residential amenity Highway safety and parking
<b>Committee Site Visit:</b>	30 June 2015
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Julie Ayre DC Team Leader (East)
<b>Application brought to Committee because:</b>	The recommendation of Great Shelford Parish Council conflicts with the Officer's recommendation of approval.
<b>Date by which decision due:</b>	7 May 2015

### Executive Summary

1. The site lies within Great Shelford Village Framework, on the eastern side of Station Road. It is bounded by the Cambridge to London Liverpool Street railway line to the east which lies at road level, with commercial properties to the south forming The Stables and two storey residential properties to the west and north at Station Road and Shelford Park Avenue. This proposal seeks full permission for the erection of 12 dwellings following demolition of the existing public house. Eight of the units would be available on the open market and four of the units would be for intermediate housing. The housing mix would consist of 1 one bedroom unit (1 affordable), 5 two bedroom units (3 affordable), 4 three bedroom units and 2 four bedroom units. The layout of the development would comprise a linear development pattern along Station Road,

set back 3.4 metres from Station Road. The vehicular access would be through the centre of the building, with parking to the rear for 16 cars. The building would comprise of 8 dwellings and 4 apartments comprising of two storeys with a room in the roof, with a ridge height of 9.2 metres. The application is recommended for delegated approval subject to the signing of the Section 106 Agreement. Amended Plans were received on 08/05/2015 in which balconies were added to the 4 affordable apartments and the zinc roof and panels changed from a graphite or anthracite colour to a lighter colour. Additional information was submitted on the 20<sup>th</sup> May 2015 in regard to the submitted Noise Exposure Assessment.

### **Planning History**

2. Application **S/0133/11** for the erection of 13 flats comprising of 5 affordable units following demolition of existing public house with flat above was **refused** at planning committee on siting, scale and massing resulting in harm to the character of the area and having an overbearing impact on the outlook of habitable rooms at neighbouring dwellings Nos.5 to 15 Station Road. The application as subsequently allowed at Appeal Reference (APP/W0530/A/11/2155355).

### **Planning Policies**

3. **National**  
National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)
4. **South Cambridgeshire Local Development Core Strategy 2007:**  
ST/4 Rural Centres
5. **South Cambridgeshire Local 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  
HG/1 Housing Density  
HG/2 Housing Mix  
HG/3 Affordable Housing  
ET/6 Loss of Rural Employment to Non-Employment Uses  
NE/1 Energy Efficiency  
NE/3 Renewable Energy Technologies in New Development  
NE/6 Biodiversity  
NE/11 Flood Risk  
NE/12 Water Conservation  
NE/15 Noise Pollution  
SF/1 Protection of Village Services and Facilities  
SF/6 Public Art  
SF/10 Outdoor Playspace, Informal Open Space, and New Developments  
SF/11 Open Space Standards  
TR/1 Planning for More Sustainable Travel  
TR/2 Car and Cycle Parking Standards
6. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**  
Open Space in New Developments SPD - Adopted January 2009  
Public Art SPD - Adopted January 2009  
Trees & Development Sites SPD - Adopted January 2009  
Landscape in New Developments SPD - Adopted March 2010

District Design Guide SPD - Adopted March 2010  
Affordable Housing SPD - Adopted March 2010  
Great Shelford Village Design Statement- Adopted February 2004

**7. Proposed Submission Local Plan**

S/1 Vision  
S/2 Objectives of the Local Plan  
S/3 Presumption in favour of sustainable development  
S/8 Rural Centres  
CC/1 Mitigation and Adaption to Climate Change  
CC/2 Renewable and Low Carbon Energy Generation  
CC/3 Renewable and Low Carbon Energy in New Developments  
HQ/1 Design Principles  
NH/4 Biodiversity  
H/7 Housing Density  
H/8 Housing Mix  
E/14 Loss of Employment Land to Non Employment Areas  
H/11 Residential space standards for market housing  
SC/7 Outdoor play space, informal open space and new development  
SC/8 Open space standards  
SC/10 Lighting Proposals  
SC/11 Noise Pollution  
SC/12 Contaminated Land  
SC/13 Air Quality  
TI/2 Planning for sustainable travel  
TI/3 Parking provision  
TI/8 Infrastructure and New Developments  
T1/9 Education Facilities  
T1/10 Broadband

**Consultations**

8. **Great Shelford Parish Council-** Recommends refusal on the grounds of siting, scale and mass of the development impacting on the visual amenity of Station Road. Concerns are raised regarding the overbearing street scene impact and proximity to the public highway. Following Amended Plans received 08/05/2015 the Parish raise concerns regarding design, massing, scale and prominence of balconies in the north east elevation.
9. **Local Highways Authority-** Recommends approval subject to the parking numbers being reduced down from 16 car parking spaces to 14 car parking spaces as previously agreed in planning application S/0133/11/FL.
10. **Archaeology Officer-** The site lies in an area of high archaeological potential. Requests that a condition is added to any consent granted to require a programme of archaeological investigation.
11. **Environmental Health-** No objections subject to the addition of conditions to any consent granted in regard to a detailed noise mitigation and insulation for the residential units, hours of work, no burning of waste on site, no driven pile foundations and informatives in relation to noise and dust and a Demolition Notice.
12. **Refuse Officer-** No comments received (out of time).

13. **Building Control-** No comments received (out of time).
14. **Contaminated Land Officer-** The site is adjacent to the railway line and has potential for contamination. Requests a condition is added to any consent granted to require submission of a remediation strategy if any contamination is found during development.
15. **Air Quality Officer-** No objections and requests that adequate measures to mitigate dust and emissions during demolition and construction are added to any consent granted.
16. **Housing Development Officer-** Recommends approval. The proposal seeks 4 properties for intermediate housing. The proposal does not accord with the required affordable housing provision of 70% rented and 30% intermediate housing, however there are 221 applicants registered for intermediate housing in the District, with 6 living or working in Great Shelford. The proposal is supported as it is in accordance with the demand for shared ownership in this area of the district and a registered provider has been appointed on the basis of the affordable housing being offered as intermediate housing.
17. **Trees Officer-** No objections.
18. **Urban Design Officer-** The proposed building is set back from Station Road and does not protrude beyond the established building line. The relationship between the proposed building and the properties on the opposite side of Station Road is considered appropriate. The Station Road elevation is broken up by use of blocks and vertical features to reflect the massing of the properties on the other side of the road. Dormers are introduced to help create the impression of a two storey building, the design can be improved by use of a graphite colour cladding panel to the dormer element to help blend it in with the seam zinc roofing.
19. **Landscape Officer-** No objections. Concerns are raised regarding the poor access way from units 1,2 and 8 to the garden area. Requests conditions in regard to hard and soft landscaping, five year replacement planting, surface water drainage, boundary treatments and external lighting.
20. **Ecology Officer-** No objections. Requests conditions are added to any consent granted in regard to removal of vegetation outside of bird breeding season, prior to removal of the horse chestnut tree an ecologist inspects the tree for bats, the removal of the ridge tiles from the existing building being undertaken in the presence of a bat worker and ecological enhancements to be undertaken in accordance with details in the ecology report.
21. **Architectural Liaison Officer-**Comments that the car parking area should be gated and lit to allow for active surveillance of the car park area. In regard to the affordable units the mail boxes should be external and the rear door to the apartment's stairway should be moved to provide a secure store for cycles. The door to dwelling 8 is hidden and should not be recessed. The gate to the stairs and cycles could provide an unseen area for offenders.
22. **Anglian Water-** Requests conditions in regard to surface water strategy and surface water management and an informative in regard to foul sewerage are added to any consent granted.

23. **Campaign for Real Ale-** Raises concerns regarding the permanent loss of the public house.
24. **Education Officer-** The County Council requirements for this development are £10,080 for early years need, £15,960 for primary education and £300 for monitoring fees.
25. **County Solicitor-** The development will not require a transport contribution.

### **Representations**

26. **No.2a Shelford Park Avenue-** Objects to the proposal on the grounds of scale, bulk, and siting which would have a detrimental impact on the street scene. The three storey dwellings would fail to sit within the street scene and significantly alter the visual character of the area.
27. **No.24 Shelford Park Avenue-** Requests a foot bridge over the railway forms part of this development.
28. **No.3 Station Road-** Raises concerns regarding the design and density on the proposed development.
29. **Apartment 5, 216 Cambridge Road-** Requests a footbridge is proposed over the railway line as part of this development.
30. **No.2 Leeway Avenue-** Raises concerns regarding overlooking and overbearing impact, siting and height of the dwellings adjacent to the highway and highway safety.
31. **No.7 Station Road-** Raises concerns regarding the siting and dense development which will result in increased air pollution in the area.
32. **No.9 Station Road-** Raises concerns regarding the scale, height, siting, character, highway safety, traffic increase, parking and loss of light.
33. **No.11 Station Road-** Objects to the proposal on the grounds of height, density, highway safety and parking provision.
34. **No.15 Station Road-** Raises concerns regarding the design, height, size, siting, scale and increased traffic and highway safety concerns.

### **Planning Comments**

35. The main issues to consider in the determination of this application relate to the principle of residential development on this site, the loss of a village service, housing density, housing mix, affordable housing, the impacts upon the character and appearance of the area including scale, height, mass, form, and materials, trees and landscaping, ecology, archaeology, highway safety, neighbour amenity, noise and contamination, bin storage and collection and developer contributions.

### **Principle of Development**

36. The site is located within the village framework of a 'Rural Centre', with good access to services, facilities and infrastructure. Development and redevelopment without any limit on individual scheme size will be permitted. The proposal is therefore considered acceptable in principle subject to all other planning considerations.

### **Loss of a Village Service**

37. The proposal would result in the loss of the existing public house. The building is not of significant historical or architectural merit. The public house was last used in September 2009 and has since been vacant, given this and the 2011 appeal decision reference (APP/W0530/A/11/2155355), the loss of the public house is not considered significant.

### **Density**

38. The site measures 0.12 of a hectare in area. The erection of 12 dwellings on the site would equate to a density of 100 dwellings per hectare. This would make the most efficient use of previously developed land and comply with the requirement of at least 40 dwellings per hectare as set out under Policy HG/1 of the LDF for sustainable settlements.

### **Affordable Housing**

39. There is an identified local need for rented accommodation across the whole district and in Great Shelford. 6 households either living or working in Great Shelford are registered for intermediate housing with BPHA homebuy agents. Four of the proposed dwellings would be for intermediate housing, with a Registered Provider having been appointed.

This would comply with the minimum 40% requirement outlined in Policy HG/3 of the LDF and contribute towards meeting the local need. A mix of 1 x one bed units and 3 x two bedroom units would be in accordance with the current high demand for 1 and 2 bedroom properties. The proposal is supported on the basis that it is in accordance with the demand for shared ownership in this part of the district and that a Registered Provider has been appointed on the basis of all affordable housing being offered as intermediate.

### **Housing Mix**

40. The remaining eight dwellings will be for sale on the open market and would comprise a mix of 2 x two bedrooms, 4 x three bedrooms and 2 x four bedroom properties. Whilst it is noted that this would not comply with Policy HG/2 of the LDF and H/8 of the Proposed Local Plan, it is considered acceptable as it would provide a greater mix of housing.

### **Character and Appearance of the Area**

41. The site forms a triangular shape, with land rising above road level to the east and dropping to the south. The Railway Tavern Public House is a two-storey, render and slate traditional style building that is situated on the southern part of the site. A large hard surfaced parking area for 35 cars is situated on the northern section. Vehicular and pedestrian access is to the west. A hedge runs partly along the boundary with Station Road and there is landscaping along the eastern boundary. A mature horse chestnut tree is located in the south eastern corner of the site. A wall forms the southern boundary.

The proposed layout of the dwellings would comprise of a linear development pattern, set back 3.4 metres from the public highway, which would follow the layout and

character of the existing commercial developments to the south of the site and dwellings to the west.

The scale of the development would comprise of two storey properties with a room in the roof. The building would comprise of a series of blocks forming each dwelling. The blocks have been designed to reflect the width and footprint of the neighbouring semi-detached properties. The proposed dwellings would be 9.3 metres in height with the building forming the apartment block to the north forming a curved landmark building from the entrance of the village and railway station. The height of the buildings for the approved appeal decision comprised of two and three storey buildings, with the highest part being 10.5 metres. The proposed dwellings would be higher than the nearby residential and commercial properties; however given the dormers on the front, steep front roof slope, series of blocks, vertical features and light weight cladding, this would break up the visual mass of the building.

The design of the dwellings would be contemporary, with the curved landmark building creating a visual stop to the building at the edge of the railway. The design of the building is considered acceptable given the varied character and appearance of dwellings and commercial buildings in the area. The use of light buff bricks, boarding and light zinc panels would reduce the visual mass of the building and is considered bring in historic and contemporary features. The proposed design and materials are considered to be appropriate to the appearance and character of the area.

### **Trees and Landscaping**

42. The proposal seeks removal of all the trees and landscaping on the site. The trees which exist on the site are of a poor quality with the horse chestnut having severe decay. The Trees and Landscape Officers have raised no objections to the proposal subject to the addition of conditions in regard to hard and soft landscaping details, five year replacement planting, surface water drainage, boundary treatments and external lighting. The Landscape Officer did raise concern regarding the visual impact of the open terraces from the railway and neighbouring residential properties to the west at Leeway Avenue. The 8 dwellings will have a private terrace which will lead into a semi-private area to a public garden area to the west of the site which will be at first floor level. A condition shall be added to require submission of boundary treatment for these terraces.

### **Ecology**

43. The proposal is not considered to present a habitat for any protected species. The existing diseased horse chestnut tree and derelict Railway Tavern public house could provide bat roost opportunities and therefore a condition shall be added to ensure that these are inspected by an Ecologist for bats and removal of the ridge tiles on the building, a licensed bat worker shall be present. The Ecology Officer has also requested that the ecological enhancements specified in the submitted Ecological Assessment are undertaken and no vegetation on the site is removed during bird breeding season to minimize harm or impact on nesting birds.

### **Archaeology**

44. The site lies in an area of high archaeological potential, with medieval pottery scatters to the north and adjacent to the railway line. The Archaeology Officer has commented that the proposal is considered acceptable subject to a condition being added to any consent granted to require no development to commence until a programme of archaeological investigation has been agreed with the Local Planning Authority.

## **Highway Safety**

45. The proposed shared vehicular access would be sited centrally within the building and form a driveway underneath the buildings to the rear of the site where the proposed car park and garage accesses will be. The access would be 5 metres in width and provide 2.4 metres x 43 metres and 36 metres vehicle visibility and pedestrian visibility splays of 1.8 metres by 2.1 metres.

The submitted Transport Statement calculated that the residential development would generate 49 car driver trips a day. The Local Highways Authority have confirmed that the proposed access would meet the highway standards and the proposal is acceptable in terms of highway safety. The Local Highways Authority did comment that the proposed parking for the development should be reduced from the proposed 16 spaces to 14 spaces as approved in the previous application S/0133/11. The proposed 16 car parking spaces are considered acceptable.

## **Parking Provision**

46. The proposal would provide 16 car parking spaces, with one space proposed per dwelling comprising of 7 spaces within separate garages for the seven dwellings and five spaces within the car park to the rear. 4 spaces would be provided for visitor parking. The proposal would fall short of Policy TR/2 of the LDF which requires an average of 1.5 spaces per dwelling. Given one space will be provided per dwelling, and the site is situated in a very sustainable location being adjacent to the train station, with good accessibility to buses and within walking and cycling distances of the Great Shelford village services and to Cambridge city, the proposal is considered acceptable in terms of parking.

The proposal would provide 31 cycle parking spaces with the provision of one cycle space for each bedroom. The proposal would comply with cycle parking standards.

## **Neighbour Amenity**

47. To the west of the site lies the neighbouring properties at Nos.1 to 15 Station Road and No.2a Shelford Park Avenue. These dwellings lie back from Station Road with open driveways and gardens to the front. To the east of the site, the other side of the railway line lies the neighbouring bungalows and dwellings at Leeway Avenue. The proposed dwellings would be sited 20 metres from the front elevation of the dwellings in Station Road, 20 metres from the side elevation, 13 metres from the boundary of No. 2A Shelford Park Avenue, and 26 metres from the boundary of No. 2 Leeway Avenue. Comments have been received from the neighbouring properties in which concerns have been raised regarding the height, size, scale and siting of the dwellings which would result in harm to neighbour amenity through being visually overbearing. It is acknowledged that the existing open views of the car park from these dwellings will be lost, however given the significant distance between the dwellings from the front to front, front to side or back to back elevations, the dwellings are considered acceptable in terms of overbearing impact and loss of privacy.

The neighbour at No.2 Leeway Avenue raised concern regarding loss of privacy from the side (north east) elevation balconies serving the proposed apartments. Given the significant distance of the balconies and this elevation from the boundary of this property, the proposal is considered acceptable in regard to loss of privacy.



The buildings would be orientated to the east of the dwellings in Station Road and south east of No. 2A Shelford Park Avenue and south west of No.2 Leeway Avenue and would not lead to a significant loss of light or overshadowing.

The District Design Guide states that for one or two bedroom properties, 40m<sup>2</sup> of private garden space is required with 50m<sup>2</sup> for 3 bedroom properties. Ground floor apartments should have a minimum of 10m<sup>2</sup> of private amenity space or use of a communal space where 25m<sup>2</sup> is allowed for each apartment. Upper floor apartments should have use of a private balcony of a minimum of 3m<sup>2</sup> plus use of a communal garden. The proposed 8 houses would each have access to a private terrace with the four apartments having their own balconies with a communal garden to the east of the site.

### **Noise/Contamination**

48. Following comments from the Environmental Health Officer, conditions shall be added to any consent granted to require a detailed noise and insulation scheme to be submitted to protect occupants internally and externally from railway and traffic noise, no site machinery to be operated other than set working hours, no burning of waste on site and a statement for the method on any driven pile foundations to be submitted.

Following additional information submitted to the Noise Exposure Assessment dated 20 May 2015, the Environmental Health Officer was satisfied with the proposed 2 metre high fence erected at the site boundary to reduce noise disturbance from the adjacent railway, the level crossing alarm, vehicles along Station Road and the adjacent air conditioning units from the commercial units subject to a condition being added to any consent granted requiring a detailed noise mitigation and insulation scheme.

The site lies adjacent to the railway line which has the potential for contamination. The Contamination Officer has commented that the proposal is considered acceptable in regard to contamination subject to a condition being added to any consent granted to require development to stop if contamination not previously identified is found at the site and a remediation strategy is agreed by the Local Planning Authority.

### **Bin Storage & Collection**

49. Bin storage has been proposed within the garage area for the 8 dwelling houses and a storage area has been proposed to the side of the car parking area, adjacent to the side boundary for Unit 8 and the apartments. These storage points would be sited less than 25 metres from the entrances of the properties satisfying the requirement of the RECAP Waste Management Design Guide. Bin collection points are proposed within the vehicular access way in which the refuse vehicle will be able to collect from.

### **Developer Contributions**

50. The South Cambridgeshire Recreation Study 2005 identified a shortfall of sport and play space within Great Shelford. A public garden measuring 106m<sup>2</sup> would be provided on site. However, this would not offset the increase in demand for sport and playspace as a result of the development and therefore a financial contribution of £29,799.24 (index linked) is also required towards the provision and management of open space off-site and within the village to comply with Policy SF/10 of the LDF.

This would be secured via a legal agreement of any planning consent. Great Shelford Parish Council has requested this money is put towards provision of play equipment at the recreation ground which is needed within the village.

The South Cambridgeshire Community Facilities Assessment 2009 states that Great Shelford has indoor community space that is of a good standard, although there is a shortfall of such space and some investment in the near future may be required. Due to the increase in the demand for the use of this space from the development, a financial contribution of £5,085.88 (index-linked) is sought towards the provision of new facilities or the improvement of existing facilities in order to comply with Policy DP/4 of the LDF. This would be secured via a legal agreement of any planning consent. Great Shelford Parish Council has requested this money is put towards provision of play equipment at the recreation ground which is needed within the village.

South Cambridgeshire District Council has adopted the RECAP Waste Management Design Guide which outlines the basis for planning conditions and obligations. In accordance with the guide developers are required to provide for household waste receptacles as part of a scheme. The current fee for the provision of appropriate waste containers is £69.50 per dwelling. The total for waste receptacle provision would be £834. The costs will be secured via a legal agreement of any planning consent and would be required to be paid upon completion of the agreement.

Cambridge County Council requires the development provide for contributions towards education. The requirement is for £10,080 for early years need, £15,960 for primary education and a monitoring fee of £300. This will be secured via a legal agreement of any planning consent.

Cambridge County Council does not require the development to provide for contributions towards transport provision.

### **Other Matters**

51. Comments from neighbouring properties raised the issue of a footbridge across the railway line from the site. This was not part of the proposal put forward and is therefore not a material planning consideration.

A Sustainability Statement has been submitted with the application in which the dwellings will be built to the equivalent of Level 3 of the Code for Sustainable Homes. The scheme proposes solar PV electricity panels on the southern roof slopes, solar thermal hot water panels, flue glass heat recovery, waste water heat recovery, super insulation and improved thermal mass to meet the 10% predicted energy requirements as set out under Policy NE/3 of the LDF.

No details of Water Conservation and Management have been submitted with the application, therefore details of SUDS, hard and soft landscaping, surface water disposal and management will be required by way of condition to any consent granted.

### **Recommendation**

52. Approval subject to the following conditions

## Section 106 requirements

- 4 Onsite Affordable Housing Provision
- £5,085.88 Community Space Provision
- £26,340 Education Provision
- £834.00 Household Waste Receptacle Provision
- £1500.00 Monitoring
- £29,799.24 Public Open Space

## Conditions

- (a) 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.)
- (b) The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan P01, P20D Amended 08/05/2015, P03L Amended 08/05/2015, P10H, P04J Amended 08/05/2015, P06A, P05K Amended 08/05/2015, P11D, P14D & P12D.  
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- (c) No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings 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 - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- (d) 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.)
- (e) 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.)

- (f) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected for each dwelling and the acoustic fence. The boundary treatment for each dwelling shall be completed before that/the dwelling is occupied in accordance with the approved details and shall thereafter be retained.  
(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- (g) No development shall take place on the application site until the implementation of a programme of archaeological work has been secured 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 in accordance with Policy CH/2 of the adopted Local Development Framework 2007.)
- (h) If during the development contamination not previously identified is found to be present at the site then no further development, unless otherwise agreed in writing with the Local Planning Authority shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved to the satisfaction of the Local Planning Authority.  
(Reason - To ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).
- (i) 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.)
- (j) Any removal of trees, scrub or hedgerow shall not take place in the bird breeding season between 15 February and 15 July inclusive, unless a mitigation scheme for the protection of bird-nesting habitat has been previously submitted to and approved in writing by the Local Planning Authority.  
(Reason - To avoid causing harm to nesting birds in accordance with their protection under the Wildlife and Countryside Act 1981 and in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
- (k) The development hereby permitted shall be carried out in accordance with the ecological enhancements detailed in the Ecology Report by Applied Ecology Ltd dated January 2015.  
(Reason - To enhance ecological interests in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

- (l) The removal of the ridge tiles on the existing building on the site shall be removed with a licensed bat ecologist present in case unseen bats are encountered.  
(Reason – To minimise disturbance, harm or potential impact upon protected species in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
- (m) The diseased horse chestnut tree shall be inspected at height by an Ecologist before it is removed in case unseen bats are encountered.  
(Reason – To minimise disturbance, harm or potential impact upon protected species in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
- (n) No construction site machinery or plant shall be operated, no noisy works shall be carried out and no construction related deliveries taken at or despatched from the site except between the hours of 0800-1800 Monday to Friday, 0800-1300 Saturday and not at any time on Sundays or Bank Holidays).  
(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
- (o) Prior to commencement of any development, a detailed noise mitigation/insulation scheme for the residential units, to protect future occupants internally and externally from railway noise and road traffic noise, shall be submitted to and approved in writing by the Local Planning Authority. The detailed noise attenuation and insulation scheme shall:  
(a) Have regard to the noise mitigation principles and recommendations detailed in the submitted Clement Acoustic Noise Exposure Assessment Report 8470-NEA-01 Rev D dated 18 May 2015.  
(b) Demonstrate that the internal and external noise levels recommended in British Standard 8233:1999 'Sound insulation and noise reduction for buildings Code of Practice' will be achieved. With regard to internal noise levels the scheme shall have regard to the noise insulation of the composite building fabric, glazing areas, including the provision of sound attenuated alternative mechanical ventilation systems (or similar) to facilitate rapid/purging ventilation and thermal comfort/summer cooling requirements if the reasonable indoor ambient noise levels in BS 8233 cannot be achieved with a partially open external window (assuming a 13dB (A) external to internal reduction for a partially open window). The noise attenuation/insulation scheme as approved shall be fully implemented prior to occupation and shall be retained thereafter and not altered without prior approval.  
(Reason - To ensure that sufficient noise attenuation/mitigation is provided to all residential properties to protect future occupiers externally and internally from the impact of Station Road traffic noise and safeguard the health, amenity and quality of life of future residents in accordance with Paragraphs 109 and 123 of the National Planning Policy Framework 2012 and Policy NE/15 of the adopted Local Development Framework 2007.)
- (p) No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Local Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:  
i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)

- ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on the street.
  - iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway).
  - iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway. (Reason: In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (q) The proposed access and turning area shall be provided before the dwellings hereby permitted are occupied and thereafter retained as such. (Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (r) Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage and management shall be submitted to and approved in writing by the Local Planning Authority. No hard standing areas shall be constructed until the works have been carried out in accordance with the surface water strategy approved 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.)
- (s) 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.)
- (t) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A, B, C, D & E of Part 1 of Schedule 2 of the Order shall take place unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (Reason - In the interests of visual amenity and to safeguard the privacy of adjoining occupiers in accordance with Policy DP/2 and DP/3 of the adopted Local Development Framework 2007.)

### **Informatives**

- (a) The applicant should ensure that adequate measures shall be in place to mitigate dust and emissions during the demolition and construction work.
- (b) There shall be no burning of any waste or other materials on the site without the prior consent from the Environmental Health Department.

- (c) Should driven pile foundations be proposed, a statement for the method of construction of these foundations shall be submitted and agreed with the Environmental Health Department so that noise and vibration can be controlled.
- (d) Before the existing property is demolished, a Demolition Notice will be required from the Building Control Section of the council's planning department to 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.
- (e) The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppressions for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact Environmental Health Service.
- (f) The applicant should serve notice under Section 106 of the Water Industry Act 1991 should they seek to connect the sewerage network.

### **Background Papers**

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Plan Proposed Submission July 2013
- South Cambridgeshire Supplementary Planning Documents
- National Planning Policy Framework 2012
- Planning File: S/0133/11/FL
- Appeal: APP/W0530/A/11/2155355

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