

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

6 April 2016

AUTHOR/S: Planning and New Communities Director

Application Number: S/3223/15/FL

Parish(es): Orchard Park

Proposal: 42 low energy, co-housing dwellings, common house and workshop

Site address: K1 Site, Topper Street

Applicant(s): Mr Neil Murphy, TOWNhus

Recommendation: Delegated Approval

Key material considerations: Visual Impact
Neighbour Amenity
Noise

Committee Site Visit: 5 April 2016

Departure Application: No

Presenting Officer: Katie Christodoulides, Senior Planning Officer

Application brought to Committee because: The recommendation of Orchard Park Community Council conflicts with the Officer recommendation.

Date by which decision due: 22 March 2016

Planning History

1. **S/2725/14/OL-** 38 Passivhaus Dwellings and Ancillary Facilities Including Common House and Communal Gardens- Current Application, Awaiting S106 to be completed.
S/2379/01/O- Development Comprising Residential, Employment, Retail, Leisure, Social/Community Uses, Open Space, Educational Facilities and Associated Transport Infrastructure- Approved.

Planning Policies

2. ***National Planning Policy Framework***
3. ***Local Development Framework, Core Strategy 2007, Development Plan Document***
4. ***Local Development Framework, Site Specific Policies, 2012, Development Plan Document***

SP/1 Cambridge Northern Fringe West (Orchard Park)

5. *Local Development Framework, 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/7 Development Frameworks
HG/1 Housing Density
HG/2 Housing Mix
NE/1 Energy Efficiency
NE/2 Renewable Energy
NE/3 Renewable Energy Technologies in New Development
NE/6 Biodiversity
NE/7 Sites of Biodiversity or Geological Importance
NE/8 Ground Water
NE/9 Water and Drainage Infrastructure
NE/10 Foul Water - Alternative Drainage Systems
NE/15 Noise Pollution
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
TR/3 Mitigating Travel Impact

6. *South Cambridgeshire LDF Supplementary Planning Documents (SPD):*

District Design Guide SPD
Open Space in New Developments SPD
Landscapes in New Developments SPD
Development Affecting Conservation Areas SPD
Biodiversity SPD
Trees and Development Sites SPD
Public Art SPD
Orchard Park Design Guidance-SPD

7. *Draft Local Plan*

S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
SS/1 Orchard Park
HQ/1 Design Principles
HQ/2 Public Art and New Development
H/7 Housing Density
H/8 Housing Mix
NH/4 Biodiversity
NH/5 Sites of Biodiversity or Geological Importance
NH/6 Green Infrastructure
SC/6 Indoor Community Facilities
SC/7 Outdoor Play Space, Informal Open Space and New Developments
SC/8 Open Space Standards
SC/13 Air Quality

CC/1 Mitigation and Adaption to Climate Change
CC/3 Renewable and Low Carbon Energy Generation in New Development
SC/11 Noise Pollution
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments
TI/9 Education facilities
T1/10 Broadband

Consultation

8. **Orchard Park Community Council-** Recommends refusal. The Parish are supportive of the green credentials and innovative planning opportunity for Orchard Park however the segregation and lack of openness for all residents was against the Design Code for cohesiveness within Orchard Pak.
9. **Air Quality Officer-** The submitted AQ report is satisfactory, requests conditions are added in regard to air quality construction, renewable energy and electric vehicle charging.
10. **Contaminated Land Officer-** Requests a condition is added to any consent granted in regard to contamination found on the site.
11. **Tree Officer-** Supports the proposal however raises concerns regarding the hard surface located between T1 and the end of the proposed building and finished floor levels. Requests a condition is added to require a plan view and section of the DPC on the building and protected tree and that the tree protection measures are implemented prior to any works starting on site. Following Amended Plans received 15/02/2016, the Tree Officer recommends a condition is added in regard to finished floor levels and surfaces.
12. **Landscape Officer-** Objects to the proposal and requests a number of changes are required to the landscape. Following Amended plans, some of the landscape concerns have been addressed, with elements in regard to grass areas and mounding in the lane remaining. Requests this is dealt with by a landscape condition.
13. **Local Highways Authority-** Raises no objections. Requests conditions are added to any consent granted in regard to no unbound material of the access way, the vehicle accesses being constructed in accordance with the construction specification, the access shall be constructed with adequate drainage, manoeuvring areas retained, accesses retained, a traffic management plan and informatives in regard to no works to the highway, no structure overhanging the highway and public apparatus agreements.
14. **Archaeology Officer-** No objections or requirements.
15. **Ecology Officer-** Supports the retention of the treeline and hedgerow and habitats. Requests a condition is added to any consent granted in regard to securing bird and bat box erection. Comments that there is space to grow trees and a hedge along the eastern boundary and the swale sound be seeded with wetland wildlife mix with additional planting.
16. **Affordable Housing Officer-** Supports the proposal subject to the proposed affordable housing being detailed and agreed in the Section 106 Agreement,

17. **County Education-** The proposal is for 6 additional dwellings. The County would not require additional contributions on the basis that 5 contributions towards a project have already been pooled and the proposed increase in dwellings would be too small to justify a project that would be CIL compliant.
18. **County Transport-** The development will contribute to a small number of additional trips to the highway network. The development is shown to result in fewer trips of the network compared to the April 2015 Outline application. A contribution has not been sought towards wider mitigation schemes. Requests a condition is added to any consent granted to require a Sustainable Travel Information Pack is available to all residents on occupation.
19. **Urban Design Officer-** Concerns raised regarding the pedestrian access and it being fronted by a bin and cycle store, the proposed parking and bin store and cycle stores being prominent, the lack of planting and boundary treatment along the eastern boundary and the design of the eastern block in line with the comments from the Design Workshop and Design Enabling Panel.
20. **Noise Officer-**Raises concerns regarding noise levels from Kings Hedges Road and the Cambridge Guided Busway to the private gardens and outside amenity areas. The communal amenity area is in exceedance of 55dB limit suggested by the World Health Organisation and related guidance.
21. **Fire Service-** No comments received.
22. **Architectural Police Liaison Officer-** Requests a condition is added to any consent granted in regard to all ground floor doors and windows and accessible first floor level windows meeting PAS 24 standard and be glazed with laminated glass.
23. **National Grid-** No comments received.
24. **Waste Officer-** No comments received.
25. **Anglian Water-** No comments received,
26. **Cambridge Water-** No comments received.
27. **Lordsbridge-** No comments received.
28. **Drainage Manager-** No comments received.
29. **Guided Bus Manager-** No comments received.
30. **Renewable Energy Officer-** The proposal will go over and above the energy carbon policy requirements.
31. **Network Rail-** No observations to make.
32. **Highways Agency-** No objections.
33. **Health Impact Assessment Officer-** The scheme has been assessed as Grade D and fails to meet the required standard of the HIA SPD policy.

Representations

34. None received.

Planning assessment

35. The site known as the K1 land parcel is located on the eastern end of Orchard Park. Immediately to the south of the site lies The Guided Busway and further along Kings Hedges Road. To the west, north and east lies three storey housing off Granham Road, land parcel L2 off Topper Street and three storey flats off Starr End.
36. The site is 0.96 hectares in area and forms open scrub land with a ditch and mature belt of trees which runs diagonally across the site. Two of the oak trees are subject to Tree Preservation Orders (TPO). An electricity substation lies to the north of the site. The site is located within the Air Quality Management Zone (AQMZ), by virtue of its proximity to the A14.
37. The application is made on behalf of K1 Cambridge Cohousing Ltd. Cambridge Cohousing Ltd was set up and is managed by the K1 co-housing residents, to create Cambridge's first cohousing scheme (K1), a development which will provide sustainable infrastructure and accommodation to benefit the residents and wider Orchard Park community.
38. The planning application, registered on the 22 December 2015 seeks full consent for the erection of 42 low energy dwellings and ancillary facilities including a common house, workshop, car and cycle parking, refuse storage and relocation of the electricity substation and associated access and landscaping.
39. The application has been accompanied by a number of supporting statements including a Design & Access Report, Landscape Report, Arboriculture Report, Ecological Appraisal, Services Report, Flood Risk Assessment and Drainage Statement, Sustainability Report, Transport Assessment Report, Air Quality Assessment, Waste Strategy Plan, Noise Impact Assessment, Design Boards and Travel Plan.

Principle of development

40. The principle of development has been established under the original outline consent (S/2379/01/O) for Orchard Park and the current application is considered acceptable subject to other material considerations below.

Affordable Housing

41. The Affordable Housing Officer commented on the previous Outline Application S/2725/14/OL for 38 dwellings that no contributions for affordable housing will be required given the specialist self-build nature of the site and affordable housing being accommodated on adjacent sites. For this application which seeks a net increase of four dwellings, the Affordable Housing Officer has commented that two affordable units should be provided. Two affordable units are proposed and this will be detailed in a proposed Section 106 Agreement.

Housing Mix

42. The proposal is for 42 dwellings comprising of 7 x 1 bedroom flats, 14 x 2 bedroom flats, 5 x 2 bedroom houses, 9 x 3 bedroom houses and 7 x 4 bedroom houses. The proposal would comply with Policy HG/2 of the LDF and the need of the proposed residents forming part of the Co-Housing Group.

Visual Impact

43. The proposal would conform with the Orchard Park Design Guide SPD in regard to active street frontages, strong positive streetscapes and active integrated, secure car parking.
44. The proposed layout of the scheme would allow for an active street frontage along Granham Road and Topper Street with buildings, with a central common house and large community garden to the south with parking sited to the east. A lane runs from Granham Road to the site entrance off Starr Lane allowing for a gateway for pedestrians and cyclists.
45. The scale of the development confirms with the Design Guide with mainly two storey dwellings with a room in the roof and three storey buildings in the centre of the site and at the western point of the site a landmark building. The proposed scale would fit appropriately with the adjacent dwellings.
46. The design and appearance of the proposal seeks to conform with the Orchard Park Design Guide and design qualities of buildings within Cambridge historic core.
47. The proposed materials for the dwellings would allow for four different brick types with boarding proposed on the eastern terrace, a rain screen cladding on the common house and one roof tile. The range of brick types allows for residents to choose their material and replicate a terrace of dwellings with varying materials.
48. The Urban Design Officer raised a number of concerns regarding the lane and the lack of visual interest when arriving from the east and west with bin and cycle stores terminating the vistas, the lack of soft landscaping within the parking area and the design of the eastern terrace. Amended plans have been received dated 16/03/2016 in which the bin and cycle stores have been sited within the lane rather than beyond the building line. A condition will be added to require details of proposed soft and hard landscaping to be submitted which will address the Urban Design Officers concerns regarding a lack of landscaping. On balance, the proposed design of the eastern terrace is not considered to result in harm to the area, with the design being acceptable.
49. A condition shall be added to any consent granted to remove permitted development rights for classes A,B,C,D or E to protect the visual amenity of the area.

Neighbour Amenity

50. The proposal is not considered to result in any harm to adjacent neighbouring amenity through loss of light, loss of privacy or overbearing impact.
51. Conditions will be added to ensure the proposal does not result in harm to surrounding properties in regard to lighting, operational waste, noise and odour.
52. Concern is raised in regard to the overbearing visual impact and loss of light to the rear patio doors of the end two dwellings and garden areas along the proposed southern terrace. The proposed north side gable on the west terrace would be 10.2 metres in height, 7.8 metres to the eaves level and sited 7 metres from the proposed patio doors of the adjacent properties, being contrary with the Design Guide which requires a 12 metre distance between a blank elevation and neighbouring room. A Daylight Assessment Study was undertaken and the two dwellings would have high

levels of daylight and sunlight to the internal rooms and external amenity space. 3D computer generated views have been undertaken from the windows and the end dwelling would have a triple aspect from the rear, side and front elevations with the second dwelling having open views past the blank side gable. The proposal on balance given the above, and the nature of the scheme being for co-housing is considered acceptable in terms of amenity.

Access/Highway Safety

53. The Orchard Park Design Guide states that vehicular access should be from Granham Road and Topper Street. The proposed access is from Starr End with an internal road and The Lane for mainly pedestrian access and disabled parking. The Local Highways Authority have raised no objections subject to conditions being added to any consent granted in regard to no unbound material for the access way, the vehicular access where it crosses the highway shall be in accordance with Cambridgeshire County Council construction specification, a scheme for drainage of surface water runoff for the access, retention of manoeuvring areas, the access being free from obstruction, a traffic management plan and informatives.

Traffic and Parking

54. The proposed parking level of 1 space per dwelling with a provision of 1 space per 4 dwellings for visitor car parking is considered acceptable given the site's location on the edge of Cambridge, adjacent to the Guided Bus Way and proposed measures of a car club and car sharing for the group. As part of the proposed Section 106 Agreement, this level of car parking provision will be detailed as above and a fall back scheme of proposed parking within the garden will be required if this number cannot be met.

Trees/ Landscape

55. The proposal will retain the majority of the tree belt which runs across the site. The tree belt and two protected oak trees will be retained and protected during the construction. The Tree Officer has raised concern regarding the proposed hard landscaping sited between the protected oak tree T1 and the east terrace building without leading to harm to the tree and root protection area and resulting in conflicting finished floor levels. The Tree Officer has requested conditions are added to any consent granted to require the tree protection measures and recommendations as set out in the Arboricultural Report to be implemented and installed prior to any works, remaining until completion and a condition requiring a section plan of the hard surface between the Oak T1 tree and proposed building.
56. The Landscape Design Officer has raised a number of concerns regarding the proposed layout and requests alterations are made to soft and hard landscaping. A condition shall therefore be added to require details of landscaping to be agreed prior to any works on site.

Ecology

57. The site comprises overgrown shrub grass land with two protected trees forming a tree belt which runs from the south east to the north west. The proposal seeks to retain the majority of the tree belt and two protected trees with the creation of a swale for surface water run-off. The Ecology Officer has raised no objections to the proposal subject to a condition being added to secure a scheme of bird and bird box erection and landscaping to allow further trees and hedge planting along the eastern boundary

and a wetland mix of planting within the swale.

Air Quality

58. The site is located in an area of high sensitivity for local air quality as it is within the Air Quality Management Area. An Air Quality Assessment was submitted as part of the application in which the Environmental Health Officer has raised no objections and requests conditions are added to any consent granted in regard to air quality construction, renewable energy and electric vehicle charging. An informative shall be added in regard to air quality construction. The proposal complies with Policy NE/1 NE/2 and NE/3 of the LDF and the proposed renewable condition is not considered necessary and therefore a condition in regard to electric vehicle charging will be added.

Noise

59. The site lies adjacent to the Guided Bus Way and Kings Hedges Road. The Environmental Health Officer has raised concern regarding the private gardens and communal outside garden amenity area in regard to the exceedance of noise levels above the recommended 55dB stated in World Health Organisation Guidance and BS8233 2014. A 2 metre high acoustic fence is proposed along the southern boundary of the site, adjacent to the Guided Bus Way with proposed landscaping. The noise levels in the communal garden at the highest would be 60Db. Cass Allen Associates who undertook the Noise Assessment have confirmed that to reduce the noise levels to a satisfactory level, a 7 metre high acoustic fence would be required, which would result in harm to the visual amenity of the area. Other options of reconfiguring the layout of the site or acoustic fences provided to private gardens would defeat the key principles of co-housing by providing physical and visual separation. It is acknowledged that noise levels within the communal garden would be higher than the required levels, however on balance given the semi-urban location of the site, it is not considered significant to warrant refusal on these grounds. A condition would be added requiring details of noise insulation scheme and rapid/purge type ventilation are submitted.

Contamination

60. The site is not considered to have a history of contamination and a condition shall be added to any consent granted by the request of the Contaminated Land Officer to require development to stop and a remediation strategy to be submitted if contamination not identified is present on the site.

Archaeology

61. The site has been investigated for archaeology and is not considered to have any archaeological significance.

Sustainability

62. The proposal will seek to achieve 70% passivhaus and a 25% reduction in carbon emissions. The proposed heating solution will be an Air Source Heat Pump system, with solar thermal and solar PV, with proposed potable water consumption being 105ltrs per day or less.
63. The proposal will reduce energy use and carbon emissions in line with Policies NE/1 and NE/3 of the LDF.

Public Art

64. A condition would be added to any consent granted to request details of public art in line with Policy SF/6 of the LDF which requires the provision of publicly accessible art, craft and design works.

Section 106 Agreement

65. The Section 106 Agreement provides contributions to education, waste recycling, waste receptacles and an obligation in regard to a reduction in car parking based on a car club and provision of parking if required. In line with Paragraph 204 of the National Planning Policy Framework, planning obligations should only be sought where they meet the tests of being necessary, directly related and fairly and reasonably related in scale and kind to the development

Other Matters

66. The proposal has been reviewed in regard to the Council's SPD on Health Impact Assessment (HIA) and was assessed as a Grade D. An HIA is only acceptable if it meets Grade's A or B.
67. Orchard Park Parish Council in their comments recommended refusal as the segregation and lack of openness for all residents was against the design code for cohesiveness within Orchard Park. The site is private however the co-housing group intend to adopt a management plan in which they may invite the wider community to make use of the shared facilities comprising the garden and common house.
68. The Police Architectural Liaison Officer in their comments requested a condition is added to any consent granted in regard to ground floor doors, windows and accessible first floor windows meeting the PAS 24 standard which will be requirement at the end of 2016. It is not considered necessary to add this condition and an informative shall be added to make the applicant aware of this requirement.

Conclusions

69. 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

70. Officers recommend that the Committee recommend delegated approval subject to:

Requirements under Section 106 of the Town and Country Planning Act 1990

- (a) Education
- (b) Waste recycling & waste receptacles
- (c) Affordable housing
- (d) Obligation in regard to reduced car parking based on a car club and provision of parking if required

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: 1502-P-002, 1502-L-100 Amended 16/03/2016, 1502-L-107, 1502-L-108, 1502-L-109, 1502-L-112, 1502-L-113, 1502-L-114, 1502-L-300, 1502-L-304, 1502-L-305, 1502-L-306 & 1502-L-307.
(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 hard surface between the oak tree T1 and proposed building comprising a plan view, section and position of the Damp Proof Course on the building forming the southern end of the eastern terrace 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. 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, enhances biodiversity and protects trees to be retained in accordance with Policies DP/1, 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. The boundary treatment for each dwelling shall be completed before that 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 until the tree protection measures and recommendations as stated in the Arboricultural Assessment by Chris Shortis of TOWNhus December 2015 have been implemented including the installation of the physical tree protection measures and shall remain in place until substantial completion of the works.
(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.)
- (h) No development shall begin until a scheme for the provision of bird and bat 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.)
- (i) During the period of demolition and 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 and Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.
(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
- (j) Details of 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 building(s) but excluding office equipment and vehicles and the location of the outlet from the building(s) of such plant or equipment shall be submitted to and approved in writing by the Local Planning Authority before such plant or equipment is installed; the said plant or equipment shall be installed in accordance with the approved details and with any agreed noise restrictions.
(Reason - To protect the occupiers of adjoining buildings (dwellings) from the effect of odour, dust or fumes in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)
- (k) Prior to commencement of any residential development, a detailed noise mitigation / insulation scheme for the residential units, to protect future occupants internally from Kings Hedges Road and the Cambridge Guided Busway traffic noise, shall be submitted to and approved in writing by the Local Planning Authority. The detailed noise attenuation / insulation scheme shall demonstrate that the internal 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 traffic 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 internally from the impact of traffic noise and safeguard the health, amenity and quality of life of future residents in accordance with paragraphs 109, 123 of the National Planning Policy Framework 2012 and Policy NE/15 Noise Pollution of the adopted Local Development Framework 2007.)

- (l) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A, B, C, D or 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 in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- (m) 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and 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).
- (n) 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.)
- (o) 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.)
- (p) 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.)

- (q) In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-2:2009 - Code of practice for noise and vibration control on construction and open sites. The development shall be carried out in accordance with the approved details.
(Reason – To protect the amenities of nearby residential properties in accordance with the adopted Local Development Framework Development Control Policies 2007, Policy NE/16- Emissions & DP/6- Construction Methods.)
- (r) No 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.)
- (s) The proposed accesses shall be provided as shown on the approved drawings thereafter retained free from obstruction.
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (t) The proposed manoeuvring areas shall be provided as shown on the approved drawings thereafter retained free from obstruction.
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (u) No unbound material shall be used in the surface finish of the access way.
(Reason - To avoid displacement in the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (v) The accesses shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority.
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (w) No buildings shall be occupied until a Sustainable Travel Information Pack has

been submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented in accordance with the approved details.

(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

- (x) Prior to the commencement of works on the development hereby permitted, full details of an electric vehicle charging infrastructure strategy and implementation plan that include details of the number, location, installation and management of the electric vehicle charging points having regard to parking associated with various planning class uses with the provision of electric vehicle cabling infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be implemented prior to occupation and maintained in accordance with the approved strategy plan and details.
(Reason - In the interests of reducing carbon dioxide emissions in accordance with Policies NE/1, NE/2 and NE/3 of the adopted Local Development Framework 2007.)
- (y) The development hereby permitted shall not be occupied until all 53 car parking spaces have been physically laid out and completed on the site, comprising of one car parking space per dwelling and one car parking space per four dwellings for the use of visitors and the laying out and completion of such provision shall be strictly in accordance with the approval of the details reserved by condition application which includes the location, size and surface material(s) for each of the 53 car parking spaces. This number, as hereby permitted is a minimum provision and shall be subject to the review as detailed in the agreed Section 106 Agreement. The car parking spaces shall be reasonably remain available at all times for parking of domestic road vehicles and (i) no permanent parking shall occur on the spaces for individual dwellings such that the resident/occupier of a particular dwelling automatically seeks to park on a visitor space and (ii) no resident/occupier shall park on any of the visitor spaces and (ii) no visitor shall park their vehicle on a visitor space for more than 24 hours in a 36 hour period.
(Reason - To ensure the provision of car parking and promote alternative modes of travel in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
- (z) Prior to occupation of the first dwelling, details of a scheme for the provision of public art, to meet the needs of the overall development in accordance with adopted Local Development Framework Policy SF/6, shall be 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 a contribution is made towards public art in accordance with Policy SF/6 of the adopted Local Development Framework 2007)

Informatives

The application should be read in conjunction with the Section 106 Agreement.

The applicant is advised that all commercial road vehicles used on the construction project shall meet the European Emission Standards (commonly known as Euro standards) of Euro 3 during any works that take place from the Appearance, layout and scale have been removed from the outline application and will be

considered under a reserved matters application. It is expected that any reserved matters application will bring forward a high quality development which accords with the Orchard Park Design Guide SPD in regard to active street frontages, strong positive streetscapes and active integrated, secure car parking date of this consent and Euro 4 for any works that takes place from 1 January 2008. In the event of any new European Emission Standards being introduced after 2006 the standards shall be applied to all road vehicles serving the construction project within a period of 2 years after the date of introduction contained within the relevant EU Directive.

All non-road mobile vehicles with compression ignition engines used within the site must comply with emission standards set in EC directive 97/68/EC. Vehicles must meet Stage II limits from the start of contract and from 1 January 2012, meet Stage IIIa and b emission limits.

Exemptions to the above standards (for road and non-road vehicles) may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run on alternative fuels. Such exemptions shall be applied for in writing to the LPA in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant.

No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the local planning authority.

Any diesel powered machines used on, or otherwise serving the site, must be run on ultra-low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel'). "Ultra low sulphur diesel" means fuel meeting the specification within BS EN 590.

This development involves the work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

No part of any structure may overhang or encroach under or upon the Public Highway unless licensed by the Highway Authority and no gate, door, ground floor windows shall open outwards over the public highway.

Public Utility apparatus may be affected by the proposal. Contact the appropriate utility service to reach agreement on the necessary alterations, the cost of which must be borne by the applicant.

The applicant should be aware that to the end of 2016, it will be a requirement for all ground floor doors and windows and those easily accessible at first floor to meet PAS 24 standard and be glazed with laminated glass.

Background Papers:

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 Development Framework Supplementary Planning Documents (SPD's)
- South Cambridgeshire Local Plan Submission 2014
- S/2725/14/OL

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