

<b>Application Number</b>	21/01791/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	20th April 2021	<b>Officer</b>	Jane Rodens
<b>Target Date</b>	15th June 2021		
<b>Ward</b>	East Chesterton		
<b>Site</b>	Land rear of 190 Green End Road Cambridge		
<b>Proposal</b>	Construction of a 1 bed bungalow		
<b>Applicant</b>	Dama Developments Studio 5, Penn Farm, Harston Road Haslingfield Cambridge		

SUMMARY	The development accords with the Development Plan and is recommended for approval subject to conditions.
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site comprises of an area of land that is accessed from Green End Road to the north-west of the site. The access to the site is between no.190 Green End Road (dwelling) and no.192 Green End Road (retail). The site abuts the boundary with the following dwellings no. 188, 186, 200, 202 and 204 Green End Road.
- 1.2 The site contains an area of unused land that contains building material, rubble and unused material.

**2.0 THE PROPOSAL**

- 2.1 This application is for full planning permission for the construction of a 1 bed bungalow. The bungalow is to be 3.7m in height where the building is to be partially set into the ground. The building is to be 7m wide and 7.6m long.
- 2.2 There is to be one bedroom and associated living space. There is to be an area of hard standing to the front of the site and an

amenity space to the rear. There is landscaping proposed around the site and close board fences proposed as the boundary treatments.

- 2.3 There are to be various windows and doors located around the building, they are detailed on the submitted plans.
- 2.4 The application is presented to the City Planning Committee as a representation from a third party has been received in objection of the proposed development contrary to the Officer recommendation of support.
- 2.5 The application is accompanied by:
1. Design and Access Statement
  2. Plans and elevations
- 2.6 The plans have been amended throughout the course of the application process, this is predominately to the hardstanding to the front of the site to ensure that it is not to be used for car parking.

### **3.0 SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
09/0474/FUL	Erection of 2 storey residential unit (following demolition of existing garages).	Refused
10/0304/FUL	Erection of bungalow (following demolition of existing row of garages).	Refused
11/0127/FUL	Change of use from residential ground floor flat to A2 (financial and professional services).	Refused
13/1706/FUL	Change of use from flat to office use. Demolition of existing garages and 1 x 1 bed flat to rear of site.	Permitted
20/03102/FUL	Construction of 2no. 1 bedroom studio apartments	Refused

#### 4.0 PUBLICITY

4.1 Advertisement: No  
 Adjoining Owners: Yes  
 Site Notice Displayed: No

#### 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 31 32 35 36 50 51 52 55 56 57 72 82

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework July 2021 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material
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	consideration)
Material Considerations	<u>City Wide Guidance</u> Cambridge and Milton Surface Water Management Plan (2011) Cambridge Air Quality Action Plan (2018). Greater Cambridge Sustainable Design and Construction SPD (2020) Cycle Parking Guide for New Residential Developments (2010)

## 6.0 CONSULTATIONS

### Cambridgeshire County Council (Highways Development Management)

6.1 The development is acceptable, subject to conditions.

#### Landscape Officer

6.2 No comments received

#### Drainage Officer

6.3 The proposals have not indicated a surface water or a foul drainage scheme however, as this is a minor development and there are no known flooding issues, it would be acceptable to obtain this information by way of conditions.

6.4 There are no additional comments to make on the revised plans.

#### Environmental Health

6.5 The development is acceptable, subject to conditions.

## 7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations:

7.2 Object: Numbers 186 (two Comments) Green End Road

- The height is not acceptable, should be lowered to that of previously allowed at 3m.
- This is of a poor design.
- The landscaping to include a conifer tree is not acceptable as this will create overshadowing, and structural damage to the neighbouring property, the boundary treatments of a mixed hedgerow, how is this to be maintained and how is it going to be joined. How is it going to get to 1.8m and will it be planted at this height?
- There would be overlooking to the rear of no.186 Green End Road and the terraced and outside space. The openings facing this property should be glazed and the top below 1.8m.
- There is no scale on the plans, the application is not an improvement on the previous submitted plans.
- Cars will cause an impact on the amenity area to no. 186 Green End Road.
- Can the rooflights be restricted to one side of the building.
- Why is there an additional bin store to the front of the property?
- Why has the bungalow been lowered into the ground level?
- What is the impact on the neighbouring properties through the demolition and the construction going to be?
- The vehicle free development should be maintained, can this be conditioned.
- The occupancy of the bungalow should be set at 2 people

### 7.3 Comments made on the original plans: Object: Numbers 186 and Flat 3 190A Green End Road.

- This is an overdevelopment of the site.
- The shop does not have a defined bin area
- There is no unloading and loading area for the shop and the dwelling
- The original application showed the parking and cycle parking area
- Area to the rear of no.188 is not shown on the plans
- There is not an adequate scale plan to show the large development.
- The vehicle area to the rear of the site is not acceptable as this will create a noise nuisance, also the access is not wide enough for a car.

- The original application (13/1706) showed vehicle parking, bin storage and cycle storage. As this is changing it shows it is not a sustainable location.
- The ramp is not near the vehicle access into the site.
- The block paving and the drainage is not defined therefore there might be flooding to the neighbouring properties.
- The bin store is not practical
- The Velux windows do not have a view into the garden, should also the windows not be in the flank walls.
- The windows that face towards no.186 and 188 it is recommended that they are glazed.
- There is a concern that the vehicles on the site will cause risk to life from manoeuvring errors, there will be harm to the amenity of no.186, the flats, the bins, cycle store, shop, this will be from the cars being this close.
- There will be overlooking to no. 186 from this development.
- The original application (13/1706) should not be used as a base line because this has expired.
- The parking originally shown for no.190 is not in this application from the original application.
- The following conditions should be applied to the application if this is to be approved. That there is not to be any overlooking to no.186, only one vehicle is allowed to park on the site, if the car does not have an MOT then it is not to be allowed on the site. The garden is not to be used for the storage of materials, or any work that supports a business. The boundary is to be retained, there is to be no vehicle access to the rear of the site. Pile diving should not be allowed.
- The rear space of no190A is a dwelling not an office. The access to this unit is from the access that is for this dwelling. The privacy is going to be impacted on by this dwelling, the amenity will be impacted on by the development of the site.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

### **Principle of Development**

8.1 This application is proposed to erect 1no, one bed bungalow. This is proposed to be sited on land that is associated with

no.190 Green End Road. The site is currently separated from the residential curtilage and the main building of no.190 Green End Road by a fence.

- 8.2 It is not clear the current use of the land and how it serves the properties that are located in the red and blue lines that have been produced. As the application site is within the redline of the site location plan that includes the property to the front of the site no.190 Green End Road, therefore Policy 52 is to be applied to the application.
- 8.3 Policy 52 of the Cambridge Local Plan 2018 states that development in the rear gardens where it meets the criteria of the policy will be supported. This is to be considered below in the design and amenity sections of the report.
- 8.4 The application site is located in an area defined as a Neighbourhood Centre by Policy 72 of the Local Plan. As this application is not to change one of the retail units it is considered that there would be no impact on the wider Neighbourhood Centre.

### **Design and impact upon the character of the area**

- 8.5 This application is for a bungalow set to the rear of two storey dwellings and to the rear of residential gardens where there are associated out buildings and structures that relate to their dwellings.
- 8.6 It is considered that the design of the proposed dwelling is acceptable. The proposed structure is small in its nature and will not dominate the site. The proposed dwelling is to have its own curtilage and landscaping. The proposal is to be set into the site to ensure that the height of the structure is similar to that of the neighbouring outbuildings. The height of the proposal is also to be similar to that of the permission that has been previously approved (13/1706/FUL).
- 8.7 Landscaping is proposed on the site and it is recommended that this is conditioned as part of the application to ensure that it is retained and maintained on the site prior to the occupation of the dwelling.

- 8.8 The proposed development would comply with Policies 55, 56 and 57 of the Cambridge Local Plan 2018.

### **Residential Amenity**

- 8.9 Officers consider that the proposed development has been designed in such a way as to mitigate any significant overlooking impacts towards neighbouring properties.
- 8.10 The submitted plans show a bungalow with windows and doors that face north east towards the common boundary with no.186 Green End Road and north west towards the rear boundary with no.190 Green End Road. There are roof lights to the south east towards no.204 Green End Road.
- 8.11 It is considered that there would be no significant overlooking towards these properties as there is a boundary treatment that is to remain in place towards no's 186 Green End Road and 190 Green End Road. As this dwelling is for a bungalow there would be no views over these boundary treatments.
- 8.12 Concerns have been raised about the boundary treatments and how these are to be maintained and retained and the impact that it would have on the neighbouring property. Therefore it recommended that a condition is applied to the application to ensure that the boundary treatments are agreed prior to occupation and the landscaping is to be retained.
- 8.13 In regards of the rooflights there would be no overlooking as these are over 1.7m from the internal floor level and there would be no direct views out of them.
- 8.14 In regards of concerns regarding overshadowing and enclosure on the neighbouring properties, these impacts are considered to be minimal as the proposal is for a bungalow which, the main bulk of the proposal does not exceed the current boundary treatments. Also the proposed dwelling is set back from the boundaries of the neighbours, this includes no.186 Green End Road, where its garden is located close to the proposed dwelling.
- 8.15 In regards of the ground floor use to the rear of no.190 Green End Road. Application 21/02148/PRI03O was recommended for



refusal and therefore this is still considered to be an Office Space, however, there is application 21/02954/FUL which is for the change of use of the office space to a dwelling which is pending consideration. Therefore, at the time of consideration of this application the unit is an office space. There would be no harm between this application and the office use, there would be no direct overlooking.

8.16 The Council's Environmental Health team has been consulted and has no objection to the proposed development subject to conditions relating to demolition/construction hours piling, demolition and construction collection, delivery hours and airborne dust. These conditions would be added to any consent granted in the interests of residential amenity.

8.17 Insofar as the impact on the amenity of neighbouring dwellings is concerned, the proposed development would comply with Policies 52, 56 and 57 of the Cambridge Local Plan 2018.

### **Amenity of future occupants**

8.18 The gross internal floor space measurements for units in this application are shown in the table below:

<b>Unit</b>	<b>Number of bedrooms</b>	<b>Number of bed spaces (persons)</b>	<b>Number of storeys</b>	<b>Policy Size requirement (m<sup>2</sup>)</b>	<b>Proposed size of unit (m<sup>2</sup>)</b>	<b>Difference in size (m<sup>2</sup>)</b>
1	1	1	1	37	43	+6

8.19 Policy 50 requires the gross internal floor areas of new residential development to meet or exceed the residential space standards set out in the Government's Technical Housing Standards. Under these standards the smallest permissible residential unit is a 1 person 1 bed unit at 37m<sup>2</sup>, as the bedroom space meets the one bed one person as required by part c of policy 50. The proposed unit includes a shower rooms and so the permissible GIA can be reduced to 37m<sup>2</sup>. The submitted plans show 1 bungalow with an area of 43m<sup>2</sup>.

8.20 Officers consider that the site would be capable of accommodating the proposed amount of development, while complying with the floor space standards outlined above. The

proposal includes a provision of directly accessible private amenity space for each unit, which complies with Policy 50.

- 8.21 Policy 51 states that all new housing development should enable Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' to be met. M4(2) requires step free access to new residential units.
- 8.22 The dwelling is set into the ground by 0.35m, to reduce the height of the proposal. Therefore, a ramp has therefore been provided to the front of the site to be able to accommodate a level access to the building. This is in accordance with Policy 51 of the Cambridge Local Plan.
- 8.23 In regards of the outlook of the future residents it is considered that this would be acceptable, and it would not overlook the amenity of the neighbouring dwellings. The dwelling is to be hard to the common boundary with south east, there are to be roof lights to facilitate these rooms, which is to be a kitchen/living/dining room and bathroom. Along the northern elevation of the dwelling there is to be a window and door, also a window on the north west elevation. This will allow an adequate level of light into the kitchen/living/dining room. For the bedroom there is to be a window on the south west elevation. This would provide an acceptable outlook and level of privacy and amenity for future occupants.
- 8.24 Overall, it is considered that for the above reasons the proposed development would result in a satisfactory standard of amenity for the future occupants of the dwelling, and would comply with Policies 50, 51 and 56 of the Cambridge Local Plan 2018 and Paragraph 130 of the NPPF 2021.

### **Access and Highway safety**

- 8.25 During the progression of the application the parking to the front of the site has been removed from the proposal. The Local Highways Authority has commented on the original plans of the application and had no further comments to make on the subsequent plans. Therefore it is recommended that the original conditions recommended on the application are applied as they are considered to be necessary, they are for the following:

- Traffic management plan
- Fall of the driveway
- Material of the Driveway
- Relevant informatives

8.26 The Local Highway Authority has no objection to the proposals on the grounds of Highway Safety. Therefore on that basis it is considered that the application is acceptable on this matter.

### **Car and Bicycle Parking**

8.27 This application is not providing any on site car parking as this has been removed through the progression of the application. Policy 82 of the Cambridge Local Plan 2018 states that car-free and car-capped development is acceptable in the following circumstances:

- d. where there is good, easily walkable and cyclable access to a district centre or the city centre;
- e. where there is high public transport accessibility; and
- f. where the car-free status of the development can realistically be enforced by planning obligations and/or on-street parking controls.

8.28 The application site does not fall within a controlled residents parking area however it is located within the Green End Road Neighbourhood Centre as defined by Policy NC9 of the Local Plan. There is a bus stop approximately 70m away from the site.

8.29 The site is considered to benefit from high public transport accessibility and good access to facilities, and given the small scale of the proposed unit, is not likely to result in additional on-street parking to a degree that would result in a significant adverse impact on residential amenity.

8.30 Sufficient space is set aside for cycle parking, which is shown on the submitted plans as 4no stands within a covered area;

this would satisfy the requirements of Policy 82 for 1 cycle parking space per bedroom.

- 8.31 A condition is recommended for the hard standing to the front of the site to ensure that it is not used for parking and it is to remain as a landscaped area.

### **Drainage**

- 8.32 The Council's Drainage Officer has been consulted on this application and they have stated that the development is acceptable, subject to the below conditions:

- Surface water drainage
- Maintenance Plan

- 8.33 These conditions are considered to be acceptable. The application is therefore considered to be in conformity with policy 31 of the Local Plan.

- 8.34 Concerns have been raised by the neighbouring properties in regards of the drainage of the site, it is considered that the condition that is being recommended will ensure that there is adequate drainage on the site.

### **Carbon reduction and sustainable design**

- 8.35 To ensure compliance with Cambridge Local Plan (2018) policies 28 and 30 and the Greater Cambridge Sustainable Design and Construction SPD 2020, conditions would be attached to any consent granted requiring submission of a Carbon Reduction Statement to meet part L of Building Regulations, and water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations.

### **Environmental Health**

- 8.36 Cambridge City Council Environmental Health have commented on the application and they have recommended the following conditions:
- Construction / Demolition Hours

- Demolition / construction collections / deliveries
- Piling
- Noise Assessment and Mitigation
- Electrical Vehicle Charge Point
- Unexpected contamination
- Relevant Informatives

8.37 It is recommended that these conditions are applied to the application, including the bespoke conditions that are being recommended by the Officers. This ensures that there is minimal harm to the amenity of the future residents of the site by the neighbouring plant and external extraction fans that are located on the neighbouring retail units. On that basis it is considered, with the inclusion of these conditions, that the application is acceptable and there would be minimal impact on the amenity of the future and the current residents of the site, the application is therefore in conformity with the following Policies 35 and 36 of the Local Plan.

## **9.0 CONCLUSION**

9.1 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 approved in this instance.

## **10.0 RECOMMENDATION**

10.1 Approve subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in

accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. The materials to be used in the external construction of the development, hereby permitted, shall follow the specifications in accordance with the details submitted unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings)).

4. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;
- d) A plan of the drained site area and which part of the

proposed drainage system these will drain to;

e) Full details of the proposed attenuation and flow control measures;

f) Site Investigation and test results to confirm infiltration rates;

g) Full details of the maintenance/adoption of the surface water drainage system;

h) Measures taken to prevent pollution of the receiving groundwater and/or surface water

i) Formal agreement from a third party if discharging into their system is proposed, including confirmation that sufficient capacity is available.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

## 5. Part A

Prior to the commencement of development works a noise report that includes the provisions of British Standard (BS) 4142:2014+A1:2019, Methods for rating and assessing industrial and commercial sound, which considers the impact of noise upon the proposed development shall be submitted in writing for consideration by the local planning authority.

## Part B

Following the submission of a noise report and prior to the commencement of refurbishment/ development works, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) for protecting the residential units from noise from the neighbouring industrial use shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented before the

use hereby permitted is commenced and prior to occupation of the residential units and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area Cambridge Local Plan 2018 policy 35

6. No demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority (using the guidance document below as a framework). The principal areas of concern that should be addressed are:
  - i. Movements and control of muck away lorries
  - ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
  - iii. Movements and control of all deliveries
  - iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

Reason: in the interests of highway safety

7. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

8. The development, hereby permitted, shall not be occupied or used until the approved approach to meet a 19% reduction in carbon emissions compared to Part L 2013 has been fully implemented. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully



operational in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority before the development is first occupied.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised approach to meeting a 19% reduction in carbon emissions shall be submitted to and approved in writing by the local planning authority. The approved revised approach shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020

9. No building hereby permitted shall be occupied until foul water drainage works have been detailed and approved in writing by the local planning authority.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

10. No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

11. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties.

(Cambridge Local Plan 2018 policy 35).

12. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

Development shall be carried out in accordance with the approved statement.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2018 policy 35)

13. If unexpected land contamination is encountered during the development works, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination. The Phase 3 Remediation Strategy shall be implemented in full.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 20018 Policy 33

14. The proposed driveway be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway.

Reason: for the safe and effective operation of the highway

15. The proposed drive be constructed using a bound material for at least the first 5m into the site from the boundary of the adopted public highway to prevent debris spreading onto the adopted public highway.

Reason: in the interests of highway safety

16. The area shown as red brick paving is not to be used for the parking of vehicles at any time.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

17. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) hard surfacing materials, refuse or other storage units;

- b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

- c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected, including gaps for hedgehogs

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 as soon as is reasonably practicable, 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. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

18. No development above slab level shall commence until a biodiversity enhancement scheme has been submitted to and approved in writing by the Local Authority. It shall include the consideration of native planting, hedgehog habitat and connectivity and the proposed specification, number and locations of internal and / or external bird and / or bat boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%

(unless an alternative target is otherwise agreed by reason of viability). The biodiversity enhancement scheme as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: to provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170).

19. Notwithstanding the approved plans, the building hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51)

20. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## **INFORMATIVES**

1. Plant noise insulation informative  
To satisfy the plant noise insulation condition, the rating level (in accordance with BS4142:2014+A1:2019) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background sound level (LA90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

If noise sensitive premises are located within the site boundary, then the glazing of the premises and/or amenity areas will also be a location for the rating level of all plant not to exceed the existing background sound level (LA90).

Tonal/impulsive sounds and other sound characteristics should be eliminated or at least considered in any assessment and should carry an additional correction (rating penalty) in accordance with BS4142:2014+A1:2019. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the application boundary having regard to neighbouring premises.

Whilst our requirements are for the rating level not to exceed the background sound level at the application site boundary, if the plant is roof mounted and nearby noise sensitive receivers are in closer proximity than the site boundary and / or the site boundary is afforded shielding from the application building parapet, the nearest noise sensitive receiver would be the required assessment location.

It is important to note that a full BS4142:2014+A1:2019 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, frequency spectrums, directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full acoustic calculation procedures; noise levels at a

representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

## 2. Traffic Management Plan: notes for guidance

When writing a Traffic Management Plan (TMP) the applicant should consider the following elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below a TMP need not be a lengthy document however, clarity is key.

### 1. Site Plan

i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:

- a. Proposed material storage area
- b. Proposed site offices
- c. Proposed car parking area
- d. Proposed manoeuvring space
- e. Proposed access location
- f. Proposed location of any gates
- g. Proposed location of any wheel washing facility or similar.
- h. If the site is to be multi-phased then a plan for each phase should be provided.

### 2. Movement and control of muck away and delivery vehicles

i. The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.

ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and

motor vehicle traffic be controlled?

iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at [Streetworks@Cambridgeshire.gov.uk](mailto:Streetworks@Cambridgeshire.gov.uk) ) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.

iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.

v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.

vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

vii. Normally access to the site should be 5m in width for smaller sites and 6.5m for larger sites, though it is recognised that this may not be practical for small scale developments of one or two units.

### 3. Contractor parking:

i. If possible all parking associated with the proposed development should be off the adopted public highway.

ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.

iii. If the site has no potential to provided off street car parking

and or only limited numbers the applicant must provide details of how on street parking will be controlled.

iv. If contractor parking is to be on street the applicant must maintain a daily register of contractor (and sub-contractor vehicles) that are parked on street, so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

- a. The name of the driver
- b. The registration number of the vehicle
- c. Make of vehicle
- d. Arrival time
- e. Departure time

4. Control of dust, mud and debris, in relationship to the operation of the adopted public highway

i. If it likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto to over the adopted public highway.

ii. The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

iii. It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner at no expense to the Highway Authority.

The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway, other information for example noise levels is not a highway matter and should not be included within the plan.

### 3. Fire Tender Informative

Fire Service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building



Regulations. There should be vehicle access for a pump appliance to within 45m of all points within the dwelling-house in accordance with paragraph 11.2 of Approved Document B Volume 1. Where the proposed new dwelling cannot meet access requirements for fire appliances, compensatory feature(s) should be provided.

#### 4. Informatives

1 The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise

abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level.

To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features. In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.

#### 5. Cambridge City Council recommends the use of low NO<sub>x</sub> boilers i.e. appliances that meet a dry NO<sub>x</sub> emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air

Quality Objectives in accordance with the National Planning Policy Framework (NPPF), Policy 36 of the Cambridge Local Plan 2018 and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018)