



Planning Committee Date	6 th December 2023
Report to Lead Officer	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference	23/01579/FUL
Site	Land Adj The Ship Northfield Avenue Cambridge Cambridgeshire CB4 2LG
Ward / Parish	Kings Hedges
Proposal	Residential development containing nine dwellings along with access, car parking, landscaping and associated infrastructure
Applicant	Constructa Ltd and Charles Wells Ltd
Presenting Officer	Alice Young
Reason Reported to Committee	Third party representations
Member Site Visit Date	N/A
Key Issues	1. Principle of development 2. Residential amenity
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks planning permission for a residential development containing nine dwellings along with access, car parking, landscaping and associated infrastructure on land adjacent to the Ship public house on Northfield Avenue.
- 1.2 The site, according to Council records, falls within the curtilage of the protected pub (under article 4) and the pub and the site are in the same ownership. Policy 76 states that the loss of any part of a public house, or its curtilage will only be permitted if it can be demonstrated that the pubs viability will not be adversely affected, and the loss of the land would not detract from the prevailing character and appearance of the area including where the building is of merit or has any distinctive architectural features. The applicant has submitted a statement detailing that the pub is classed as mainstream pub which predominantly sells only drinks (a 90/10% split). Officers have researched the pub and agree with these findings that the pub is not considered a destination pub whereby visitors travel a long way to visit it. It is very much a pub which serves the surrounding residential community. As the pub is easily accessible by foot, bike and bus and alternative car parking has been approved under 21/02677/FUL, officers are satisfied that the proposed development of the car park would not adversely affect the pubs viability.
- 1.3 Currently the site is considered a negative feature of the street scene which provides little public value. Officers concluded that, given the layout, scale and design of the proposed dwellings, the proposal would result in enhancing the street scene and creating a more distinctive place. The dwellings themselves would adopt sustainable design and construction measures, create generous gardens and high-quality internal spaces and prioritise sustainable travel, while preserving the amenity of surrounding neighbours and delivering significant biodiversity net gains.
- 1.4 Officers, therefore, recommend that the Planning Committee approve the development subject to conditions.

2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	

Local Neighbourhood and District Centre		Article 4 Direction	x
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- 2.1 The application site comprises land adjacent to the Ship public house which is predominantly hardstanding used for car parking. The land is in the ownership of the pub. While the car park is adjacent to the pub, it is included in the article 4 direction on the pub meaning the site is protected.
- 2.2 The site is located on the southern side of Northfield Avenue south-west of the Ship pub, and backs onto Cameron Road to the south. South of the site on the opposite side of Cameron Road is a large play area with dwellings facing north-west onto the open space and the North Arbury Chapel sited adjacent to the play area to the north-east.
- 2.3 A bus stop is sited on the southern side of Northfield Avenue directly adjacent to the site boundary to the south-west. On the corner of Northfield Avenue and Cameron Road adjacent to the site, there are several mature trees which, while not protected via a TPO or by virtue of being within the conservation area, are important to the character of the street scene.
- 2.4 The site falls within an area of low surface water flood risk (1 in 1000 years).

3.0 The Proposal

- 3.1 The proposal seeks planning permission for a residential development containing nine dwellings along with access, car parking, landscaping and associated infrastructure.
- 3.2 This application follows a series of applications to re-open and refurbish the pub to the north-east of the site which are listed below.
- 3.3 The application seeks to overcome officers concerns with the previously withdrawn application on site for 7 dwellings (22/01938/FUL).

4.0 Relevant Site History

Land adjacent to the Ship

Reference	Description	Outcome
22/01938/FUL	Residential development containing seven dwellings along with access, car parking, landscaping and associated infrastructure	Withdrawn

The Ship

Reference	Description	Outcome
22/01761/ADV	Installation of various non-illuminated and illuminated signs.	Permitted
22/00740/FUL	Infill of porch to form internal trading space; cladding to part of elevation; alteration to front entrance lobby; construction of covered pergola to garden and alterations to picket fence.	Permitted
21/02677/FUL	External works including changes to the existing pub curtilage, new boundary treatments and introduction of car and cycle parking	Permitted

4.1 22/01938/FUL was withdrawn because officers had concerns regarding the design of the development and the noise impact to the proposed occupiers of the dwellings arising from the pub use adjacent. The design concerns focused on the quantum, size and siting of the dwellings creating a cramped layout and consequent street scene and character impacts.

5.0 Policy

5.1 National

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development
Policy 28: Sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 30: Energy-efficiency improvements in existing dwellings
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 34: Light pollution control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 50: Residential space standards
Policy 51: Accessible homes
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 76: Protection of public houses
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.3 Neighbourhood Plan

N/A

5.4 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016
Health Impact Assessment SPD – Adopted March 2011
Landscape in New Developments SPD – Adopted March 2010
Open Space SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

5.5 Other Guidance

N/A

6.0 Consultations

6.1 County Highways Development Management – No objection.

6.2 Subject to conditions/ informatives:

- Submission of a traffic management plan,
- Highway drainage (paved areas constructed so no private water drains from the site onto the highway),
- Bound materials used in construction of car park
- Restricting operation hours of larger construction vehicles

- Securing visibility splays
- Requiring the redundant vehicular crossing to be removed
- Requiring plants to be at least 1m from the highway
- A highway licence informative

6.3 The development may impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.

6.4 Sustainable Drainage Officer – No objection.

6.5 Subject to conditions requiring further details on:

- Surface water drainage
- Foul drainage

6.6 Cadent Gas – No objection.

6.7 Archaeology Officer – No objection.

6.8 Subject to conditions/ informatives:

- Programme of archaeological work
- Archaeology informative

6.9 Due to the archaeological potential of the site a further programme of investigation and recording is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological remains within the development area, and to establish the need for archaeological mitigation of the development as necessary.

6.10 Ecology Officer – No objection.

6.11 Subject to conditions:

- Securing bird and bat box provision and hedgehog holes in boundary fences

6.12 Note that a preliminary ecological appraisal has not been submitted with the application. However, the biodiversity net gain plan, includes details of existing baseline habitats of primarily hard standing and amenity grassland. Some existing trees are proposed for removal, I defer to arboricultural colleagues on this matter and note replacement tree planting is proposed.

6.13 The proposed use of EM2 seed mix in the residential gardens is deemed unlikely to be maintained to achieve moderate condition, nor fulfil the desired amenity requirement of residents. Suggest replacing with EL1

Flowering Lawn mixture. The BNG metric may require updating in relation to this. However, a biodiversity net gain remains achievable.

6.14 Environmental Health – No objection.

- 6.15 1st Comment: Insufficient information. Having reviewed the acoustic assessment provided with the application, we consider that it is not unreasonable to assume that adverse noise impacts may arise on the completed development as a result of the typical use of the The Ship public house next door, whether that be through use of the external beer garden, noise breakout from the pub or the operation of the pubs' kitchen extract.
- 6.16 Whilst the acoustic assessment has to an extent considered comments that we made in response to the previous application (reference 22/01938/FUL) and a more detailed assessment of noise has been made, we are still uncertain of the significance of the noise reported in the gardens and at the facades of the proposed dwellings or indeed if impacts can be adequately mitigated. The assessment uses the principles of BS8233:2014 as a basis for identifying acceptable internal noise levels within the proposed development (acceptable daytime and night-time levels). However, we do not consider this standard to be appropriate for assessment of noise from the activities at the pub. BS8233 considers "anonymous" noise sources without character – hence different to the noise sources associated with the pub. Additionally, more weight needs to be given to maximum noise events, the nature of which will likely be the greater source of annoyance to future residents. Significance of noise impacts on the proposed development have not been demonstrated and therefore we do not have enough confidence to be able to support this application in principle at this stage.
- 6.17 2nd Comment (after submission of further acoustic information and alteration of scheme): No objection subject to conditions. Environmental Health support this application. However, further detail will be required on the final noise mitigation scheme (windows and gardens). This can be required through a bespoke noise insulation / mitigation scheme condition and a bespoke acoustic fence condition.
- 6.18 The pub is now operational and Environmental Health Officers have made several visits to site during the daytime and night-time hours to try to specifically pinpoint relevant issues and aid in providing a more informed judgement. Following review of the additional detail and based on what we have identified during our visits, our primary concern is the potential noise impacts of customer use of the external seating area at The Ship public house next door (impacts on gardens and on internal noise levels, particularly at proposed Plots 1 and 2). We are now more comfortable with the proposed gardens and note that a 1800mm "acoustic fence" will be

constructed around the gardens of Plots 1 and 2. Final confirmation and construction details on this can be required through a bespoke planning condition.

6.19 With regards to the internal noise levels in the proposed new dwellings (particularly Plots 1 and 2), there are issues that we will have to agree to disagree on with Acoustical Control Engineers and Consultants, specifically around the assessment and interpretation of noise from customers using the external seating area and the external noise environment at the pub generally. That said, the recent submission indicates that the applicant has committed to providing “acoustic windows” for the bedrooms and lounges at Plots 1 and 2. If designed and installed correctly, these are windows that should provide enhanced sound reduction even when opened. No details have been provided on the windows proposed. A mechanical ventilation scheme is also proposed for each of the new dwellings.

6.20 Recommended conditions:

- Construction hours
- Piling
- Dust
- Unexpected contamination
- Acoustic windows and alternative scheme of ventilation
- Acoustic fencing
- External artificial lighting

7.0 Third Party Representations

7.1 2 objections have been received raising the following issues:

- The biodiversity net gain does not include the destruction of existing biodiversity on site. The of the baseline BNG assessment makes a mockery of the system.
- Overprovision of car parking.
- The dwellings should have both air source heat pumps and solar panels.
- There should be more public routes through the site.
- Noise and disturbance during construction and after due to increase in cars.
- Car parking is not enough. Is there adequate parking for the pub?
- Where is the food van going to be located?
- More affordable housing.

8.0 Member Representations

8.1 Not applicable

9.0 Local Groups / Petition

9.1 CAMRA have been consulted on the application. No response has been received yet. If this changes, Members will be updated on the amendment sheet and/ or at planning committee.

9.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

10.0 Assessment

10.1 Principle of Development

10.2 There is an article 4 protecting the pub 'The Ship' adjacent to the site and it appears that the site falls within the land protected as a public house under this article 4. The Ship pub is identified as a safeguarded public house (Appendix C) in the Cambridge Local Plan (2018). The site is predominantly hardstanding and has been used as a car park for the public house and surrounding area. On several visits to the site, it has not been well used, often occupied with only a food van (operating typically after 4pm) and a couple of cars.

10.3 The Ship pub was vacant for a prolonged period of time before it was refurbished and reopened. Following engagement with the Council on the land adjacent to the pub, the applicant submitted and received approval for the refurbishment of the pub and subsequently the pub reopened in December 2022. The refurbishment works (which were approved under 21/02677/FUL, 22/00740/FUL & 22/01761/ADV) included a small extension, external cladding, pergolas for enhanced outside seating, new signage, new landscaping, car and cycle parking. All these works appear to have been implemented, aside from the car and cycle parking and associated landscaping, and from a subsequent site visit, the pub seems to be well used.

10.4 While the Applicant questions whether the site is protected by an article 4 on the adjacent pub, the Council's mapping records show it does and the application will be assessed on this basis. Policy 76 states that the loss of any part of a public house, or its curtilage will only be permitted if it can be demonstrated that the pub's viability will not be adversely affected, and the loss of the land would not detract from the prevailing character and appearance of the area including where the building is of merit or has any distinctive architectural features.

10.5 The land is predominantly hardstanding and it appears that it has been used for car parking both for the pub and for public use. The car park is not controlled with no fencing restricting access for public use. The Ship pub has its own cellar, beer garden, dining and kitchen area and the proposed development would not adversely impact upon these areas. As part of the pub refurbishment works (under 21/02677/FUL) the beer

garden has been relocated to the north adjacent to Northfield Avenue and has been well landscaped to shield visitors from the road. Works have not been undertaken to provide the new car park (containing 6 spaces) to the rear of the pub.

10.6 The pub is located in Kings Hedges in the north of the city and is well connected with a bus stop along Northfield Avenue and cycle paths connecting the site to the wider city. The pub has only reopened last year after being closed for an extended time and, given the size and location of the pub, is considered to serve the surrounding community. It is not considered a destination pub where people travel long distances to come to the pub. This is reflected in the use of the car park which appears to be low. The Applicant has submitted a letter which confirms that the pub serves the surrounding community, and details that based on the demographics of the surrounding area, the pub is a mainstream pub which predominantly serves drinks. In the 12 months prior to September 2023, the trade was a 90% drink and 10% food mix. Taking these contextual factors into account, as the pub serves the local community, is well connected by footpaths, cycle and bus links and is not considered a destination pub, officers consider that the loss of the car park would not adversely impact upon the viability of the pub.

10.7 The pub building is a notable but muted marker within the street scene, however, is not protected by virtue of its architectural merits or historic importance. The car park adjacent is not a positive feature within the street scene given it is predominantly concrete with little soft landscaping. The development of the car park poses as an opportunity for enhancing the street scene and would not therefore detract from the prevailing character and appearance of the area.

10.8 Taking the above into account, the principle of the development is acceptable and in accordance with policies 3 and 76 of the Cambridge Local Plan (2018).

10.9 Design, Layout, Scale and Landscaping

10.10 Policies 55, 56, 57 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

10.11 The site is wedge shaped, predominantly hardstanding with two small, grassed areas to the southern and northern ends of the site and lies sandwiched between Northfield Avenue and Cameron Road, so is highly visible from both streets. There is some screening of the site from the mature trees which lie outside the site to the south. The site, given it is predominantly hardstanding, is considered a negative feature in the street scene.

- 10.12 The site context is unusual, with the site being separated from the surrounding built form (aside from the pub building to the north) by Northfield Avenue and Cameron Road and then beyond this there are generous landscaped frontages with dwellings behind. Given this site location with the landscaped buffer to Aragon Close to the north-west and Cameron Road properties set behind a large playground to the south-east, the site is considered isolated. This isolation gives an opportunity for a respectful contrast to the surrounding character.
- 10.13 The proposed development comprises five two storey dwellings arranged in two short terraces in a stepped form fronting Northfield Avenue and four smaller dwellings sited in a staggered U- shaped block in the southern portion of the site. The development would, by virtue of its design and layout, have an active frontage to both Northfield Avenue and Cameron Road with the southern properties providing natural surveillance over the playground to the southeast. All dwellings would be two storey and have either dual or mono-pitched roofs, responding to the prevailing scale and design of the surrounding predominantly residential area. The massing has been meaningfully broken up by stepping the form, the solid to void ratio (window design) and clever use of materials to soften the appearance given the prominence of the site. This also responds to the surrounding pattern of development, most notably Northfield Avenue properties to the south. Dwellings have been carefully placed to allow for landscaped frontages, a key characteristic of the area, and relief from the built form.
- 10.14 Taking this into account, officers consider that the proposal is a contemporary response to the surrounding post-war properties which adopts key characteristics within the surrounding context. Subject to the quality of the materials and appropriate landscape management, the scheme would be a high-quality development which responds successfully to its context while creating a distinctive sense of place. Both the material samples and a landscape management plan will be secured via condition. Officers consider that it is reasonable and necessary to secure these details to ensure a high-quality development.
- 10.15 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 and 59 and the NPPF.

10.16 Carbon Reduction and Sustainable Design

- 10.17 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 10.18 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the

design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

10.19 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

10.20 The Design and Access Statement details that the proposal seeks to reduce the energy consumption by use of passive construction measures, active energy efficient equipment, low carbon technology and potential for connection to the district heating systems as it may be viable in the future. The development would incorporate 100% energy efficient lighting, renewable electric heating (through air source heat pumps or solar panels) and mechanical ventilation heat recovery units alongside design measures to limit thermal bridging and air leakage. No sustainability statement has been submitted in support of the application. Nonetheless, officers consider that the development can meet the requirements of policy 28 but this will have to be evidenced by the submission of further information. This information can be secured via condition and officers consider this is a reasonable and necessary approach. The location of air source heat pumps and/ or solar panels will be secured via condition.

10.21 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal, subject to conditions, is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

10.22 Biodiversity

10.23 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

10.24 The application is not accompanied by a Preliminary Ecological Assessment. However, the site is predominantly hardstanding with only limited grass and trees and is used as a car park. Given the existing site characteristics, officers do not consider it is necessary to provide one.

- 10.25 A Biodiversity Net Gain Assessment has been submitted which demonstrates that the proposal would achieve a biodiversity net gain of 55% with a net gain of hedgerow units of +0.30. This exceeds the requirements of the SPD. To ensure that this biodiversity net gain is achieved on site, officers consider it necessary to impose a condition for works to be carried out in accordance with the submitted BNG assessment.
- 10.26 Provision should be made for bird and bat boxes. This will be secured via condition.
- 10.27 Officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain subject to appropriate conditions. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

10.28 Water Management and Flood Risk

- 10.29 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 10.30 The site falls within Flood Zone 1 and is therefore at low risk of flooding.
- 10.31 The applicants have submitted a Flood Risk Assessment and Drainage Strategy.
- 10.32 The Council's Sustainable Drainage Engineer has advised that the site can drain adequately and a suitable surface water drainage strategy for the site can be delivered in accordance with policy. However, the drainage hierarchy must be met and there has not been a site investigation or test results submitted to confirm infiltration rates. This is required so that the drainage design can be refined accordingly. The Sustainable Drainage Engineer states that, subject to a surface water drainage condition, the proposed development is acceptable. This surface water drainage condition is considered reasonable and necessary to ensure the development proceeds on a basis which does not result in additional surface water flooding. The Drainage Officer also recommends a foul water condition which officers agree is reasonable and necessary to impose.
- 10.33 Policy 31 requires all flat roofs to be green or brown providing it is acceptable in the historic environment. The proposal incorporates green roofs on the block of flats which will aid the reduction of surface water runoff.
- 10.34 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

10.35 Highway Safety and Transport Impacts

- 10.36 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 10.37 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.38 The proposal would include the relocation of the access from Cameron Road further south and further away from the access to the small car park behind the Ship pub. This would remain the only vehicular access to the site.
- 10.39 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority, who raise no objection to the proposal subject to conditions. These conditions relate to:
- the submission of a traffic management plan
 - requiring paved areas to be constructed so no private water drains onto the highway,
 - the car park to be constructed in a bound material,
 - restricting operation hours for larger construction vehicles,
 - visibility splays,
 - requiring the redundant vehicular crossing to be removed.
 - Requiring plants to be at least 1m from the highway
- 10.40 All of these conditions are considered reasonable and necessary to ensure the proposal would not adversely impact upon the safe operation of the highway.
- 10.41 Subject to conditions as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

10.42 Cycle and Car Parking Provision

- 10.43 Cycle Parking
- 10.44 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the

front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

- 10.45 The proposed development provides individual cycle stores for each dwelling. The flats would have an integrated cycle store adjacent to the front door with space for 2 cycles. The five terraced dwellings would have a dedicated cycle store within the rear garden with capacity for 3 cycles and an additional cycle store to the front of the dwellings fronting Northfield Avenue with space for two further spaces. These cycle stores are more conveniently located than the car parking and the terraced dwellings would have the option between locating their cycles at the front or back. This provision exceeds the requirements of 1 space per dwelling for dwellings up to 3 bedrooms. Elevations of the cycle stores have been provided for all but the stores adjacent to Northfield Avenue. These details have been requested and will be available for members to view before planning committee.
- 10.46 Car parking
- 10.47 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling and up to a maximum of 2 spaces per dwelling for 3 or more bedrooms.
- 10.48 A total of six car parking spaces are provided on site, one of which is designated as a disabled space. This provision is for 5no. 3-bedroom dwellings and 4no. 2-bed flats. This provision does not exceed the maximum standards detailed in Appendix L of the Local Plan.
- 10.49 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point for each dwelling with allocated parking, one slow charge point for every two dwellings with communal parking (at least half of all non-allocated parking spaces) and passive provision for all the remaining car parking spaces to provide capability for increasing provision in the future. The standards for commercial space are 1 per 1,000m² of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future.
- 10.50 EV charging points are proposed for five of the six car parking spaces and ducting will be provided to the remaining space to allow future provision. Full details of these EV chargers has not been provided but will be secured via condition.

- 10.51 The proposal erects dwellings on an existing car park adjacent to and in the ownership of the pub. This car park has no gates meaning access to the car park is restricted to just pub visitors. A recent planning application for a new car park for the pub to the rear of the pub building with access from Cameron Road was permitted (21/02677/FUL) and the applicant intends to deliver these additional parking spaces for the pub in conjunction with developing the proposed development. Officers consider that it is reasonable to require this car park to be provided before the proposed development on site commences to ensure the pub would not be without some car parking. This can be secured via a grampian condition.
- 10.52 Site visits have been undertaken both in the daytime and in the evening since the pub reopened. Given the level of use of the car park, the new pub car park adjacent to the application site and that the pub is well connected via footpaths, bus and cycle links, officers conclude that the loss of the car park would not lead to a significant overspill of car parking onto the surrounding streets to the detriment of residential amenity. The cumulative impact arising from both the loss of the car park and the addition of new dwellings, officers also consider would not be significant in this regard.
- 10.53 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.
- 10.54 Amenity**
- 10.55 Policy 35, 50, 52, 53 and 57 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.
- 10.56 Neighbouring Properties
- 10.57 The nearest residential unit is the managers flat at the Ship pub which is approximately 16m to the north-east of plot 1. This apartment has a window facing south-west towards the side elevation of plot 1. The proposed dwellings have been sited away from the boundary with the pub and staggered in form to reduce the impact on this habitable first floor window to a neighbourly and acceptable level. The dwellings have been orientated north-west south-east so that no first floor windows of the proposed terraced dwellings would directly look into this window, preserving the amenity of the managers apartment. By virtue of the scale, massing, siting and design of the proposed development, officers are satisfied that no significant adverse amenity impact would result to the occupiers of the first floor managers flat.
- 10.58 All other residential dwellings are located a significant distance from the site. Given this alongside the scale proposed, the proposal would not lead

to any significant overbearing, overlooking or overshadowing impacts to surrounding residential dwellings.

10.59 Future Occupants

10.60 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015).

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	3	5	2	93	93.1	+0.1
2	3	5	2	93	93.1	+0.1
3	3	5	2	93	93.1	+0.1
4	3	5	2	93	93.1	+0.1
5	3	5	2	93	93.1	+0.1
6	2	3	2	70	73.1	+3.1
7	2	3	2	70	80.2	+10.2
8	2	3	2	70	73.1	+3.1
9	2	3	2	70	73.1	+3.1

10.62 All of the dwellings (units 1-5) comply with the space standards within Policy 50 and would receive good light levels, outlooks and levels of ventilation (in this instance a mix of mechanical and non-mechanical ventilation). The first-floor managers flat at the pub has three windows facing south. However, given the separation distance between these windows and the rear garden of plot 1 (over 16.5m) and the size and location of these windows, officers consider that, on balance, this would not create an unneighbourly relationship and the garden of plot 1 would not be significantly overlooked.

10.63 Garden Sizes

10.64 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers. All proposed nine units have direct access to private external amenity space in the form of gardens for all dwellings and additional balconies for the duplex flats. The proposal would therefore provide a generous and good quality external space for each dwelling. To ensure amenity is preserved by the boundary treatments proposed, officers recommend conditioning the boundary treatments to be erected prior to occupation of the dwellings.

- 10.65 Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible and adaptable dwellings to be met. All dwellings would have level access and the Design and Access Statement states the proposal would be compliant to Building Regulations Part M4(2). A condition will ensure this is delivered on site.
- 10.66 Construction and Environmental Impacts
- 10.67 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance.
- 10.68 The application site is adjacent to a newly reopened public house (The Ship). An acoustic assessment was submitted in support of the application which surveyed the proposed site, analysed the data obtained and recommended mitigation advice to seek to achieve suitable sound levels inside and outside the proposed dwellings. This acoustic assessment used the principles of BS8233:2014 to identify acceptable noise levels.
- 10.69 This acoustic assessment was subject to review by the Council's Environmental Health team who was originally unable to support the proposal as the team considered it was not unreasonable to assume an adverse noise impact to the proposed dwellings would arise from typical use of the pub. The Environmental Health team disagreed with the use of the principles of BS8233:2014 as a basis for identifying acceptable internal noise levels within the proposed development (acceptable daytime and night-time levels). BS8233 considers "anonymous" noise sources without character which does not truly describe the noise sources associated with the pub (from the beer garden, noise breakout from the pub and operation of the pubs kitchen extract). Additionally, more weight needs to be given to maximum noise events, the nature of which will likely be the greater source of annoyance to future residents. Furthermore, in the most recent noise assessment, three of the original noise sources the Environmental Health team had concerns about (external patron noise, plant noise and noise breakout) have all been confirmed as having influence on the noise environment at the boundary with the site. Because the significance of the noise impact was not adequately demonstrated and the assessment stated that noise would have an impact at the site boundary, officers were not able to advise whether the mitigations proposed were acceptable to ensure prevent significant adverse impacts on the proposed occupier's health and quality of life.
- 10.70 In response to the concerns raised by the Environmental Health team, a revised acoustic assessment and technical letter have been submitted. The Environmental Health team have reviewed this revised documentation and advised that they now consider the proposal would not adversely impact the amenity of future occupiers, subject to the recommended conditions. The Environmental Health team have made several site visits during daytime and night-time hours to specifically pinpoint relevant issues and aid in providing a more informed judgement. Following review of the

additional detail and based on the noise identified during our visits, The Environmental Health team were primarily concerned with the potential noise impacts of customer use of the external seating area at The Ship public house next door (impacts on gardens and on internal noise levels, particularly at proposed Plots 1 and 2). Acoustic fencing is proposed around the gardens of plots 1 and 2, the detail will be secured via condition, which alleviated officers' original concerns. Internally, the applicant is now committed to providing acoustic windows for the bedrooms and lounges at plots 1 and 2 which, if designed and installed correctly, should provide enhanced sound reduction even when open. Mechanical ventilation is also proposed providing an alternative way for residents to ventilate their habitable spaces without opening the windows. The Environmental Health Officers are therefore supportive of the proposed development subject to several conditions requiring details of the alternative scheme of ventilation and the acoustic windows, the acoustic fencing to be erected prior to occupation of plots 1 and 2 and details of the artificial lighting scheme. These conditions are required to adequately mitigate against adverse noise impacts to future occupiers and are considered reasonable.

10.71 Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

10.72 The proposal, with the recommended conditions, adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, and 57.

10.73 Third Party Representations

10.74 A third-party comment has raised concerns about the BNG assessment and that the baseline is not accurate. The Nature Conservation Officer has reviewed the assessment and is satisfied that BNG can be achieved on site. Currently BNG of 10% is not a national requirement, however, local policy is clear that development should enhance biodiversity. Despite third-party concerns on the baseline, Officers are satisfied that the proposed development would significantly enhance biodiversity on site, given most of the site is hardstanding, which exceeds the current policy requirement.

10.75 There were concerns raised regarding where the food van would be located which currently parks within the car park. Officers note that this is not a material planning consideration, but nonetheless there are areas the van can park within the area (e.g., the new pub car park, North Arbury Chapel car park).

10.76 All other third-party comments have been addressed throughout the report.

10.77 Other Matters

- 10.78 Bins
- 10.79 Policy 57 of the Local Plan (2018) requires refuse and recycling to be successfully integrated into proposals.
- 10.80 The bin storage for all proposed dwellings would be located in convenient locations to enable functional use of the site and would be an appropriate capacity. Therefore, officers consider that the proposal complies with Local Plan (2018) Policy 57.

10.81 Planning Balance

- 10.82 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 10.83 Officers conclude that no significant harm arises from the development.
- 10.84 The scheme provides a number of benefits. The proposal would redevelop an existing brownfield site which does not positively contribute to the street scene and results in 9 additional residential units. The redevelopment of the site would enhance the street scene and the character and appearance of the area by virtue of the development's sympathetic scale, massing and design.
- 10.85 The dwellings would utilise renewable energy sources and passive construction measures to achieve a carbon reduction of 10% on building regulations requirements and would be water efficient. The site would also deliver a significant biodiversity net gain. All the while providing generous and sensitively designed internal and external space for future occupiers to ensure a high-quality living environment for future occupiers and not encroaching on surrounding occupier's amenity. Furthermore, by virtue of the proposal redeveloping the existing car park, the scheme will reinforce the Council's aim to prioritise sustainable access to development which is also reflected in the high-quality cycle parking and the EV charging provision on site.
- 10.86 Officers therefore consider that the proposal would lead to a sustainable use of land while providing a high-quality development that enhances the character of the area, would not have an adverse impact upon the occupiers of neighbouring properties and would provide an acceptable level of amenity for future occupiers.
- 10.87 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to conditions.

10.88 Recommendation

10.89 Approve subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

11.0 Planning 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 No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

- 4 No development above ground level, other than demolition, shall commence until a scheme for the provision and implementation of surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details 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 appropriate surface water drainage and to prevent the increased risk of flooding. (Cambridge Local Plan 2018 policies 31 and 32).

- 5 No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work which has been secured in accordance with a written scheme of investigation (WSI) which has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives;
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme;
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material.

Informatives to be applied along with the condition are: Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure that before any demolition and or development commences that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2018 policy 61).

- 6 No development above ground level shall commence until a scheme for the provision of bird and bat nest boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location. No dwelling shall be occupied until nest boxes have been provided for that property in accordance with the approved scheme.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2018 policy 57).

7 No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

- i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the appropriate DEFRA metric in force at the time of application for discharge;
- iii) Identification of the existing habitats and their condition on-site and within receptor site(s);
- iv) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the appropriate DEFRA metric in force at the time of application for discharge;
- v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2023 para 174, Cambridge Local Plan 2018 policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

8 Prior to the commencement of development, a noise insulation / mitigation scheme to protect internal noise levels from the existing external noise environment, the following information shall be submitted to and approved in writing by the local planning authority:

a) Details of an alternative ventilation scheme for all dwellings, with schematic layout provided. The detail shall include specification of the ventilation system(s) to be installed and evidence by calculation that when windows are closed, the system(s) will be capable of achieving at least 2 air changes per hour within the noise impacted rooms. The scheme shall also provide details on the internal operational noise levels of any mechanical ventilation system installed.

b) Details of the construction, specification and sound reduction of the acoustic windows to be installed for the bedrooms and lounges of plots 1

and 2. The detail shall demonstrate the type of unit to be installed (for example plenum or boxed units), the glazing specification and provide evidence of the sound reduction offered through the window(s) when fully opened, partially opened and fully closed taking into account the existing external noise environment (LAeq and LAMax). Any passive ventilation provided in the window units / frames shall be adequately acoustically treated.

The development shall be carried out in accordance with the approved details and shall be retained thereafter.

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

- 9 No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

- 10 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) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;

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;
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.

c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

All hard and soft landscape works shall be carried out and maintained 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 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).

- 11 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).

- 12 No dwelling shall be occupied until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning authority. The Statement shall include SAP calculations which demonstrate that all dwelling units will achieve carbon reductions as required by the 2021 edition of Part L of the Building Regulations. Where on-site renewable or low carbon technologies are proposed, the Statement shall include:

a) A schedule of proposed on-site renewable energy or low carbon technologies, their location and design; and

b) Details of any mitigation measures required to maintain amenity and prevent nuisance.

The proposed renewable or low carbon energy technologies and associated mitigation shall be fully implemented in accordance with the measures set out in the Statement prior to the occupation of any approved dwelling(s).

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018, Policies 28, 35 and 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 13 The development, hereby permitted, shall not be occupied or brought into use, until the redundant vehicular crossing has been removed, and the footway/grass verge be fully reinstated and returned to having a full face kerb.

Reason: For the safe and effective operation of the highway (Cambridge Local Plan 2018 policy 81).

- 14 The development, hereby permitted, shall not be occupied or brought into use, until visibility splays have been provided each side of the vehicular access in full accordance with the details indicated on the submitted plan No 710-TA10. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81).

- 15 The driveway and car park hereby approved shall 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 and all proposed paved areas use a bound material to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81).

- 16 Demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall service the site only between the hours of 09.30hrs - 15.30hrs, during the working week and during term time for the nearby Kings Hedges Educational Federation.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

- 17 Any hedge or shrub planting shall be set back so the centre line of the plants be at least one metre from the boundary of the adopted public highway (in this case the footway) to enable the plants to grow without obstructing the adopted public highway.

Reason: For the safe and effective operation of the highway. (Cambridge Local Plan 2018 policy 81).

- 18 The development, hereby permitted, shall not be occupied or the use commenced, until construction details and acoustic performance of the acoustic fence for the gardens of Plots 1 and 2 have been submitted to and approved in writing by the Local Planning Authority. The fencing shall be provided in accordance with the approved details and shall be retained as such.

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

- 19 Prior to the installation of any external artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any external artificial lighting of the site and an external artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. External lighting on the development must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01/21 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

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

- 20 If unexpected contamination is encountered during the development works which has not previously been identified, 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 development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

- 21 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).

- 22 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)

- 23 Prior to the installation of any electrical services, an electric vehicle charge point scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall make provision for at least five active charge points. The active charge points should have a minimum power rating output of 3.5kW. All other communal flat spaces should have passive provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required, and this should be demonstrated in the submitted detail.

The approved electric vehicle charge points shall be installed prior to first occupation of the relevant dwelling and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF 2023) paragraphs 107, 112, 174 and 186, Policies 36 and 82 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

- 24 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)

- 25 The bin and bike stores associated with the proposed development, including any planting associated with a green roof, shall be provided prior to first occupation in accordance with the approved plans and shall be retained thereafter. Any store with a flat or mono-pitch roof shall incorporate, unless otherwise agreed in writing by the local planning authority, a green roof planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick.

Reason: To ensure appropriate provision for the secure storage of bicycles and refuse, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

- 26 The development hereby permitted shall not commence until the six car parking spaces permitted as part of 21/02677/FUL have been fully laid out and are available for use by the Ship public house.

Reason: To ensure adequate car parking provision for the pub is retained (Cambridge Local Plan 2018 policy 76).

INFORMATIVES

1. Highway licence

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. A separate permission must be sought from the Highway Authority for such works.

2. WSI

Partial discharge of the condition 5 can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

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.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs

