Memorandum
Ref: S/2413/17/OL

Date: 28th July 2017

Land off Rampton Road, Cottenham
Outline application for the erection of up to 200 residential dwellings (including up to 40% affordable housing) and up to 70 apartments with care (C2).

To: Julie Ayre
Planning and New Communities

From: Soraya Hashemi
Health & Environmental Services - Air Quality

I wish to confirm that I have received a copy of the above application, in particular with reference to the Air Quality Assessment report by Wardwell Armstrong May 2016. I have considered the implications of the proposals in relation to potential impacts on local air quality and have no objection to the proposed development.

However, SCDC’s current approach to local air quality adherence to its Low Emission Strategy, recommends the implementation of mitigation measures within future developments, to maintain minimal impact on air quality, regardless of the need for air quality assessment and breach of air quality objectives. This position is supported by local policy outlined in the Local Development Framework / Development Control Policies (DPD 2007).

As such, I recommend the following conditions are attached to the application should planning permission be granted.

1. Electric Vehicle Charging (EV)
For developments with more than 20 car parking spaces, it is expected that a minimum of 5% car park spaces will have electric vehicle charge points, with provision of electrical infrastructure to facilitate the future installation of an additional 15% EV charge points. In addition, the council is also seeking wiring infrastructure to support EV charging within all properties with parking provision, any deviation from that would need justification.

A: Prior to commencement of works on the development, a comprehensive EV Charging Plan should be submitted to and approved in writing by the Local Planning Authority (LPA). The Plan should include the details of the number, location, installation and management of EV charging points having regard to parking associated with various planning class uses and the provision of cabling infrastructure.

B: Prior to occupation of the development, the evidence of the implemented charging points should be submitted to and approved in writing by the LPA.

(Reason: In the interest of reducing carbon dioxide emissions, in accordance with South Cambridgeshire (LDF) Development Control Policies (DPD 2007), policy NE/1, NE/2 and NE/3 - and TR/1-4.)
2. Low NO\textsubscript{x} Boilers

The development shall utilise low NO\textsubscript{x} boilers that meet the NO\textsubscript{x} emission rating of 40 mg/kWh.

A: Prior to commencement of works on the development, details of the boilers shall be submitted to the local planning authority for approval.

B: Prior to occupation of the development, the manufacturers NO\textsubscript{x} emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved by the local planning authority.

(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions, in accordance with National Planning Policy Framework (NPPF), and South Cambridgeshire Development Control Policy (DPD 2007) policy NE/16. This requirement will align with BREEAM sustainable building certification.)

3. Combined Heat & Power (CHP)

Development shall utilise low NO\textsubscript{x} emission CHPs for space heating and domestic hot water. Standards are listed in table below.

<table>
<thead>
<tr>
<th>Gas-fired CHPs NO\textsubscript{x} Emissions Standards</th>
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<tbody>
<tr>
<td>Spark Ignition Engine</td>
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<tr>
<td>Less than 150 mgNO\textsubscript{x}/Nm\textsuperscript{3}</td>
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</tbody>
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A: Prior to commencement of works on the development, details of the boilers shall be submitted to the local planning authority for approval.

B: Prior to occupation of the development and following installation, emissions certificates shall be provided to the council to verify CHP and boiler emissions. This should be approved in writing by the LPA.

(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions, in accordance with National Planning Policy Framework (NPPF), and South Cambridgeshire Development Control Policy (DPD 2007) policy NE/16. This requirement will align with BREEAM sustainable building certification.)

4. Renewable Energy

Renewable energy technologies shall be fully installed to provide at least 10% of the buildings’ total predicted energy requirement from on-site renewable energy sources. This requirement will align with BREEAM sustainable building certification.

A: Prior to commencement of works, full details of renewable energy statement shall be submitted to the local planning authority for approval. The Energy Statement shall set out a schedule of the proposed on-site renewable energy technologies, their respective energy contributions, location, design and maintenance programme.

B: Prior to occupation of the development, evidence of the installation and operation of the approved technologies shall be provided and approved in writing by the LPA.

(Reason: In the interest of reducing carbon dioxide emissions, in accordance with South Cambridgeshire (LDF) Development Control Policies (DPD 2007), policy NE/2)
5. Air Quality Specific Construction Requirements
All commercial road vehicles used on the construction project must meet the European Emission Standards (commonly known as Euro standards) of Euro 5 during any works that take place from the date of this consent.

All non-road mobile vehicles with compression ignition engines used within the site must comply with emission standards set in EC directive 97/68/EC. Vehicles must meet Stage IIIa and b emission limits.

A. Exemptions to the above standards (for road and non-road vehicles) may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run on alternative fuels.

B. Such exemptions shall be applied for in writing to the LPA in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant.

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

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

(Reason:- In the interest of reducing carbon dioxide emissions, in accordance with South Cambridgeshire (LDF) Development Control Policies (DPD 2007), policy NE/1, NE/2 and NE/3).

Further requirement under S106/CIL should be determined at full planning application stage to ensure compliance with the Councils Policy NE/16 and Section 124 of the National Planning Policy Framework.

Please return a copy of the decision notice regarding this application when it has been determined.

Regards,

Soraya Hashemi
Health & Environmental Services – Air Quality