

<b>Application Number</b>	18/1470/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	17th September 2018	<b>Officer</b>	Lewis Tomlinson
<b>Target Date</b>	17th December 2018		
<b>Ward</b>	Queen Ediths		
<b>Site</b>	9-10A Ventress Close Cambridge CB1 8QX		
<b>Proposal</b>	Demolition of existing flats and erection of 12no affordable apartments and 3no affordable dwellings with associated access, car parking and landscaping.		
<b>Applicant</b>	CIP LLP The Gate House Mill Road Cambridge CB1 2AZ		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><li>- The proposed development would make effective use of a previously developed site to create additional affordable housing units;</li><li>- The design and scale of the proposed development would respond sympathetically to the surrounding built form;</li><li>- The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers;</li></ul> <p>The proposed development is unlikely to give rise to any significant adverse impact upon on street car parking capacity on the surrounding streets.</p>
RECOMMENDATION	APPROVAL

## **0.0 BACKGROUND**

- 0.1 This planning application has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. The purpose of the partnership is to help increase the amount of affordable housing within Cambridge. The target is to provide 500 new dwellings across the City using mainly council owned sites/assets. The City Council has received £70million grant funding from central government, as part of the Devolution Deal, to help achieve this target.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 9 – 10A Ventress Close is a two storey building that consists of four flats. It lies on the western side of Ventress Close, at the end of the cul-de-sac. There are a large number of trees on the site. There is a main drain running diagonally across the site with an easement above it. There are no site constraints.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is for the demolition of a block of 4 flats, and the erection of a block of 12 flats and 3 dwellings. This includes cycle parking, car parking and waste provision. In brief, the development includes:

Block of flats:

- 7 x 1 bed flats
- 5 x 2 bed flats

Dwellinghouses

- 3 x 3 bed houses

- 2.2 The proposal has been amended since submission to ensure compliance with the requirements of Part M4 (2) of the Building Regulations
- 2.3 It is to be noted that the scheme has been through an extensive pre-application process with officers.

## **3.0 SITE HISTORY**

- 3.1 None relevant

## 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners/Occupiers:	Yes
	Site Notice Displayed:	Yes

## 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, 29, 31, 32, 34, 35, 36, 41, 45, 50, 51, 55, 56, 57, 59, 61, 70, 71, 80, 81, 82, 85

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)  Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u>  Cycle Parking Guide for New Residential Developments (2010)

	<u>Area Guidelines</u>
	Newnham Croft Conservation Area Appraisal (2013)

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The proposal should have no significant impact on the public highway, should it gain the benefit of planning permission, subject to the incorporation of the conditions and informatives requested below into any permission that the Planning Authority is minded to grant in regard to this application.
- 6.2 Recommends the inclusion of conditions regarding unbound material, surface water run-off, traffic management plan and an informative regarding works within the highway.

### **Developer Contributions Monitoring Officer**

- 6.3 Community Facilities:  
The Council does not propose to seek a specific Community Facility contribution under the councils Planning Obligation Strategy SPD 2010, as it does not seek S106 financial contributions from developments of total affordable housing schemes which are developed by Registered Social Landlords where it is demonstrated that future residents of the scheme are already living elsewhere in Cambridge.

#### **Indoor Sports:**

The proposed development is within 500m of Netherhall School sports facility.

Given the scale of the proposed development on this site, and in line with the funding formula set out in the Councils Planning Obligations Strategy 2010, a specific S106 contribution of £6,052.50 (plus indexation) is requested towards the provision and/or improvement of new indoor gym and studio (including equipment) at Netherhall School, Queen Edith's Way, Cambridge.

Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has proposed one further specific contribution for this project so there is still scope for this contribution (and up to three others) to be requested.

#### Outdoor Sports:

This proposed development is within 500m of the Netherhall School sports pitches facility, which is on the Council's 2016/17 target list of outdoor sports facilities for which specific S106 contributions may be sought in order to mitigate the impact of development. This target list was agreed by the City Council's Executive Councillor for Communities in June 2016.

Given the scale of the proposed development on this site, and in line with the funding formula set out in the Council's Planning Obligations Strategy 2010, a specific S106 contribution of £5,335 (plus indexation) is requested for the provision of and / or improvement to outdoor grass pitches, cricket wicket and nets, and tarmac tennis & netball courts at Netherhall School, Queen Edith's Way, Cambridge.

Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has not agreed any specific contributions for this project so there is still scope for this contribution (and up to four others) to be requested.

#### Informal Open Space:

This proposed development is within 800m of Limekiln Close (nature reserve). Based on the funding formula set out in the Council's Planning Obligations Strategy 2010, it is proposed that the council requests £5,445 (plus indexation) towards the provision and/or improvement of Informal Open Space (for example to include path works and accessibility) at Limekiln Close, Cambridge.

Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has not agreed any specific contributions for this project so there is still scope for this contribution (and up to four others) to be requested.

Play provision for children and teenagers:

This proposed development is within 500m of Cherry Hinton Hall play area. The Outdoor Play Investment Strategy 2016-2021 rated this play area facility as 77% for the quality of its location as a Neighbourhood Play Space. Given the scale of the proposed development on this site, and in line with the funding formula set out in the councils Planning Obligations Strategy 2010, it is proposed that the council requests £2,844 (plus indexation) towards the provision and / or improvement of the play area equipment and facilities at Cherry Hinton Hall play area. Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has not agreed any specific contributions for these projects so there is still scope for this contribution (and up to four others) to be requested.

### **Designing Out Crime Officer**

- 6.4 I confirm that I have viewed the application and paid particular attention to the details in relation to community safety and vulnerability to crime aspects of the proposal. I have also reviewed incidents and crimes since January 2018 for the Police ward code that this proposed development is situated. Accepting this is a large area there are fairly high reports of volume crime– the policing area is large but there are also a fairly high number of volume crimes (24 theft and criminal damage involving vehicles and 31 reports of theft of pedal cycles).

Having read the Design & Access Statement I am pleased to note that principles of secured by design will be adopted including the access control systems for the apartment block. Therefore I am happy to support the application and would expect to see that the proposed layout and design would provide good levels of natural surveillance with the pedestrian and vehicle route aligned together. Vehicle parking is in-curtilage to the fronts of properties, allowing owners to view their vehicles from active windows. Fronts of homes should be provided with natural surveillance from neighbours. This will help deter searching behaviour and distraction burglary, particularly targeting any vulnerable or elderly occupants. Homes should also be provided with the potential for some defensible space to their front.

Ideally I would like to see the road illuminated by column lighting to a similar standard to adopted roads. I would ask for consideration that a Condition be placed regarding external lighting should the application be approved.

My only additional comment would be for the Applicant to consider submitting a Secured by Design application in regards to this development. I am more than happy to support and work with the development team throughout this process.

### **Drainage Officer**

- 6.5 No objection subject to surface water drainage conditions.

### **Ecology Officer**

- 6.6 No objection subject to condition securing the recommendations from the Ecology report such as bird boxes, bat boxes, bat tubes, insect towers and also a green roof condition.

### **Environmental Health Officer**

- 6.7 No objection subject to the inclusion of conditions regarding construction hours, construction collections, piling, dust, materials management plan, charging point and an informative regarding dust and boilers.

### **Landscape Officer**

- 6.8 Recommends the inclusion of conditions regarding hard and soft landscaping, landscape maintenance and management plan & boundary treatment.

### **Sustainability Officer**

- 6.9 No objection subject to renewable energy and water efficiency conditions.

### **Tree Officer**

- 6.10 On paper the tree losses look defensible due to tree condition and/or limited stature. It is the loss of T10 and T14 that is most concerning but according to the survey they are not of sufficiently good quality to be a reasonable constraints to

development. Notwithstanding the above, the scheme does not accommodate suitable space for replacement planting and is therefore not arboriculturally sustainable. It is for this reason that I do not support the proposal and would expect to see improved space to accommodate at least a couple of large/medium trees at maturity.

### **Urban Design Officer**

- 6.11 The Urban Design Team together with the case officer at the time have been involved in pre-application discussions with the applicant, Cambridge Investment Partnership (CIP) and their design team. We are pleased to see that the submitted application reflects these discussions and we support the overall design response to what is a very constrained site. The design and access statement clearly explains the design concept for the scheme and the rationale behind the appearance of the buildings. The materials palette identified in the DAS is supported and the brick patterning has the potential to add a degree of richness to facades. Detailing will be important to the final quality of the scheme and therefore all external materials should be conditioned, as well as a sample panel that should demonstrate the proposed brick patterning. Whilst we understand the necessity of providing screens on some balconies to limit overlooking into existing properties, it will be crucial that these screens are designed as an integral part of the balconies and overall elevations, so that they do not appear as an afterthought. The final detailing and appearance of these should also be conditioned.

### **Waste Officer**

- 6.12 No objection.
- 6.13 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made objections:
- 2 Ventress Close x2



- 3 Ventress Close
- 7 Ventress Close
- 56 Godwin Way
- 62 Godwin Way
- 80 Gunhild Way
- 82 Gunhild Way
- 90 Gunhild Way
- 32 Spalding Way
- 7 Tillyard Way

7.2 The representations can be summarised as follows:

- Out of keeping with the character of two storey housing within the area
- The availability of large family homes in Cambridge with sensible sized gardens is limited
- The effect of this development may well be to depress house prices
- Overdevelopment – too many dwellings proposed
- Increase in traffic and demand for parking
- Existing traffic problems in area especially around drop-off and pick-up times of children attending local schools
- Highway safety concerns – risks for children travelling to school on foot and by bike
- Not enough car parking is provided and no capacity on Ventress Close and surrounding streets
- Loss of 4 parking spaces in Ventress Close
- Loss of trees and impact upon local wildlife
- Unfortunate use of ends of gardens as parking area
- Increase of comings and goings
- Increase in anti-social behaviour and fear of crime
- Impact upon road surfaces during construction and from the cars of the proposed development
- Construction period would produce noise/traffic – how will noise and disruption be kept to a minimum? Some residents work night shifts
- Noise and light pollution affecting nearby residents

- Overlooking of all gardens and windows of properties surrounding the development
- Concerns about impact upon a child with autism and other health issues especially during the construction phase
- Poor proposed materials
- Poor design out of keeping with surroundings including introduction of higher built form
- Lack of suitable outside spaces for residents and visitors
- Flats will not provide affordable homes for families
- Increase flood risk

7.3 A further objection has also been received from Camcycle:

*Block A*

- The detached cycle parking area (8 spaces) has a substandard door width of less than 900mm (required: 1000mm).
- The integrated cycle parking area (9 spaces) has its door positioned poorly, such that the first cycle parking space will occlude over 300mm of the entry width. In addition, the aisle is only 900mm at the narrowest point (required: 1100mm).

*Dwellinghouses*

- The detached cycle parking area should have a door width that meets the requirements in section 3.8.2 of the Cycle Parking Guide (reproduced below).
- The integrated cycle parking area should also have a door width compliant with section 3.8.2 and the door should be shifted to the side such that it is not occluded by the first cycle parking space and instead more closely matches the position of the aisle.
- To be compliant with Cambridge Local Plan L.24 the cycle parking should be located in front of the houses, however if that is determined to be infeasible then all the doors to the rear gardens should be at least 1000mm in width as required by section 3.8.1. The access path to the rear gardens should comply with section 3.7.1.

- Layout of the garden sheds should comply with sections 4.1.9 and 4.2.0 for security and access purposes, and meet or exceed the minimum dimensions shown by Diagram 18 in the Cycle Parking Guide.

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**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Drainage
8. Trees and ecology
9. Affordable housing
10. Planning obligations
11. Third party representations

### **Principle of Development**

8.2 Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally.

#### Policy 52 Protecting garden land and the subdivision of existing dwelling plots

8.3 As the proposal is for the subdivision of an existing residential plot, policy 52 of Cambridge Local Plan (2018) is relevant in assessing the acceptability of the proposal.

8.4 Policy 52 of the Cambridge Local Plan (2018) states that: Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:

- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
- b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
- c. the amenity and privacy of neighbouring, existing and new properties is protected;
- d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
- e. there is no detrimental effect on the potential comprehensive development of the wider area.

8.5 I consider that the proposal complies with the above five criteria and the reasons for this are set out in the relevant sections of this report.

### **Context of site, design and external spaces**

8.6 The site is located at the end of a cul-de-sac with the built form being situated close to the highway. The existing building is much larger than its neighbouring properties and is quite dominant within Ventress Close due to the projecting gables on the front elevation. While the block of flats would be three storey when viewed from Ventress Close, the proposed block of flats would be set 15m back from the highway in Ventress Close and therefore would appear a similar height to the existing block of flats. The block of flats then reduces to a two storey scale further into the site. While the design will vary from the surrounding properties, the proposed materials and detailing on the dwellings and block of flats will provide a high quality finish.

8.7 The proposed development of 3 no. two storey dwellings, 2 within a semi-detached arrangement would respond to the surrounding context in terms of built form and provide reasonably sized rear gardens. The proposed layout of the site

is clearly legible. The Landscape Officer and Urban Design Team were consulted as part of the application and support the design subject to the imposition of conditions regarding hard and soft landscaping, landscape maintenance and management plan, boundary treatment and external materials.

- 8.8 It is my opinion the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and would not constitute overdevelopment. In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 & 59.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.9 The site is surrounded by residential properties. To the north is Gunhild Way, to the west is Godwin Way, to the south is Spalding Way and to the east is Ventress Close.

#### *Properties on Gunhild Way*

- 8.10 The north facing elevation which faces towards the rear of the properties along Gunhild Way is part two storey and part three storey. The nearest point of the block of flats is at least 36 metres away from the rear elevations of properties along Gunhild Way and would be two storey. The nearest point of the three storey element is at least 43m away from the rear elevations of properties along Gunhild Way. There would only be one balcony on the north facing elevation and this would be on the two storey element. I consider this distance between the north facing elevation and rear elevations of the properties along Gunhild Way is acceptable as it would not have a significant overbearing impact or cause significant overlooking issues.

#### *Properties on Godwin Way*

- 8.11 The North West and south west facing elevations face partly towards the properties along Godwin Way. This element of the block of flats would be two storey in height. The corner between these two elevations is the nearest point of the block of flats to these properties on Godwin Way and would be circa 44m away.

There would only be one balcony on the North West facing elevation, and one inset balcony on the south west facing elevation. House 1 is two storey dwelling that would be set at least 34m away from the nearest house on Godwin Way. I consider this distance between the North West and south west facing elevations and rear elevations of the properties along Godwin Way is acceptable as it would not have a significant overbearing impact or cause significant overlooking issues.

#### *Properties on Spalding Way*

- 8.12 The proposed set of three dwellinghouses along the southern boundary would be two storey and set away from the properties of Spalding way by at least 35m. To avoid any overlooking of these properties, all the first floor windows on the rear elevations are small high level windows set 1.7m from the finished floor level. Given the distance away and the high level windows, the proposed dwellings would not have a significant impact upon the properties on Spalding Way in my opinion. To ensure the residential amenity of the occupiers of the immediate properties along Spalding Way are protected in the future, I recommend removing permitted development rights Class B (loft conversions, rear dormers) and Class A (alterations including insertion of new windows) for the three proposed dwellinghouses.

#### *Properties on Ventress Close*

- 8.13 The element of the block of flats nearest Ventress Close would be three storey in height. The corner of the north east facing elevation and east facing elevation would only be 5m away from the boundary of No.8 Ventress Close and 15m away from the built form of No.8. It is to be noted that there is a significant amount of mature trees within the garden and along the boundary of No.8 and the proposed site. There are first floor windows on the west facing (side) elevation but these windows serve non-habitable rooms. There is also a door serving a kitchen on the ground floor but this room is also served by another window on the north facing elevation. The main rear amenity area is set to the rear of the property. For the reasons outlined above, the proposed block of flats would not have a significant overbearing impact upon No.8's main rear amenity area in my opinion. There would be two balconies on the east facing elevation, 1 serving Unit 9 and 1 serving unit 11. The

plans show that the proposed balconies for units 9 and 11 would have a 1.7m screen on the northern side of the balcony. A condition is recommended to secure this. I consider that none of the properties in Ventress Close would be significantly overlooked by the east facing elevation due to the siting of the block of flats and the oblique angles from the windows/balconies.

- 8.14 The existing block of flats is quite dominant within Ventress Close due to the projecting gables on the front elevation. The proposed block of flats would be set 15m back from the highway in Ventress Close and therefore would appear a similar height to the existing block of flats. In consideration of all the above points, the proposal would not have a significant impact upon the residential amenity of the properties in Ventress Close in my opinion.
- 8.15 I have assessed above the potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing. I am satisfied that the proposed units to the rear due to their orientation, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the residential amenity of the neighbouring occupiers such that it would warrant refusal of the application.

#### *Wider area*

- 8.16 Neighbours have raised concerns regarding the impact of noise, dust and reverberation during the construction phase. The Environmental Health Team has recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. I accept this advice and have recommended the conditions accordingly. A Construction Method Statement condition is also recommended. I have considered the impact of additional demand for car parking spaces on residential amenity in the 'car parking' section below. In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

### Amenity for future occupiers of the site

- 8.17 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units comply and the majority slightly exceed the standards. In this regard, the units would provide a high quality internal living environment for the future occupants in my opinion. The gross internal floor space measurements for units in this application are shown in the table below:

#### *Block of flats*

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size
1	1	2	1	50	55	+5
2	1	2	1	50	50	0
3	1	2	1	50	53	+3
4	1	2	1	50	50	0
5	1	2	1	50	53	+3
6	1	2	1	50	50	0
7	2	4	1	70	72	+2
8	1	2	1	50	51	+1
9	2	3	1	61	65	+4
10	2	4	1	70	74	+4
11	2	3	1	61	65	+4
12	2	4	1	70	74	+4

#### *Houses*

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size
1	3	5	2	93	96	+3
2	3	5	2	93	96	+3
3	3	5	2	93	96	+3

- 8.18 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.



8.19 All the proposed Units will have direct access to an area of private amenity space. The three dwellinghouses will have gardens that are an acceptable size. Units 1 to 5 within the apartment block are on the ground floor and benefit from acceptable size terraces. Units 6 to 12 will have a balcony each. It is also to be noted, that the proposal will provide a high quality landscaped shared amenity area for all the occupants of the flats to enjoy. The details of the landscaping can be secured through condition.

8.20 To ensure that adequate private amenity space is retained for House units 1, 2 & 3, I recommend that permitted developments rights are removed for extensions and outbuildings. A further condition is recommended to ensure the amenity of the future occupiers is protected:

- Appropriate boundary treatment to provide privacy for the ground floor terraces on units 1 – 5 of the block of flats

In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2018) policy 50.

#### Accessible homes

8.21 The development has been assessed for compliance with Policy 51 in relation to the all the new units. The agent amended the internal layout of the block of flats to ensure the proposal complies with the requirements of Part M4 (2) of the Building Regulations. I have recommended a condition to secure this requirement.

#### **Refuse Arrangements**

8.22 The proposed refuse storage for the flats is within an integrated store in the block of flats. The waste Officer has raised no objection to this. There is adequate space for the bins to go in the rear gardens of the proposed dwellings.

8.23 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

## **Highway Safety**

- 8.24 The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety. The Highway Authority has recommended various conditions which are considered necessary. Neighbours have raised concerns about construction traffic, therefore a traffic management plan condition is recommended which would address the logistics of construction.
- 8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

## **Car and Cycle Parking**

### Car Parking

- 8.26 Neighbours have raised concerns that there is no capacity in the surrounding streets and the proposal will increase demand for parking, adversely impacting their amenity. Having reviewed the Cambridge On-Street Residential Parking Study (Nov 2016), the study shows that the surrounding streets have capacity for parking. However, Ventress Close is not included in the study and I acknowledge the neighbours' concerns about parking capacity within Ventress Close. The proposal would provide 1 car parking space per unit. This complies with the maximum standards in the Cambridge Local Plan (2018) which seeks a maximum of 1 car parking space for dwellings with up to 2 bedrooms and 2 car parking spaces for dwellings with 3 or more bedrooms. The proposal would also include two visitor car parking spaces. I consider this level of provision to be acceptable particularly having regard to the identified available capacity in surrounding streets.
- 8.27 Some residents within Ventress Close have objected to the proposal on the basis that it will result in the loss of 4 existing car parking spaces in front of the existing building that is to be demolished. These car parking spaces are located within a turning head in the cul-de-sac and are not formally designated spaces within the highway, however, I recognize that they are used for the parking of cars by residents in Ventress Close and they will be lost as a result of the development. As stated above, I consider that the proposal includes an appropriate level of car parking that is policy compliant and I do not consider that

that the loss of these car parking spaces would result in unacceptable levels of additional parking stress in Ventress Close or surrounding streets. In my view, and in consideration of the above points, the proposal would not increase parking pressures on nearby streets to an unacceptable degree and would not therefore be detrimental to the amenity of nearby residents.

### Cycle Parking

8.28 The proposed 12 flats would have a total of 17 cycle spaces. This storage would be split with 7 spaces provided within the block of flats and a further 10 cycle spaces provided in a cycle store. The proposed 3 dwellings would have adequate space to provide cycle storage in the rear gardens. There are also two cycle hoops towards near the entrance of the site for visitor cycle parking. Camcycle has objected to the application. However, these objections can be addressed through a boundary treatment condition, and conditions requesting further details of cycle storage (cycle store for the flats and storage for the dwellings) to be submitted.

8.29 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

### **Integrated water management and flood risk**

8.30 A flood risk assessment was submitted with the application. The Drainage Team has advised that a surface water drainage strategy can be secured by condition in this case. This condition is therefore recommended. In my opinion, the proposal is compliant with the paragraph 163 of the National Planning Policy Framework (2019) and policy 31 of the Cambridge Local Plan (2018).

### **Trees & Ecology**

#### Trees

8.31 There are a large number of trees on the site and surrounding the site. The site does not fall within a conservation area and there are no Tree Preservation Orders on any trees on the site or on any of the trees surrounding the site. There is also a main water and drainage pipe running diagonally through the site,

this main pipe has an easement above it. There are trees located on top of this easement.

- 8.32 The proposal would result in all of the trees being removed from the site to accommodate the proposed development. The submitted tree information states that the majority of the trees that are proposed to be removed can be justified due to their condition and/or limited stature. The Tree Officer acknowledges this. However, the Tree Officer is concerned about the loss of T10 and T14 which are mature Ash and Elders. These two trees are the largest trees on the site and appear as one, due to their canopies being conjoined. It is to be noted that the canopies can be seen above the roofs from Ventress Close and Godwin Way. I consider that the trees have an amenity value in the surroundings. The Tree Officer does not support the proposal as it would not accommodate suitable space for replacement planting.
- 8.33 On balance, it would be regrettable to lose such a large quantity of trees, but I consider that the need for affordable housing in the city outweighs this loss in this instance. That being said, there is scope for some minor modifications to the hard landscaping that would not affect the overall layout of the proposal but would allow for some large growing replacement trees to be planted such as oak or alder. This can be achieved through the soft and hard landscaping condition that is recommended. The trees currently proposed in the landscape drawings, particularly around the edges are made up primarily of hornbeam and prunus avium which also are medium/large trees which can ultimately gain a stature that is visible over house rooftops in the way that the existing trees currently do. Notwithstanding the above, there is scope for a high quality landscape scheme which can be secured through a landscaping condition.

### Ecology

- 8.34 While the proposal would result in a loss of wildlife habitat, the applicant has submitted a comprehensive ecology report. The Ecology officer has been consulted as part of the application and raised no objections subject to a condition securing the recommendations from the Ecology report such as bird boxes, bat boxes, bat tubes, insect towers and also condition regarding

the proposed green roof. The proposal would therefore be in accordance with Policy 70 of the Cambridge Local Plan (2018).

### **Affordable Housing**

- 8.35 The proposed development is 100% affordable housing. This complies and exceeds the requirements of policy 45 of the Cambridge Local Plan (2018).

### **Planning Obligations (s106 Agreement)**

- 8.36 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

- 8.37 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements.

- 8.38 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

### **City Council Infrastructure (Open spaces and Community facilities)**

- 8.39 I agree with the reasoning set out in paragraph 6.3 (DCMU comments paragraph) above that contributions towards these projects meet the requirements of the CIL regulations. Therefore, subject to the completion of a S106 planning obligation to secure these infrastructure provisions, I am satisfied that the proposal accords with Cambridge Local Plan

(2018) policy 85.

### Affordable Housing

8.40 The development is required to make provision for affordable housing and I have assessed the proposals for affordable housing in paragraphs 8.2 to 8.3 above. The detail of the Affordable Housing Scheme can be secured through a Section 106 Agreement.

8.41 Subject to the completion of a S106 planning obligation to secure the requirements of the Affordable Housing SPD (2008), I am satisfied that the proposal accords with Cambridge Local Plan (2018) policies 45 and 85 and the Affordable Housing SPD (2008).

### Planning Obligations Conclusion

8.42 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

### **Third Party Representations**

8.43 I have dealt with the substantive third party representations in the preceding paragraphs and those remaining issues are dealt with in the table below.

<b>Representation</b>	<b>Response</b>
The availability of large family homes in Cambridge with sensible sized gardens is limited	There is a need for a range of dwelling types across the City
This development may well depress house prices	This is not a planning issue
Overdevelopment – too many dwellings proposed	I do not consider the proposal will appear cramped and the site makes good use of the land in providing 100% affordable housing

Existing traffic problems in area especially around drop-off and pick-up times of children attending local schools	The Highway Authority has raised no objections in relation to highway safety for the proposed development. In relation to the period of construction a traffic management plan condition is recommended.
Highway safety concerns – risks for children travelling to school on foot and by bike	See above
Unfortunate use of ends of gardens as parking area	This is not considered to detrimentally impact on neighbour amenity
Increase in anti-social behaviour and fear of crime	The Designing Out Crime Officer has been consulted and supports the application. A condition is recommended as part of the hard and soft landscaping details required to ensure the area is well lit with the aim of deterring anti-social behavior/crime.
Impact upon road surfaces during construction and from the cars of the proposed development	This is a civil matter between the applicant and Cambridge County Council.
Construction period would produce noise/traffic – how will noise and disruption be kept to a minimum? Some residents work night shifts	Traffic management plan and construction method statement conditions to set parameters during the construction period are recommended.
Noise and light pollution affecting nearby residents	The Environmental Health team raised no objections to the proposal
Concerns about impact upon a child with autism and other health issues especially during the construction phase	This is acknowledged as a serious concern and the applicant will be contacted, made aware of this and will be encouraged to discuss this with the neighbour to explore options for accommodating the child's needs. Traffic Management Plans and Construction Method Statements conditions are recommended

	which will set out times, deliveries and general running of the construction site.
Flats will not provide affordable homes for families	There is a need for a range of affordable housing dwelling types across the City

## 9.0 CONCLUSION

- 9.1 The proposal would regrettably result in the loss of a large quantity of trees some with amenity value in the surroundings. However, the proposal will bring forward 100% affordable housing and given the significant need for affordable housing within the city, I consider that on balance this need outweighs the loss of trees in this instance. The proposal is of a high quality design and would not result in an adverse impact upon neighbouring properties and would also provide an acceptable level of amenity for future occupiers. I also consider that the proposal will provide an acceptable level of car parking that would not result in significant additional parking pressures on surrounding streets.

## 10.0 RECOMMENDATION

**APPROVE** subject to the following conditions and the prior completion of a S106 agreement to secure the affordable housing and infrastructure contributions:

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 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 dwellings (Units 1, 2 & 3) hereby approved shall not be occupied until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before dwellings are occupied.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policies 55, 56, and 82).

4. Notwithstanding the approved plans, the block of flats hereby approved shall not be occupied until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before the dwellings are occupied and shall thereafter be retained.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policies 55, 56, and 82).

5. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials to be used in the construction of the external surfaces of buildings, which includes external features such as coping and banding, detailed finishes around entrances (eg. green ceramic tiles), entrance doors, windows, roof cladding, external metal work, balcony and balustrades, rain water goods, bike and bin stores, shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 52, 55, and 57).

6. Brick sample panels of the facing materials to be used shall be erected on site and shall be 1m x 1m to establish the detailing of bonding, coursing, colour and type of jointing and any special brick patterning/articulation detailing shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 52, 55, and 57).

7. The approved renewable energy technologies shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018 Policy 28).

8. Prior to the occupation of the first dwelling, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to 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 that 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).

9. No construction work or demolition work shall be carried out or plant 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.

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

10. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

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

11. In the event of the foundations for the proposed development requiring piling, no such piling shall take place until a report / method statement detailing the type of piling and mitigation measures to be taken to protect local residents 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 predicted 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 details. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

12. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period 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).

13. For the hereby approved dwellings (1,2 & 3), notwithstanding the provisions of Schedule 2, Part 1, Classes A, B E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification): the enlargement, improvement or other alteration of the dwellinghouses, including insertion of new windows; loft conversion including rear dormers; and the provision within the curtilage of the dwellinghouses of any building or enclosure, swimming or other pool, shall not be allowed without the granting of specific planning permission.

Reason: To ensure sufficient amenity space is retained for future occupiers of the dwelling, to protect the character of the area and to protect the amenity of neighbouring occupiers (Cambridge Local Plan 2018 policies 52 and 57).

14. Notwithstanding the approved plans, the dwellings, 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).

15. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

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

16. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

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

17. Prior to the first occupation or bringing into use of the development, hereby permitted, the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the approved plans and shall be retained as such thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site (Cambridge Local Plan 2018 policy 81).

18. The driveway 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. Once constructed the driveway shall thereafter be retained as such.

Reason: To prevent surface water discharging to the highway, in the interests of highway safety (Cambridge Local Plan 2018 policy 81).

19. Prior to the first occupation or bringing into use of the development, hereby permitted, the manoeuvring area shall be provided in accordance with the approved drawings. The manoeuvring area shall be retained free of obstruction thereafter.

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

20. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. This should also include a scheme of lighting for the public areas within the site. Soft Landscape works shall include 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.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

21. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

This should include:

- Boundary treatment for the edges of the site
- Boundary treatment for the private amenity areas of the ground floor units 1 to 5 on the block of flats
- Boundary treatment for dwelling houses (plots 1 to 3)

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59).

22. No development hereby permitted shall be commenced until surface water drainage works details have been submitted to and approved in writing by the local planning authority, in accordance with the submitted drainage strategy (MLM, 6th September 2018). Before these details are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:

- a) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and

- b) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
- c) The final drainage design should explore the incorporation of additional SuDS features to manage surface water more sustainably such as rain garden and above ground surface water features.
- d) Confirmation from the Environment Agency that infiltration is not suitable for site due to the principal aquifer should be submitted.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

23. No building hereby permitted shall be occupied until details including siting of bird boxes, bat boxes and insect towers as stated in section 10 of the submitted Ecological Appraisal prepared by Landscape Planning have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and retained as such thereafter, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect local wildlife (Policy 70 of the Cambridge Local Plan 2018).

24. Prior to occupation of the proposed development information demonstrating that one slow electric vehicle charge point has been installed in each of the allocated parking spaces and 50% in all unallocated parking spaces shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with Policies 36 & 82 Cambridge Local Plan (2018); and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018).



25. 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. Development shall be carried out in accordance with the approved details.

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

26. No development shall take place (including any demolition, ground works or site clearance) until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall outline the management of the construction process and shall include the following:

- o Construction hours
- o Delivery times for construction purposes
- o Access and protection arrangements around the site for pedestrians, cyclists and other road users (especially in regards to the management of the access within Ventress Close)
- o Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures
- o External safety and information signing and notices
- o Liaison, consultation and publicity arrangements including dedicated points of contact
- o A plan showing the layout of the construction site (positions of temporary buildings & storage of materials etc)

The development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Policy 55 Cambridge Local Plan 2018).

27. No development above ground level, other than demolition, shall commence until full details of green roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable. The green roofs once installed shall be maintained in perpetuity.

Reason: In the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018 Policy 31).

28. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of the 1.7m solid privacy screens to be erected on the balconies on the northern (side) elevations of units 9 and 11 shall be submitted to and approved in writing by the local planning authority. The screens shall be erected prior to occupation of units 9 and 11 in accordance with the approved details and shall thereafter be retained and maintained.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55 and 58).

29. Prior to the occupation of the development, hereby permitted, the curtilages of the ground floor approved units 1 to 5 of the block of flats and the 3 dwelling houses (plots 1,2 and 3) of the shall be fully laid out and finished in accordance with the approved plans. The curtilages shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 52, 55 and 56).

**INFORMATIVE:** Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction:

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

-Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012:

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance:

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)

## **INFORMATIVE:**

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

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

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

**INFORMATIVE:** Wildlife access gaps within garden boundary treatments informative

The applicant is reminded that the National Planning Policy Framework (2018) seeks all developments to 'minimise impacts on and provide net gains for biodiversity, including establishing coherent ecological networks that are more resilient to current and future pressures'. Residential gardens are increasingly important refuges for declining species such as hedgehogs and local enhancement can be achieved through provision of access gaps (minimum 130mm x 130mm) within boundary features to connect these habitats.

**INFORMATIVE:** Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.