

Application Number	18/1582/FUL	Agenda Item Officer	
Date Received	9th October 2018		Patricia Coyle
Target Date	4th December 2018		
Ward	Kings Hedges		
Site	36 Amwell Road Cambridge CB4 2UH		
Proposal	Demolition of existing bungalow and erection of three terraced houses.		
Applicant	Mr Sebastian Macmillan 17 Lynfield Lane Cambridge CB4 1DR		

SUMMARY	The development accords with the Development Plan for the following reasons: The proposed dwellings would be in character in the locality, would be of a suitable size and would not result in any harm to existing or proposed residential amenity or highway safety.
RECOMMENDATION	APPROVAL subject to conditions

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site comprises 36 Amwell Road which currently contains a single-storey dwelling. The bungalow is set back behind the semi-detached pair Nos. 32 and 34 Amwell Road due mainly to the set in of the road at this point. There is a vehicle access to the south-west of the house with a single garage attached to the garage of No.34 Amwell Road. The application site has a shared boundary with a parking area to the north-east and another parking area to the rear (north-west) in Armitage Way.
- 1.2 The surrounding area is residential in character with short terraces and semi-detached properties predominating although there are also back-to-back two-storey duplex houses. Nearby to the north is King Hedges Road, beyond which is the Science Park Campus and to the south/east lies the commercial area in Kilmaine Close.

2.0 THE PROPOSAL

- 2.1 The proposal is for the demolition of the existing bungalow and the erection of a short terrace of three, 2-storey houses.
- 2.2 Each house would have 2 bedrooms and be on three storeys with bedrooms on the first and roof levels (served by a dormer window) with a kitchen and living room on the ground floor and two bathrooms at first floor level (one en-suite).
- 2.3 Each house would have access to a rear garden with the southern plot (House 1) also benefiting from the existing single garage. There would be no parking provision on site for Houses 2 and 3.
- 2.4 There would be a rear access to allow access to the gardens to bin stores and cycle stores.
- 2.5 In response to requests for additional information, the applicants emailed to indicate that they had separately contacted Anglian Water regarding soakaways and that this was not considered to be feasible. Amended plans were also proposed to exclude a second space at House 1 and to correct an internal stair direction. No additional plans have been provided.
- 2.6 The application has been supported by the following documents:
 - Covering letter

3.0 SITE HISTORY

Reference	Description	Outcome
18/0823/FUL	Demolition of existing dwelling and erection of 6 houses	Refused

- 3.1 The reasons for refusal relating to application 18/0823/FUL are in summary that:
 - 1) The proposal would be unduly dominant due to bulk and height and as the block would occupy the majority of the site

together with the proposed dormers being out of keeping resulting in perceived bulk

- 2) The proposal would result in an overbearing and enclosing impact on the rear garden of No.34 Amwell Road and with 4 windows in the SW elevation facing this property would also result in overlooking
- 3) Unacceptably limited amount and low quality of the internal space due to their size and single outlook and no private or communal amenity space
- 4) Lack of cycle parking and inadequate refuse and recycling provision
- 5) Insufficient information regarding surface water run off to prove that there would be no surface water flooding.

4.0 PUBLICITY

- | | |
|------------------------|-----|
| 4.1 Advertisement: | No |
| Adjoining Owners: | 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 35 36 50 51 52 55 56 57 81 82

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

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A)
Supplementary Planning Documents	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Cycle parking guide for new residential SPD (Feb 2010)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 One of the proposed parking spaces is too small to accommodate a standard car without it overhanging the footway, forcing vulnerable road users into the carriageway.

Unless and until this parking space is removed from the proposal it is recommended that this application be **REFUSED** planning permission.

There is thus only one car parking space provided and two of the dwellings will have no off-street parking provision.

Recent guidance contained within the National Planning Policy Framework and the IHT guidance on best practice in car parking provision has moved away from maximum levels of provision and advises that parking provision for new residential

development is based upon levels of access to a private car for existing residential uses in the surrounding area.

It is advised that the Planning Authority should assess the impact of the proposal in regard to the guidance provided within the National Planning Policy Framework in tandem with the Local Plan Parking Standards.

The streets in the vicinity provide uncontrolled parking, and so, as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets this demand is likely to appear on-street in competition with existing residential uses.

The development may therefore 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.

Urban Design

- 6.2 The principle of three terraced homes is acceptable in Urban Design terms. However, given that the proposed parking arrangement shown on Armitage Way falls outside the application boundary it is unclear how this provision will be controlled to avoid parking displacement. In addition, the retained garage to the front compromises house 1. Rear garden boundaries should be of brick to ensure a robust edge - this can be secured by way of condition. External materials should also be conditioned, should permission be granted.

Environmental Health

- 6.3 The development proposed is acceptable subject to conditions regarding construction/ demolition/delivery hours, piling and dust.

Landscape

- 6.4 The development proposed is acceptable subject to the imposition of landscaping and boundary treatment conditions.

Drainage

- 6.5 It is not possible to comment on the proposed development and additional information regarding surface water drainage and soakaway provision will be required.

7.0 REPRESENTATIONS

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

- 32 Amwell Road

- 7.2 The representations can be summarised as follows:

- Existing drainage problems need to be addressed
- All existing properties have on site or allocated parking; the proposed on-street parking would be out of character in the locality
- The height of the new dwellings could look out of place
- Overlooking/loss of privacy
- Unacceptable noise associated with the use of bin and cycle stores

- 7.3 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 relating to the planning application are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity for existing and proposed occupiers (including internal space)
4. Inclusive access
5. Drainage/Flood Risk
6. Refuse arrangements
7. Highway safety
8. Car and cycle parking

9. Light pollution, noise, vibration, air quality, odour and dust
10. Third party representations

Principle of Development

- 8.2 The proposal is for the redevelopment of existing residential land to provide an additional 2 dwellings. Spatial Policy 3 supports the provision of additional dwellings in and around the urban area of Cambridge. Policy 52 seeks to protect garden land and the subdivision of dwelling plots and indicates that some forms of redevelopment will continue to be a valuable additional source of housing supply and need not be inappropriate. The proposal is for complete redevelopment which would be acceptable in principle, subject to meeting the criteria of Policy 52.
- 8.3 The criteria of Policy 52 are that the proposal to subdivide the existing residential plot will only be permitted where it is of a form, height and layout which is appropriate to the area, that sufficient garden space is retained and any existing trees are retained, amenity and privacy of existing and new properties is protected, provision is made for adequate amenity space, vehicle access and parking spaces for new and existing properties, and that there is no detrimental effect on the potential comprehensive development of the wider area.
- 8.4 The proposal is acceptable in principle in accordance with policy 3 of the Cambridge Local Plan 2018.

Context of site, design and external spaces

Response to context

- 8.5 The context is that the property already lies within an existing residential area where there are a variety of two-storey properties including semi-detached, short terraces and small back-to-back blocks in a wholly residential estate.
- 8.6 The proposal is for the demolition of the existing one-storey dwelling and its replacement with three terraced houses. The terrace would each have a rear garden where bin and cycle stores would be contained.

- 8.7 The proposed 3 properties would be set back from the rear edge of the public highway and would be slightly taller than existing dwellings, nonetheless, of itself, this would not be out of character in this area which is neither a Conservation Area or other designated area nor has a regulated streetscene pattern of development.
- 8.8 The proposal would include three rear dormer windows (to each of the properties). These would be relatively large and a specific feature of each new house. The dormers would be located well within the proposed eaves and outer edge and shared boundaries of the properties. While the rear dormers would be visible from Armitage Way to the rear and there are no other visible dormers in the locality, their integrated nature and, providing suitable materials are chosen, would mean that the dormers would not be out of character with the proposed properties. They would not be unduly overbearing or obtrusive. I consider they are therefore acceptable in this location.
- 8.9 Some properties have parking within their boundaries and others rely on the parking court areas or park on street (there are no local parking restrictions). Therefore the proposed garage and lack of parking for two of the properties is not out of character and is therefore considered to be acceptable in terms of the proposal's impact on visual amenities.
- 8.10 Policy 50 requires that external space is of a reasonable size to provide for day-to-day living and for children's place space. Gardens are provided to each of the properties, the smallest being 4.8m deep and 4.2m wide (20.16 sq.m) which is considered to generally provide for the occupiers' likely use.
- 8.11 In my opinion the proposal has overcome the previous refusal reasons mainly due to the reduction in the number of dwellings from 6 to 3 and because the houses will not extend across the full width or depth of the site. I therefore consider that the scheme is compliant with Cambridge Local Plan (2018) policies 50 (external amenity space only), 55 and 58.

Residential amenity for existing and proposed occupiers

Existing Occupiers' amenities

- 8.12 The proposal has been amended from the earlier refusal in

2018 to reduce the number of dwellings proposed and particularly, the depth of the building. There would be no windows in the elevation facing the adjoining occupier, No.34 Amwell Road.

- 8.13 While the proposed building would remain deeper into the plot than the adjoining semi-detached pair this reflects the line of the adjoining highway. Given this and the reduced depth into the plot than the existing bungalow and that the proposed building would be to the north of this neighbour, I consider that there would be no undue loss of amenities as a result of overshadowing/loss of sunlight/visual intrusion or enclosure. As there would be no windows at first floor level, there would be no loss of privacy or overlooking resulting from the proposal.
- 8.14 Other properties in the locality are sufficiently distant from the application site or are across public areas such that I consider there would be no harmful loss of residential amenities to the other nearest properties.

Future Occupiers' amenities

- 8.15 The proposed dwellings would (on the basis of floorspace only where there is a floor to ceiling height of at least 1.5m) have the following internal floorspace provision:

House	Internal Floorspace (GIA) sq.m	Internal Floorspace standard (GIA) sq.m	Difference (sq.m)
House 1	75	70 (2-bed; 3 person)	+5 sq.m
House 2	75	70	+5 sq.m
House 3	75	70	+5 sq.m

- 8.16 All three dwellings would therefore comply with the minimum floorspace standards.
- 8.17 The Technical Housing Standard (THS) also requires that in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide. Proposed Bedroom 2, at 9.85 sq.m and 2.35m wide would exceed these requirements for a single person. The THS requires for two

bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m² or one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide. Proposed Bedroom 1 is nearly 16 sq.m and has a width of 3.9m which would exceed the minimums.

- 8.18 The proposals would have reasonable outlook, light into rooms and a suitably sized, usable outdoor space (minimum garden size 20.2 sq.m) which is not overshadowed or unreasonably overlooked. The proposed dwellings would have an acceptable level of privacy.
- 8.19 In my opinion, the scheme would provide dwellings with acceptable levels of amenities, in accordance with Cambridge Local Plan (2018) policies 50 and 52.

Inclusive access

- 8.20 Policy 51 (accessible homes) requires that all dwellings are of a size, configuration and internal layout to enable Building Regulations requirement M4(2) “accessible and adaptable dwellings” to be met. The applicants have confirmed that the proposal would meet this requirement and a suitable condition will be attached.

Drainage

- 8.21 The proposal originally indicated that soakaways could be used nonetheless this was not considered to be acceptable (see Drainage engineers comments above). Following a later enquiry with both Anglian Water and the Council’s Sustainable Drainage Engineer, it has been established that there is an existing surface water drainage system serving the site and, given that the ground conditions are not suitable for soakaways, it is proposed to connect to the existing system instead. Anglian Water confirm this is acceptable.

Refuse Arrangements

- 8.22 It has been indicated that refuse and recycling bins are to be provided in the rear garden areas. A suitable condition requiring details will need to be attached to any planning permission.

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

Highway Safety

- 8.24 The proposal involves the demolition of an existing bungalow and the erection of a terrace of three dwellinghouses. As the two additional dwellings would not have any vehicle accesses, there would be no highway safety issues arising.
- 8.25 A shared rear pedestrian access would be formed to the back of the Armitage Way parking area. This access would lead directly onto the existing footpath and is considered to be acceptable in highway safety terms.
- 8.26 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.27 Only one of the three properties (House 1) would be provided with a parking space within the existing garage. This would mean that any vehicles associated with the other two properties together with their visitors and any additional vehicles associated with House 1 would park on-street. There are no parking restrictions on street and the Highway Authority raise no objections to the proposal subject to their being no noise or disturbance issues resulting.
- 8.28 Cycle parking is proposed in the rear gardens of each of the three properties. There is space for a covered, secure facility for cycle parking with access to the public highway via a rear gate. Details of the cycle store would need to be provided which can be effected through a suitably worded condition.
- 8.29 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Light pollution, noise, vibration, odour and dust

- 8.30 The proposal will increase the number of residential units at the application site. However, noises, lights, children playing, putting out the bins or collecting or storing a bicycle etc. which are associated with normal residential living from the two

additional units are not considered to be so significant as to refuse permission in an existing residential area where such noise and activity is normal.

- 8.31 There will be some noise and disturbance etc. caused during the construction process which is expected and will be controlled through the attachment of suitable conditions.

Third Party Representations

- 8.32 The issues raised by the neighbouring occupiers have been addressed above.

9.0 CONCLUSION

- 9.1 The proposal would result in three additional houses which would help to meet the needs identified in the Local Plan. There would be no significant adverse impacts from the proposal in respect of residential amenity or highway safety and I consider that the proposal would be in character with the locality.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

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

3. Unless otherwise agreed in writing by the Local Planning Authority, the development, hereby permitted, shall be constructed in accordance with the materials specified within the planning application details.

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

4. No development 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. 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).

5. 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.

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).

6. Prior to first occupation, details of facilities for the covered, secure parking of 3 number bicycles and bin stores for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure satisfactory provision for the secure storage of bicycles and storage of bins (Cambridge Local Plan 2018 policies 52 and 82).

7. 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).

8. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

9. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. 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).

10. 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).

11. Prior to the occupation of the development, hereby permitted, the curtilage(s) of the approved dwelling(s) shall be fully laid out and finished in accordance with the approved plans. The curtilage(s) 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).

12. The details for surface water drainage, hereby approved, 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).

13. 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).

14. Notwithstanding the provisions of Schedule 2, Part 1, Classes A and 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 dwellinghouse(s), and the construction of outbuildings (other than any bin/bike stores approved by condition 6) shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties and to secure the provision of an acceptable amount of private external amenity space for future occupiers of the dwellings (Cambridge Local Plan 2018 policies 50, 52, 55, and 57).

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

- 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