
Application Number	20/01318/FUL	Agenda Item	
Date Received	17th February 2020	Officer	Andy White
Target Date	13th April 2020		
Ward	Romsey		
Site	248 Coldhams Lane		
Proposal	Demolition of existing single storey bungalow and erection of a terrace of 3no. 3bedroom houses along with new parking arrangements and associated works.		
Applicant	Silvio Di Lorenzo 132 Newmarket Road		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">- The principle of additional residential development accords with policy- The proposal would contribute positively to the street scene- The proposal would not have any significant adverse impact on the amenity of surrounding residents
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is a single storey bungalow and garden on the corner of Coldhams Lane and Vinery Road. The site is on the southern side of Coldhams Lane. The properties in this part of Coldhams Lane have a consistent set back from the highway. Property styles in the area are a mix of heights and designs from different periods.

- 1.2 The site is within a primarily residential area and is to the north of a small cluster of shops on Vinery Way, some five minutes walk from the site. The site is outside the controlled parking zone and has no other planning constraints.

2.0 THE PROPOSAL

- 2.1 The application proposes the demolition of the existing bungalow and the erection of a terrace of 3no. three-bedroom houses along with new parking arrangements and associated works. The proposed dwellings have an identical layout are two full storeys with a third bedroom within the roofspace served by a roof-light window. They would be constructed from a grey weathered brick, incorporate a pitched tiled roof, display large contemporary black powder coated windows and doors and retain soft landscaped space around the corner of the site for tree and hedge planting.
- 2.2 The proposed parking area is on Vinery Road (as is the case with the current property) and bin and cycle storage is to the rear of the proposed dwellings.
- 2.3 The dwellings would be 10 metres depth, 4.3 metres width with eaves height of 5.4 metres and ridge height of 8.4 metres. The cycle storage would be 3.3m width. 1.8 metres depth with mono-pitch roof of 2.1 metres maximum height with stained timber walls.
- 2.4 The application is accompanied by the following supporting information:
1. Design and Access Statement
 2. Plans

3.0 SITE HISTORY

Reference	Description	Outcome
C/92/0409	Outline permission for one bungalow.	Refused

4.0 PUBLICITY

- | | | |
|-----|-------------------|-----|
| 4.1 | Advertisement: | No |
| | Adjoining Owners: | Yes |

Site Notice Displayed:

No

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 31 32 33 35 36 50 51 52 55 56 57 58 59 81 82

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 from 3 March 2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration) Sustainable Design and Construction 2020 (SPD)
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Previous Supplementary Planning Documents	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material Considerations	<u>City Wide Guidance</u> Cambridge and Milton Surface Water Management Plan (2011) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Cambridge City Council Waste and Recycling Guide: For Developers. Cycle Parking Guide for New Residential Developments (2010)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 The Highway Authority did not object to the application and suggested conditions should be added to any permission issued to address contractor parking on highway, hours of waste removal by lorries, pedestrian safety splays, parking area/driveway construction and the re-instatement of the kerb.

Sustainable Drainage Engineer (SDE)

- 6.2 The SDE has advised that the proposals are acceptable that the applicant has indicated a suitable surface water drainage scheme reliant on infiltration and that it would be acceptable to

obtain further details by way of conditions which will address maintenance and foul water disposal.

Environmental Health Officer

- 6.3 The EHO advised that the application is acceptable. There are no contamination issues relating to the history of the site or use of land in the vicinity. Noise levels from the traffic on Coldhams Lane requires a condition to ensure that appropriate insulation is used. To contribute to improved air quality a condition requiring an Electric Vehicle Charging point is requested and an informative relating to the need to install low NOx boilers. Additionally, conditions relating to construction hours, timing of site deliveries, piling and minimising dust particles are requested.
- 6.4 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 No.179 Coldhams Lane have objected to the proposal:
- 7.2 The representation is summarised as follows:

The proposal will increase population in an already extremely highly populated/busy street which will generate additional vehicles, additional wheelie bins, bicycles and residents. Turning a single property into three would have a big impact on the street and the area as a whole.

- 7.3 The above representation is a summary of the comment that has been received. Full details of the representation can be inspected on the application file.

8.0 ASSESSMENT

Principle of Residential Development

- 8.1 The proposal is for the redevelopment of a residential dwelling within a primarily residential area to create three residential units in total. The proposal would be formed from the

subdivision of an existing dwelling plot (Policy 52) and would not be detrimental to any plans to develop a wider area. As such the principle of residential development in this location is acceptable although the remaining criteria of Policy 52 which require that the proposal fits with the pattern of development of an area, is not harmful to the amenity of neighbours and has adequate amenity, access and parking space will be considered in the headings below.

- 8.2 The proposal is compliant with Cambridge Local Plan (2018) policies 3 and 52(e).

Context of site, design and external space

- 8.3 The current dwelling occupies a corner plot and a key characteristic of the plot and the land immediately adjoining the plot is the contribution that the undeveloped land makes to the character of the vicinity. The proposal has sought to retain space between the proposed dwellings and the edge of the pavement. The set back and alignment of the proposed dwelling with the dwellings immediately adjoining the site takes account of these key features.
- 8.4 The design of the terraced building is reflective of the scale of development in the vicinity. However, there is an eclectic mix of residential properties in the immediate vicinity of the site and as such the more modern appearance of the proposal would not be out of keeping with the location. The properties respect the distance between dwellings in Vinery Road, to the rear of No.248 such that the design does not appear cramped.
- 8.5 The proposal is compliant with Cambridge Local Plan (2018) policies 52(a), 55, 56, 57, 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.6 The first floor rear windows of each dwelling are single aspect, angled to prevent overlooking of No.161 Vinery Road (this is secured through proposed condition 21). The angle also prevents any possibility of overlooking of the rear amenity space at No.246. The bedrooms within the roof space of each dwelling will be lit by a rooflight window that would be sited

more than 1.7 metres above the floor level of the bedroom preventing any potential overlooking of neighbouring dwellings. The scale of the development together with the siting is such that there is not considered to be the potential for shadowing or loss of light to the gardens of the properties to the west or south. As such, it is considered that there would be no harm to the amenity of the immediate neighbours.

- 8.7 It is proposed to remove permitted development rights for extensions to the roofs of the proposed dwellings to ensure that the amenity of neighbours is protected from additional habitable room windows.
- 8.8 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is compliant with Cambridge Local Plan (2018) policies 52(c), 56 and 35.

Amenity of future occupiers

- 8.9 The bedroom sizes proposed within the dwellings meet the standards set out in Policy 50. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	3	4	2.5	84	93	+9
2	3	4	2.5	84	93	+9
3	3	4	2.5	84	93	+9

Size of external amenity space:

- 8.10 The proposal provides an adequate level of private residential amenity space for the future occupiers of each of the dwellings within the rear gardens with the depth of the gardens of between 11 and 13 metres being comparable to No.246 Coldhams Lane and greater than those of Nos 188-196 Vinery Road. The removal of permitted development rights for extensions will ensure that the amenity space will be protected from any proposed extension that would threaten its usefulness. In addition Plot 3 will have ownership of the amenity space to its

eastern side. Consequently the proposal is considered to be compliant with Cambridge Local Plan (2018) policies 50, 51 52 (d) and 56.

Highway Safety

- 8.11 The Highway Authority raised no concerns in relation to highway safety. There is adequate space for a pedestrian visibility splay to be accommodated as suggested by the Highways Authority. The condition suggested by the Highways Authority will be attached to the permission, if granted.
- 8.12 The proposal is compliant with Cambridge Local Plan (2018) policies 80 and 81.

Car and Cycle Parking

- 8.13 The proposal provides one parking space per dwelling allowing for parking clear of the highway. Each parking space is shown to have an electric vehicle charging point on the plans. A condition to ensure all the electric vehicle charging points as proposed is recommended. The proposals show specific cycle parking provision in covered storage areas adjoining the rear garden spaces. Each can accommodate three cycles.
- 8.14 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Waste and Recycling

- 8.15 Each dwelling will have separate bin storage and adequate space to facilitate on-street collection.

Third Party Representations

- 8.16 The assessment above indicates that the development can be accommodated without detriment to the character and appearance of the area or the amenity of neighbours. It is recognized that the development will add two additional dwellings to the area however, it is not considered that this would be harmful to the area or to residential amenity in general. As such the concerns of the objector are noted but not borne out by the assessment of the proposal.

Other Matters

- 8.17 I have recommended a condition to propose bat and bird boxes and ensure fencing is erected with gaps at the bottom to promote biodiversity and hedgehog population. There is also a landscaping condition(s) and sustainable drainage condition proposed.

9.0 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 section 7 of the planning application form and shown on the approved drawings

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)

4. The dwelling hereby approved shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended)

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

5. Prior to the demolition of the existing property the details of the management of parking associated with the demolition and construction phases of the development shall be submitted to and approved by the Local Planning Authority. The details shall identify the measures proposed to minimise the amount of parking on the highway surrounding the site and how this will be managed to avoid peak periods.

Reason: For the safe and effective operation of the highway and to protect the amenity of residents during the construction period. (Cambridge Local Plan 2018 policies 35 and 36)

6. 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. All removal of waste and any deliveries undertaken by a vehicle of a gross weight in excess of 3.5 tonnes shall be undertaken between the hours of 09.30hrs-15.30hr

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2018 policy 35) and for the safe and effective operation of the highway

7. The two pedestrian visibility splays of 2m x 2m as shown on the approved drawing number PL (90)01 shall be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

Reason: In the interests of highway safety.

8. The proposed parking area/driveway shown on the approved plans 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. The proposed parking area/driveway shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

Reason: For the safe and effective operation of the highway

9. Prior to the occupation of the dwellings hereby permitted the existing dropped kerb to the existing property shall be removed and the footway reinstated to a full-face kerb.

Reason. For the safe and effective operation of the highway.

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

The scheme shall also include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers and all SuDS features;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Site Investigation and test results to confirm infiltration rates (infiltration test should be carried out in accordance with BRE365);

g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

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

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

j) Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

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

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

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

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

12. No building hereby permitted shall be occupied until foul water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority.

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

13. 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)

14. 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)

15. 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.

16. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of the properties from the high ambient noise levels in the area. (Cambridge Local Plan 2018 policy 35)

17. Prior to the installation of any electrical services, a dedicated electric vehicle charge point scheme will be designed and shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall comply with BS EN 61851 with a minimum power rating output of 7kW to each allocated parking space for each of the proposed residential units,

The active electric vehicle charge point scheme as approved shall be fully installed prior to first occupation of the dwellings and be maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF, 2019) paragraphs 105, 110, 170 and 181, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

18. Notwithstanding the provisions of Schedule 2, Part 1, Class A 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) shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

19. Notwithstanding the provisions of Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

20. The hard and soft landscape works including surfacing materials, refuse and cycle storage units, boundary treatments and means of enclosure, additional planting as shown on Plan No. PL(90)01 P2 received 25.3.20 and referred to in Section 7 of the application form shall be carried out as approved prior to the occupation of any of the dwellings hereby approved.

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, 59 and 71)

21. No windows shall be installed in the first floor rear elevation of any of the dwellings hereby approved until drawings at a scale of 1:20 of details of the design of the single aspect (angled windows) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the amenity of neighbouring occupiers (Cambridge Local Plan 2018, policies 52, 57, 58)

22. Prior to the first occupation of the dwellings hereby approved a scheme for the provision of bird nest boxes, bat roost boxes and gaps at the base of boundary fences to encourage foraging by small mammals (particularly hedgehogs) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the dwellings.

Reason To encourage biodiversity in the built environment in accordance with Cambridge Local Plan 2018 policy 57

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

INFORMATIVE: It is required that a dust management plan should reference and have regard to various national and industry best practical technical guidance such as:

- o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
- o Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)
- o Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).

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.

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