

Application Number	15/0234/FUL	Agenda Item	
Date Received	9th February 2015	Officer	Mr Amit Patel
Target Date	6th April 2015		
Ward	Romsey		
Site	88 Greville Road Cambridge Cambridgeshire CB1 3QL		
Proposal	Single storey extension to rear. Change of use from shop to flat		
Applicant	Mr B Wallman 190 Cambridge Road Great Shelford Cambridge CB22 5JU		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>There will be no significant harm to the neighbouring occupiers</p> <p>The proposal fits into the context of the area</p> <p>The development provides adequate space for waste bin and cycle storage</p>
RECOMMENDATION	APPROVAL

- 1.1 88 Greville Road is situated on the corner of Greville Road and Charles Street. The site, currently, has a vacant commercial unit on the ground floor and residential accommodation above.
- 1.2 The building is two storey and has a shop front on the ground floor and an entrance to the residential above via a door to the side of the shop front. The area is residential in character.
- 1.3 The site has space to the front for cycle parking and hardstanding. To the rear there is an out building and a part width single-storey extension with a flat roof.

- 1.4 The site falls outside a Conservation Area. The building is not listed or a Building of Local Interest. There are no tree preservation orders on the site. The site falls outside the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The application seeks approval for a single-storey rear extension and the conversion of the ground-floor shop (A1) to residential (C3).
- 2.2 The proposal also removes the shop front and creates a more residential fenestration with a single door and new window on the front elevation.
- 2.3 The application is accompanied by the following supporting information:
1. Design and Access Statement
 2. Plans

3.0 SITE HISTORY

Reference	Description	Outcome
14/1803/FUL	Single storey extension to rear.	Withdrawn
C/92/0240	Change of use from shop to flat. Extension to shop (erection of single storey rear extension).	A/C

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 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/14 4/13 4/15 5/1 5/5 8/1 8/2 8/6 8/10

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account,

especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan are of relevance.

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 6.1 There is no car parking provision on site. There would not be any highway safety issues regarding the proposal but this may increase on street competition for car parking to the detriment of residential amenity.

Head of Refuse and Environment

- 6.2 No objection to the proposal in principle subject to conditions relating to construction hours and informative relating to contaminated land.
- 6.3 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 representations:

- ☐ 80 Greville Road

- 7.2 The representations can be summarised as follows:

- ☐ Support the application subject to two car parking spaces being introduced.

- 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 are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Highway safety and Car and cycle parking
6. Third party representations
7. Planning Obligation Strategy

Principle of Development

8.2 The shop is outside any local centre. Therefore the loss of the shop at ground floor causes no conflict with the Local Plan. The creation of residential accommodation is supported as is the proposal for the extension and therefore the proposal is generally acceptable in principle and in accordance with the Cambridge Local Plan (2006) policies 5/1 and 3/14.

Context of site, design and external spaces

8.3 The area is residential in character and the introduction of the ground floor flat would not be out of keeping with the area. The fenestration detailing will mirror what is in the area and subject to the use of matching materials for the infill of the shop front and rear extension the proposal will not cause any significant harm to the area.

8.4 The rear extension will be similar in depth but will change the flat roof to a lean-to. Other properties in the area have already been extended and as this will be visible in the street I consider that a matching materials condition is recommended.

8.5 Subject to condition, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/14.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.6 The proposal seeks to convert the ground floor unit into residential accommodation. The impact of this will not be harmful to the adjoining occupiers as the current use of the shop would have generated more comings and goings and potentially created more of a noise disturbance than the residential accommodation. The increase of the roof height from 2.6m to 3.3m will be hard up on the boundary with number 86 Greville Road, However number 86 is east of the application site and considering the design of the roof and the fact that it would be single-storey, the alteration will not have any significant amenity impact upon number 86.
- 8.7 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 (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

- 8.8 The proposal creates a communal amenity space to the rear. It is proposed that this be paved, and that it contain storage space for cycles and waste bins for both flats. The storage areas for the upper flat are not placed near the entrance to the lower flat. The total external area would measure 9.5m x 5.5m. The residual space left after storage areas are deducted would be limited, but it would allow the opportunity to sit outside in privacy in warm weather, to grow plants and to dry clothes. For small units such as these, I consider it to be within the bounds of acceptability. I consider that the proposal creates a high quality living environment.
- 8.9 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 (2006) policies 3/7 and 3/14.

Refuse Arrangements

- 8.10 The proposal creates bin storage to the rear of the site for both flats. The Environmental Health Team has commented that this is acceptable and I agree with their advice.
- 8.11 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety and Car and Cycle Parking

- 8.12 The highway authority have commented that the proposal will not have a detrimental impact upon highway safety. Third party comments have been received to state that the application is supported on the proviso that off street car parking is provided for the two units. The site is outside a controlled parking zone and within easy reach of Mill Road and other local amenities in the area. Car free developments are supported in such locations and I consider this to be one. I think it would be unreasonable to refuse the application on these grounds.
- 8.13 The application shows that there will be cycle storage to the rear of the garden. Each flat will have their own dedicated cycle storage and this is acceptable.
- 8.14 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/2 and 8/6 and 8/10.

Third Party Representations

- 8.15 The third party objections have been addressed under the section of highway safety, car and cycle parking.

Planning Obligation Strategy

Planning Obligations

- 8.16 As a result of the Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government) developer contributions on small-scale developers, for sites of 10-units or less, and which have a maximum combined gross floor space of 1,000 square metres, affordable housing and tariff style contributions should not be sought. This also applies to all

residential annexes and extensions. The proposed development falls below this threshold therefore it is not possible to seek planning obligations to secure community infrastructure in this case.

9.0 CONCLUSION

The proposal is to convert the vacant A1 shop on the ground-floor and to extend to the rear with a single-storey extension. There will be a communal area to the rear for both the proposed and existing residential flats with bins and bike storage. There will be no car parking on site as the site is close to amenities on Mill Road and pedestrian and cycle routes. The application is recommended for APPROVAL.

10.0 RECOMMENDATION

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 extension hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

Reason: To ensure that the extension is in keeping with the existing building. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)