

<b>Application Number</b>	15/0629/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	22nd April 2015	<b>Officer</b>	Lorraine Casey
<b>Target Date</b>	17th June 2015		
<b>Ward</b>	Coleridge		
<b>Site</b>	134 Coleridge Road Cambridge Cambridgeshire CB1 3PR		
<b>Proposal</b>	Part two storey part single storey side and rear extension, loft extension with rear dormer and juliet balcony. Change of use of dwelling to house in multiple occupation (8 rooms)		
<b>Applicant</b>	71 Greville Road Cambridge CB1 3QJ		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The proposed change of use is acceptable in principle</li> <li>2. The proposal would not materially harm the character and appearance of the area</li> <li>3. The proposed change of use, including extensions, would not have a significant impact on neighbour amenity.</li> <li>4. Cycle and bin storage is adequately accommodated on the site</li> </ol>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 No.134 Coleridge Road is a semi-detached two-storey 3-bedroom house located on the west side of Coleridge Road. To

the front of the property is a concrete parking area and shrubs/hedging.

- 1.2 The area is characterised by semi-detached and terraced dwellings with relatively long rear gardens. The site backs onto the rear gardens of dwellings in Sterne Close. The dwelling to the south is a two-storey hipped roof property that is attached to the application dwelling with a single-storey flat-roofed structure.

## 2.0 THE PROPOSAL

- 2.1 The proposal seeks to extend the property and to change the use of the extended dwelling to an 8 bedroom house in multiple occupation.

- 2.2 The proposed development includes a part two-storey and part single-storey extension to the rear and side of the property. The extension would project 4.1m in depth from the rear elevation and 1.2m beyond the south side elevation. The two-storey element would be set off the boundary with No.132 Coleridge Road to the north by approximately 2.6 metres. A single-storey lean-to is proposed for this section nearest to the adjacent property. A flat-roofed dormer, with Juliet balcony is proposed to the rear. A hip-to-gable enlargement of the main roof, including insertion of 3 rooflights in the front facing roof slope is also proposed.

- 2.3 The accommodation includes three bedrooms on the ground floor, three bedrooms on the first floor and two bedrooms in the roof space. A communal kitchen and dining area is provided on the ground floor. A shared private garden space is provided to the rear, and bin and bike storage within the front garden. The front of the property would be block paved in order to provide off-street parking space for two cars.

- 2.4 The application is accompanied by the following supporting information:

1. Planning Statement

## 3.0 SITE HISTORY

- 3.1 There is no relevant history for the application site.

#### 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 5/1 5/2 5/7 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)

	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010)

#### 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 (Highways)**

#### Original comments

- 6.1 Recommends refusal. Contrary to the information in the application, the vehicular access point is changed to the other side of the plot frontage. The proposal to run vehicles across an unstrengthened footway is unacceptable to the Highway Authority. The proposal seeks to justify a level of car parking provision at less than 1 space per sub-household. The applicant should assess parking provision in relation to guidance in the NPPF. The development may impose additional parking demands upon on-street parking and, whilst this is unlikely to

adversely affect highway safety, there is potentially an impact on residential amenity that the LPA should consider. Any consent should be subject to conditions requiring: no unbound material within 6m of the highway boundary; removal of permitted development rights for gates; provision of access prior to commencement of use and retention free of obstruction; construction of access with adequate drainage; provision of 2m x 2m pedestrian visibility splays; return redundant vehicular crossover to normal footway and kerb; provision of traffic management plan.

### Second comments

- 6.2 Following the submission of confirmation from the applicant's agent that alterations would be made to the access, the Highways Authority has advised that, providing the footway would be properly strengthened in accordance with the County Council's specification, this would overcome the recommendation of refusal.

### **Head of Refuse and Environment**

- 6.3 No objections providing a condition is added to any consent to restrict construction hours.
- 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 No.136 Coleridge Road have objected to the application for the following reasons:
- The volume of traffic created by the proposal would result in parking problems.
  - Noise disturbance arising from the increased number of tenants.
  - Overshadowing of property and garden from the new extension.
- 7.2 The applicant's agent has forwarded a letter of support from the owner/occupier of No.132 Coleridge Road.

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
6. Car and cycle parking
7. Third party representations

### **Principle of Development**

8.2 Policy 5/7 of the Cambridge Local Plan (2006) states that the development of properties for multiple occupation will be permitted subject to:

- a) The potential impact on the residential amenity of the local area.
- b) The suitability of the building or site; and
- c) The proximity of bus stops and pedestrian and cycle routes, shops and other local services.

8.3 Local shops and services are easily accessible from the site, whilst the site has good pedestrian and cycle linkages and is close to bus routes. The proposal therefore complies with part c) of Policy 5/7 of the Local Plan. Parts a) and b) are addressed in further detail in the following sections of this report.

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

8.4 The proposed extension would be predominantly contained to the rear of the dwelling. It would be clearly subservient to the host property, with the ridge line being set significantly lower than that of the main dwelling. A small section of the rear extension would be visible beyond the side wall of the house but this would not negatively impact the character of the

dwelling. the hip-to-gable extension of the main roof would alter the symmetry of the existing semi-detached dwellings but, given that such works constitute permitted development for a dwelling, an objection on such grounds could not be substantiated.

- 8.5 In my opinion, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/14.

### **Residential Amenity**

#### Impact on amenity of neighbouring occupiers

- 8.6 In my opinion, the massing of the proposed two-storey rear extension would be acceptable as the two-storey element would be offset from neighbouring properties such that it would not encroach into 45 degree lines drawn from the centre of the nearest windows. The submitted shadow diagrams also demonstrate that the development would not harm the amenities of neighbours by reason of overshadowing or visual domination.
- 8.7 With regards to the issue of noise disturbance, car parking and bin/cycle storage would be provided entirely to the front of the property, with garden and drying areas to the rear. Whilst there is likely to be some increased noise due to increased activity, my opinion is that this would not be significant enough to materially impact the neighbours.
- 8.8 In my opinion, the proposal would adequately respect the residential amenity of its neighbours and be compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7, and part a) of Policy 5/7.

#### Amenity for future occupiers of the site

- 8.9 The occupiers would share a private communal area/rear garden with a depth of approximately 26m, and space for parking for two cars and covered bin and bike storage in the front garden area. The site is in a sustainable location, close to services and facilities in the immediate area and within walking distance of nearby bus stops. 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) policy 3/7 and part c) of policy 5/2.

### **Refuse Arrangements**

- 8.10 A dedicated bin store, capable of accommodating four large wheelie bins, would be provided to the front of the site and would be accessible from the main road. In my opinion, this complies with part b) of Policy 5/7 of the Cambridge Local Plan (2006).

### **Highway Safety**

- 8.11 The Highways Authority initially raised a holding objection as the application did not acknowledge that alterations would need to be made to the access in order to accommodate the proposed off-street parking spaces. The applicant's agent has since confirmed that alterations would be required to the access, and has confirmed that the applicant would be agreeable to entering into a section 278 agreement to secure the required strengthening works to the footway. The Highways Authority has confirmed that this resolves its objections subject to the imposition of conditions.

### **Car and Cycle Parking**

- 8.12 Two car parking spaces are proposed to the front of the property. There are no parking standards specifically relating to HMO's. Due to the proximity to local amenities, and bus and cycle links, I consider the level of parking provision to be acceptable in this location.
- 8.13 A cycle store is proposed in the front garden area. In accordance with the standards, this would accommodate eight spaces on the basis of one per bedroom. The applicant's agent has also advised that, to encourage cycling as opposed to car usage, the management company provides all incoming residents with a new bike.
- 8.14 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

## **Third Party Representations**

- 8.15 The comments raised by No.136 Coleridge Road have been addressed within this report.

## **9.0 CONCLUSION**

- 9.1 In conclusion, I consider that the proposed development is acceptable and would comply with the provisions of the relevant development plan policies. As such, approval is recommended.

## **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 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, and 3/14)

4. 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 2006 policy 4/13)

5. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety.

6. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (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.

7. Prior to the bringing into use of the HMO, the vehicular access shall be provided in accordance with the approved drawings and shall be maintained in accordance with these details thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site.

8. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway.

Reason: To prevent surface water discharging to the highway.

9. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
  - i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
  - ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.
  - iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
  - iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

Reason: In the interests of highway safety.

10. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

Reason: In the interests of highway safety.

11. Notwithstanding the provisions 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 windows other than those expressly authorised by this permission shall be constructed at and above first floor level in the side and rear elevations of the extensions, hereby permitted, unless fitted with fixed, obscure glass up to a minimum height of 1.7 metres above the internal finished floor level

Reason: To protect the amenity of adjoining properties.  
(Cambridge Local Plan 2006 policy 3/4)