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| Application Number | 16/0509/FUL | Agenda Item | |
| Date Received | 29th March 2016 | Officer | Michael Hammond |
| Target Date | 24th May 2016 | | |
| Ward | Cherry Hinton | | |
| Site | 38 Colville Road Cambridge CB1 9EH | | |
| Proposal | Proposed extension and conversion of a single dwelling house into three self-contained flats. | | |
| Applicant | Mr & Mrs H Khan 4 School Lane Burwell Newmarket CB25 0HS | | |

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| SUMMARY | <p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The level of car parking proposed is considered to be acceptable and the impact on on-street parking would not be significant enough to harm residential amenity. - The scale and design of the proposed extensions would be in keeping with the character and appearance of the area. - The proposal would provide a high quality living environment for future occupiers and the site is suitable for residential development. |
| RECOMMENDATION | APPROVAL |

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site, 38 Colville Road, is comprised of an end of terrace house situated on the corner of Augers Road and Colville Road. The property is painted white brick at ground-floor level and red brick at first-floor level. The building is designed with a pitched roof with the gable facing onto Augers Road and the main entrance accessed from Colville Road. There is one car parking space accessed off Colville Road. The

recently constructed older persons and affordable housing residential scheme on land between Colville Road and Augers Road is situated to the west of the application site. The surrounding area is residential in character and is formed of terraced and semi-detached properties.

1.2 There are no planning constraints.

2.0 THE PROPOSAL

2.1 The proposal, as amended, seeks planning permission for the proposed extension and conversion of the existing house into three self-contained flats.

2.2 The proposed works would involve extending to the south of the existing dwelling by 5.5m at two-storey level, out towards Colville Road. The proposed extension would have a pitched tiled roof which is level with the eaves and ridge height of the existing dwelling and would be designed in matching red brick with sections of timber cladding above windows and above the main entrances. The proposal would also involve extending out to the side (east) at two-storey level to a depth of approximately 2.2m which would be level with the two-storey building line of no.2 Augers Road to the north of the site. This would be designed in similar materials with a level pitched roof form.

2.3 At ground-floor level there would be a two-bedroom flat accessed from Augers Road with its own private garden space. Cycle and bin storage would be situated in the rear garden with a gated rear access to allow access from Colville Road. One car parking space for the two-bedroom flat would be provided adjacent to Augers Road.

2.4 At first-floor level the building would be sub-divided into 2no. one-bedroom flats both accessed from an entrance off Colville Road. These proposed flats would have a small shared garden adjacent to Colville Road and bin and cycle storage would be situated in the garden area which wraps around the building between Colville Road and Augers Road. One car parking space would be provided along Augers Road and the other car parking space would be along Colville Road.

2.5 The amendments to the original proposal relate to the position of car parking, cycle parking and bin stores.

2.6 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Drawings

3.0 SITE HISTORY

3.1 There is no planning history.

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 3/10 3/11 3/14 4/13 5/1 5/2 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 |
| 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) |

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 that should be taken into account.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Original comments (08/04/2016)

- 6.1 The car parking space closest to the junction of Augers Road with Colville Road can be relocated away from the junction to provide a safer access.
- 6.2 Unless this is done the Highway Authority recommends that the proposal be REFUSED planning permission as a safer means of access can be provided than that shown.

Comments on amendments (20/05/2016)

- 6.3 The car parking space closest to the junction of Augers Road with Colville Road has now been relocated away from the junction, to the satisfaction of the Highway Authority. Conditions recommended.

Environmental Health

- 6.4 No objection subject to construction hours and piling condition.
- 6.5 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:
- 2 Augers Road
 - 6 Augers Road
 - 8 Augers Road
 - 33 Colville Road

7.2 The representations can be summarised as follows:

- Overdevelopment of the site.
- Insufficient parking spaces causing difficulties for emergency vehicles refuse collection and home delivery vehicles driving through Colville Road/ Augers Road/ Leete Road due to increase in on-street parking. This would also be exacerbated by parents parking during school drop off and collection times.
- Manoeuvring out of the parking spaces would be a highway safety hazard.
- Parking spaces are too small.
- The parking spaces closest to the Augers Road/ Colville Road junction would not be safe.
- There is already too much on-street parking in the area caused by the Colville Road/ Keates Road junction development.
- The property would potentially go from having 2/3 occupants to 8 people.
- Highway safety concerns due to increase in parking and close proximity to school.

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
8. Planning Obligations (s106 Agreement)

Principle of Development

8.2 Policy 5/1 of the Cambridge Local Plan (2006) is relevant. The policy generally supports additional residential development within the City:

“Proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses”.

8.3 The site is situated within an established residential area and therefore I consider that residential development on this site could be supported.

8.4 Policy 5/2 of the Cambridge Local Plan (2006) states that the conversion of single residential properties into self-contained dwellings will be permitted except where:

- a) The residential property has a floorspace of less than 110m²;
- b) The likely impact upon on-street parking would be unacceptable;
- c) The living accommodation provided would be unsatisfactory;
- d) The proposal would fail to provide for satisfactory refuse bin storage or cycle parking; and
- e) The location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.

8.5 The application has been assessed against the criteria of policy 5/2 in turn below:

a) The residential property has a floorspace of less than 110m²

8.6 The property would have a floorspace of over 110m².

b) The likely impact upon on-street parking would be unacceptable

8.7 It is acknowledged that representations have been received relating to the lack of parking proposed and the subsequent impact this would have on-street parking. The proposal would provide each flat with one car parking space. The Council has maximum parking standards and so there is no policy obligation for the applicant to provide car parking spaces for all future occupants. I do not consider the proposed change of use would

have a significant impact upon on-street parking. The site is within 200m of the Cherry Hinton High Street Local Centre to the west. There is a bus stop opposite the site along Colville Road, as well as other stops along Cherry Hinton High Street to the west within walking distance to provide links into the city centre and out to the wider area. Whilst there is already a degree of on-street parking along Augers Road and Colville Road, I do not consider the current parking levels are at a critical point and that any additional pressure caused by the proposed development would harm residential amenity.

c) The living accommodation provided would be unsatisfactory

8.8 All of the habitable rooms of the proposed flats would be served by acceptable outlooks. The two-bedroom flat would have access to their own private outdoor amenity space of approximately 62m² and this provision is considered acceptable. The one-bedroom flats on the first-floor would have a shared outdoor amenity area. As these flats are unlikely to be occupied as family accommodation, by virtue of the number of bedrooms, I consider the sharing of this outdoor space to be acceptable. The Cherry Hinton Recreation Ground is within 100m of the application site. The site is within close proximity to the Cherry Hinton Road Local Centre which provides local shops and services. I consider the proposed flats would provide a high quality living environment for future occupants and the scheme is acceptable in this regard.

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, 3/14 and 5/2.

d) The proposal would fail to provide for satisfactory refuse bin storage or cycle parking

8.10 Bin storage for the two-bedroom flat would be provided in the rear garden with a relatively straightforward route out to the kerbside on Colville Road for refuse collection. The bin storage for the upper floor flats would be situated adjacent to the main entrance, shielded behind planting and within close proximity to Colville Road for collection days. This arrangement and type of refuse storage is considered acceptable.

8.11 Cycle storage for the two-bedroom flat would be situated in the rear garden which would be accessed from Colville Road and would be within an enclosed structure providing room for two spaces. The cycle parking for the first-floor flats would be situated adjacent to Augers Road and provide three spaces, also within an outbuilding. I consider this approach to cycle storage to be acceptable and in conformity with the cycle parking standards of the Cambridge Local Plan (2006).

e) The location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity

8.12 The site is situated in a residential area and so I do not consider the nearby land uses or site itself would result in an unsatisfactory level of residential amenity for future occupiers of the proposed dwelling.

8.13 In my opinion, the principle of the development is acceptable and in accordance with policies 5/1 and 5/2 of the Local Plan (2006).

Context of site, design and external spaces

8.14 The proposed works would be visible from the street scene of Augers Road and Colville Road.

8.15 The proposed two-storey side (east) extension is considered to be modest in scale at just over 2.2m in depth and would marry up with the building line of no.2 Augers Road. The eaves and ridge line would be level with the existing building and would retain the book end feel of the end of the terrace.

8.16 The proposed two-storey extension to the front (south) would be more visible by virtue of projecting out closer to the vehicular junction with Colville Road and Augers Road. However, as the building line of no.1 Augers Road to the west of the site has extended out over the corner of the plot, I do not consider the loss of part of this green corner to harm the character of the area. The context of this corner verge no longer has any symmetry with the corner at no.1 Augers Road opposite the site and so the principle of extending out in this direction is considered acceptable. The proposed extension itself has been designed with wrap around windows on the corners of the

extension to provide articulation on all elevations of the building. The use of timber cladding helps to break up the massing of the large brick walls and is supported. There would be clear and legible entrances for entrances to each of the flats and the proposal does not appear out of context with the surrounding area.

- 8.17 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

- 8.18 The proposed two-storey side (east) extension would not project any further than the two-storey rear extension constructed at no.2 Augers Road. As a result, I do not consider the proposed side extension would visually dominate or overshadow this neighbouring property. The views from the proposed living/ dining room window at first-floor level would be similar to the existing first-floor bedroom window which looks out across this neighbour's garden. The privacy of no.2 would not be compromised by the proposed development.
- 8.19 There are no windows on the side (west) elevation of no.36 Colville Road and so the proposed two-storey extensions would not visually dominate any of this neighbour's outlooks. For the same reason as set out in the previous paragraph of this report, the proposal would not compromise the privacy of no.36.
- 8.20 The proposed two-storey front extension is situated a considerable distance from any neighbouring properties and would not visually dominate or overshadow any neighbours. The proposed windows on the south elevation would face out towards the residential properties opposite the site between nos.29 and 35 Colville Road. However there would be a separation distance of over 20m and the views would be similar to the public views of these properties along Colville Road. In my opinion the proposed flats would not harmfully overlook these neighbours.
- 8.21 The rear garden is already in residential use and I do not consider the continued use of this space by the ground-floor flat would cause a noise disturbance to neighbours. The comings

and goings from the new entrance and car parking spaces off Augers Road would not be frequent and intense enough to adversely impact on the amenity of no.2 Augers Road.

8.22 The issue of on-street parking has been addressed in paragraph 8.6 of this report.

8.23 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.

Refuse Arrangements

8.24 An assessment of the proposed refuse arrangements has been made in paragraph 8.9 of the report.

8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 5/2.

Highway Safety

8.26 The Highway Authority originally objected to the application due to the position of a proposed car parking space close to the junction with Augers Road and Colville Road. Following the re-positioning of this car parking space away from this junction the Highway Authority has removed this objection, subject to conditions.

8.27 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

8.28 An assessment of the level of car parking provided and impact on on-street parking has been made in paragraph 8.6 of this report. It is acknowledged that a representation has been raised regarding the depth of the proposed parking spaces (4.8m) and how this is insufficient to accommodate larger cars. A 5m depth is usually preferred as the space required for a car parking space. However, the Highway Authority has not raised an objection to the proposed dimensions of the car parking spaces and the 0.2m difference would be relatively minimal. Therefore,

I do not consider the parking spaces would have an adverse impact on highway safety.

8.29 An assessment of the proposed cycle parking has been made in paragraph 8.10 of this report.

8.30 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.31 The third party representations have been addressed in the table below:

| <u>Comment</u> | <u>Response</u> |
|---|--|
| <ul style="list-style-type: none">- Overdevelopment of the site.- The property would potentially go from having 2/3 occupants to 8 people. | The level of development proposed is considered to be suitable for the site. The amenity space for future occupiers, level of amenity space and provision of parking is considered to be acceptable. The potential increase in occupants would not adversely impact on the amenity of nearby properties. The level of on-street parking and number of comings and goings is considered acceptable. |
| <ul style="list-style-type: none">- Insufficient parking spaces causing difficulties for emergency vehicles refuse collection and home delivery vehicles driving through Colville Road/ Augers Road/ Leete Road due to increase in on-street parking. This would also be exacerbated by parents parking during school drop off and collection times.- There is already too much on-street parking in the area caused by the Colville Road/ Keates Road junction development. | See paragraph 8.6. |

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| The parking space closest to the Augers Road/ Colville Road junction would not be safe. | This parking space has since been re-located and is not considered to pose a highway safety hazard. |
| Parking spaces are too small. | See paragraph 8.27. |
| - Manoeuvring out of the parking spaces would be a highway safety hazard. - Highway safety concerns due to increase in parking and close proximity to school. | See paragraph 8.25. |

Planning Obligation Strategy

Planning Obligations

Needs amendment – refer to Committee Report format

8.32 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.

8.33 The size of the development is relatively modest and its location within and close to wards where open space provision is relatively generous leads me to conclude that no obligations would be required towards any of the open space categories. In any event, for this scale of build, I am unaware of any specific project/s that the scheme could meaningfully contribute towards whilst meeting the CIL regulations.

9.0 CONCLUSION

9.1 The proposed extensions would not harm the amenity of any neighbouring properties and the design of the works would be in keeping with the surrounding area. The quality and quantity of amenity space for future occupiers is considered to be

acceptable and the site is considered to be acceptable for conversion to multiple properties due to its sustainability. The proposed change of use would provide sufficient levels of car parking and would not harm residential amenity.

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. 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)

4. In the event of the foundations for the proposed development requiring piling, prior to the development taking place 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 2006 policy 4/13)

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

Reason: To prevent surface water discharging to the highway (Cambridge Local Plan 2006 policy 8/2).

6. The development hereby permitted shall not be constructed other than in the following materials unless otherwise agreed in writing by the Local Planning Authority:

- Dark Brown Concrete Pantiles
- Multi-stock blend red facing bricks
- Timber (Thermawood) infill panels

Reason: To ensure that the external appearance of the development is in keeping with the existing character of the area. (Cambridge Local Plan 2006 policies 3/4 and 3/14)

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.

INFORMATIVE: 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.