

Application Number	17/0155/FUL	Agenda Item	
Date Received	1st February 2017	Officer	Lorna Gilbert
Target Date	29th March 2017		
Ward	East Chesterton		
Site	9 Maitland Avenue Cambridge CB4 1TA		
Proposal	Extension and conversion of existing dwelling into four flats.		
Applicant	Mr Steve OConnor 9 Maitland Avenue Cambridge CB4 1TA		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">- The proposed extensions and alterations are considered acceptable in terms of their appearance, position and scale.- It is considered the proposal would not harm residential amenities.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site contains a semi-detached property on the north-eastern side of Maitland Avenue. It is paired with No.11 Maitland Avenue which is located to the south-east. To the north lies No. 7 Maitland Avenue. A depot is located beyond the rear garden to the north-east.

1.2 The site is not within a conservation area or controlled parking zone.

2.0 THE PROPOSAL

2.1 The proposal involves extending the property with a first floor side extension, a single storey rear extension and roof dormer. It also proposes the conversion of the property into four flats (two x two bed flats and two x one bed flats).

- 2.2 Ground floor flat 1 is accessed from the side of the property and is a one bed unit. Its bedroom is located at the front of the building with the lounge area to the rear. Flat 2 are accessed from the front of the building. It is a two bedroom ground floor flat with one bedroom at the front of the property and one at the rear adjacent to a living area. Upstairs are maisonettes labelled flats three and four on the plans. They are accessed from the front of the building. Flat three is a one bedroom unit with a bedroom at loft level and living space at first floor. Flat four has living space in the loft and two bedrooms in at first floor level.
- 2.3 The proposed single storey rear extension extends 5.735m in width, 3.765m in depth and between 2.65m and 3.35m high. The extension infills a gap adjacent to an existing single storey side/rear extension at the property. The proposal also involves replacing the flat roof on the existing single storey rear extension with a sloped roof.
- 2.4 The proposed first floor extension is located above an existing single storey side extension. It measures 4.25m wide (the additional roof above is 4.4m wide), 7.25m in depth and 4.8m to 8.4m high. It is set back 0.5m from the front elevation and 0.25m from the roof ridge.
- 2.5 The proposed rear dormer extension is located on the original part of the roof. It extends 5.9m wide, 3.5m in depth and 3.4m high. It is set down 0.5m from the ridge, 0.4m from the eaves and 0.3m from the side boundary with No.11 Maitland Avenue.
- 2.6 The proposed walls will be constructed from red facing brickwork to match existing, Marley Eternit Cedral Boarding will be used on the dormer walls in colour slate grey C18. The roof will be constructed from either Redland Plain tiles to match the existing property or Sarnafil single ply roofing system with lookalike lead roll features added. Aluminium powder coated edge trims colour anthracite grey RAL 7016.
- 2.7 New and replacement windows, fascia and soffits on the house will be UPVC double glazed in anthracite grey colour.
- 2.8 A bin and bicycle store is proposed in the rear garden. The bin and bike store extends between 1.7m and 1.8m high. Four bike stands are provided that can cater for eight bikes. It will be

constructed from closed boarding stained teak on the walls and Sarnafil Oea Single Ply System with PPC proprietary edgings and fake lead roll feature strips coloured in mid grey.

3.0 SITE HISTORY

Reference	Description	Outcome
C/00/0579	Erection of single storey side extension and replacement of conservatory with single storey rear extension.	Approved
16/1829/FUL	Roof extension to rear, first floor side extension and single storey rear extension and conversion of existing semi-detached dwelling into 4 No flats.	Withdrawn

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 Local Plan 2006	3/1 3/4 3/7 3/11 3/14 4/4 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	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annexe A)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Roof Extensions Design Guide (2003)</p>

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)

Comments received 6th February 2017:

- 6.1 The proposal provides off-street car parking at less than one space per dwelling unit.
- 6.2 Recent guidance contained within the National Planning Policy Framework and the IHT guidance on best practice in car parking provision moves 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.
- 6.3 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.
- 6.4 Cars may park giving clearance to the planters in front of the main building, to avoid damage to the vehicle.

- 6.5 It is suggested that these planters are moved back to provide some additional clearance, lest cars obstruct the footway instead.
- 6.6 If, despite the above, the Planning Authority is minded to grant a permission to this proposal in its current form please add the conditions and informatives requested.

Comments received 21st April 2017:

- 6.7 The Highway Authority has no comment to make upon the amended plans. The previous comments of the Highway Authority still apply

Environmental Health

Comments received 20th February 2017:

- 6.8 The development proposed is acceptable subject to the imposition of the conditions outlined below:
- Construction hours
 - Unexpected Contamination Condition

Comments received 27th April 2017:

- 6.9 The development proposed is acceptable.
- 6.10 I have no comments to make regarding the amendments. My recommendations within my memo dated 20th February are still pertinent to this application.

Head of Streets and Open Spaces (Landscape Team)

Comments dated 14th February 2017:

- 6.11 The development proposed is acceptable subject to the imposition of the conditions requested.
- 6.12 The two ground floor flats should include additional planting or landscape treatment along the frontage to create defensible threshold space outside the windows as these are mainly bedroom spaces. The planters provided to end the car parking bays could be incorporated into this planting or converted into

hedges or other planting. We feel it appropriate to use a raised planter or low hedge in this location as it will prevent overspill of vehicle headlights being intrusive to the ground floor flats.

Comments dated 2nd May 2017:

- 6.13 Please move the planters to underneath the ground floor windows along the frontage to create defensible threshold space as these are mainly bedroom spaces. We feel it appropriate to use a raised planter or low hedge in this location as it will prevent overspill of vehicle headlights being intrusive to the ground floor flats.
- 6.14 It is unclear why the cycle store has become uncovered. We feel this is inappropriate in a residential setting where providing covered storage as per the previous submission is relatively straight-forward. Please provide reasoning if this provision is unachievable.
- 6.15 We are comfortable with the proposals to relocate the street tree.

Comments dated 24th May 2017:

- 6.16 The development proposed is acceptable. Landscape is happy to support the application
- 6.17 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:
- 7, 12 Maitland Avenue

7.2 The representations can be summarised as follows:

Comments in response to the original drawings submitted:

- Only 3 car parking spaces have been provided for 4 dwellings. This conflicts with the Local Plan 2006 and policy 3/10 point b and increases parking pressure on Maitland Avenue and will cause congestion.
- Propose that the developer modifies the existing plans to only provide for 3 dwellings, keeping the existing ground floor extension as one dwelling and converting the existing house into 2 dwellings (including the further extension of the ground floor behind the house). This would preserve the existing look and feel of the street and also solve potential parking problems as at least one space would be provided per dwelling.
- A first floor extension is out of character with the other properties on Maitland Avenue. Again, according to the Cambridge Local Plan 2006, Section 3/10, Sub-division of Existing Plots, point c.
- Shadow survey shows proposal overshadows No.7 Maitland Avenue.
- Concerned with location and scale of bin and bike store by No.7 Maitland Avenue.
- The extended property will be large and its style out of keeping with the surrounding houses on Maitland Avenue, which only have single-storey extensions. The anthracite grey colour for the fascias, soffits, and windows is particularly out of keeping with surrounding houses.
- Conversion into flats will increase noise and remove a family home from housing stock.
- Second floor living area has rooflights will overlook bedrooms at No.10 and 12 opposite.
- Demolition of front wall and extending dropped kerb would remove a tree. These trees' success are vital to keeping Maitland Avenue an avenue at all.

No.7 Maitland Avenue's response to the amended drawings:

- After carefully considering the latest revised plans, I have no objections to the planned modification of No.9. Raised concerns with the bin store.

A further amended drawing was received. Below is No.7 Maitland Avenue's response:

- Since the height of the bin/cycle store has been reduced to 1.8m, I am happy that it won't encroach on my property

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. Disabled access
4. Residential amenity
5. Refuse arrangements
6. Highway safety
7. Car and cycle parking

Principle of Development

8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan (2006). As policy 5/1 points out, proposals for housing development on windfall sites will be permitted, subject to the existing land use and compatibility with adjoining uses.

8.3 The principle of developing the site for residential purposes is considered acceptable and conforms to the provisions set out in the development plan. However, while residential development is broadly supported, it must comply with considerations such as impact on the appearance of the area and impact on the amenity of neighbouring properties. These, and other relevant issues, are assessed below.

- 8.4 In my opinion, the principle of the development is acceptable and in accordance with policy 5/1 of the Local Plan 2006.

Context of site, design and external spaces

- 8.5 The proposal has been modified and amended drawings were received on 18th April and 9th May 2017. These removed the first floor side/rear extension from the proposal and amended the bin and bike store.
- 8.6 The proposed first floor side extension is set back from the front wall of the property and down from the roof ridge which helps to distinguish it as a subservient extension. I therefore do not consider the extension would unbalance the pair of semi-detached properties at No.9 and 11 Maitland Avenue. The proposal includes a single storey rear extension and bin and bike storage area which are not visible from the public realm due to their height and position. The rear dormer would not be easily seen from the street due to its position. The materials on the extensions would either match or be similar to the existing materials. I consider the proposed extensions are acceptable in terms of their scale, position and appearance and would respond positively to their context and draw inspiration from the surroundings.
- 8.7 The proposal involves new and replacement UPVC double glazed windows, fascia and soffits on the house in anthracite grey colour. The colour of the materials does contrast with the majority of properties along the street which have white fenestrations. Although, there is some variation along the street as for example one property along the street has wooden windows and doors. In my view, the proposed choice and colour of materials would be acceptable in terms of their appearance and it would provide a distinctive property that successfully contrasts with others along the street.
- 8.8 There is a communal garden area at the rear of the property and raised planters at the front of the property that provide soft landscaping at the site. The proposal does involve relocating a sapling tree to enable the dropped kerb to be enlarged. The Landscaping team does not object to relocating the street tree. I consider the repositioning of the street tree to be acceptable,

however the applicant is advised to contact Cambridgeshire County Council to gain consent as the tree is located on a grass verge on the Highway.

- 8.9 In my opinion the proposal is compliant with policy 3/4, 3/7, 3/14, 4/4 of the Local Plan 2006.

Disabled access

- 8.10 The proposal provides two ground floor flats and two upper floor flats. The ground floor flats are accessed via the front or side of the property and have private patio areas at the rear as well as access to the rear communal garden. These are the most accessible flats.
- 8.11 Three car parking spaces are provided at the front of the property. Although none are specifically designed as disabled car parking spaces, the two outer spaces are adjacent to 2m wide pedestrian's routes along one side and therefore these may be suitable for some people with disabilities.
- 8.12 I consider this minor scheme is acceptable in terms of disabled access.
- 8.13 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.14 The proposed single storey extension and dormer extension will be located adjacent to its semi-detached pair of No.11 Maitland Avenue. This neighbouring property is located to the south-east of the application site and has not been extended. I consider the combination of the height, depth and position of the single storey extension and dormer would not adversely harm this neighbouring property in terms of outlook or sense of enclosure. No flank windows are proposed and therefore there will be no loss of privacy to this neighbour. This neighbour's position to the south-east helps to avoid it experiencing an unreasonable loss of light from the proposal.

- 8.15 To the north-west lies an end of terrace property No.7 Maitland Avenue. This neighbouring house is positioned at an angle to No.9 Maitland Avenue. Revisions have been made to the proposal to reduce the impact on this neighbour. The proposed upper floor extension and the bin and bike store have both been reduced in scale. The proposed first floor extension and addition of sloped roof to the existing single storey rear extension are located between 1.2m and 1.41m from the shared boundary with this neighbour. No.7 Maitland Avenue's single storey side and rear extension is located a minimum of 1.5m from this boundary and the upper floors of the house are located at least 6.5m from the shared boundary.
- 8.16 The proposed bin store measures a maximum of 1.8m high which is lower than the height of a boundary fence that could be constructed under permitted development. I therefore do not consider it would adversely harm the occupiers of No.7 Maitland Avenue in terms of residential amenity. I consider both the alterations to the roof of the single storey extension and the first floor side extension would not lead to a loss of privacy to this neighbour as the proposed upper floor window and high level ground floor window will be obscure glazed. It is considered the position of the first floor extension along with the other extensions proposed would not harm outlook or create a sense of enclosure to this neighbouring property nor to its side or rear gardens due to their position and scale. The orientation of No.7 Maitland Avenue to the north-west means this neighbour would experience a small reduction in light to the rear garden, however this is minimal as confirmed by the updated Daylight and Sunlight Study and I do not consider it is a justifiable reason to refuse this planning application.
- 8.17 A neighbour has raised privacy concerns for No.10 and 12 Maitland Avenue which are located on the opposite side of the street. They are concerned with the introduction of second floor rooflights. These neighbouring properties are located at least 21m from the property of No.9 Maitland Avenue. I do not consider the rooflights would adversely harm the amenity of these neighbouring properties because of their position.

- 8.18 To the rear of the site is a storage depot. It is located at least 21m from the proposed extensions. I do not consider the proposal would adversely impact on this storage depot.
- 8.19 The proposal involves converting a property into four flats. There will therefore be more residents in the building and more comings and goings. However, I do not consider this would lead to an unreasonable increase in noise and disturbance to neighbouring properties due to the size and number of flats provided.

Overspill car parking

- 8.20 Concerns have been raised about car parking pressures along the street as three car parking spaces have been provided for four flats. The proposal is for two x one bed flats and two x two bed flats. According to the Car Parking Standards within the Local Plan (2006) the proposal should provide a maximum of four car parking spaces. As this is a maximum standard, I consider the provision of three car parking spaces to be acceptable. The majority of properties along the street provide on-site car parking. The proposal includes one bedroom flats which may have less demand for car parking spaces. The site is also within walking distance from Green End Road and Milton Road which are both well served by buses and cycle routes which reduces the need for a car. The proposal provides cycle storage for all flats. I therefore consider the provision of three on site car parking spaces for the four flats to be acceptable.

Construction activities

- 8.21 I agree with Environmental Health's recommendation and for the inclusion of the conditions they requested. This includes a construction activities condition which I consider will help to protect neighbours' amenities during the building stage.
- 8.22 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, 3/7 and 4/13.

Amenity for future occupiers of the site

- 8.23 I consider the proposal provides acceptable sized flats for the future occupiers. The ground floor flats each have a patio area at the rear and all flats have access to a rear communal garden which is accessible via a path along the side of the property. The upper floors contain one and two bed units, which both have access to the rear communal garden space. Two bedroom units can accommodate a family and therefore access to the garden is considered important in this location. I consider the proposed outdoor amenity space to be acceptable for the four units.
- 8.24 A bin and bike store is provided in the rear garden. Raised planters have been provided in front of the proposed ground floor bedrooms to provide some defensible space to these rooms.
- 8.25 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

- 8.26 The bin storage area is located less than 25m from the kerbside and therefore accords with the RECAP design guide SPD. I consider the bin storage provision to be acceptable.
- 8.27 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.28 The Highways Authority does not object to the proposal. It highlighted there may be additional demand for off street parking which I have addressed under paragraph 8.20. It recommends moving the planters to give more room for vehicles to park. However, each space is 5m long and I consider this is adequate space to park a vehicle and I therefore

do not consider it necessary to request this amendment. I consider the proposal is acceptable on highway safety grounds.

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

Car and Cycle Parking

- 8.30 Car parking provision has been discussed under paragraph 8.20 above.

- 8.31 Eight covered cycle parking spaces are provided which exceeds the minimum provision set out in the Local Plan 2006. I consider the proposed storage area is acceptable and meets the policy requirements.

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

9.0 CONCLUSION

- 9.1 In my view the proposed extensions, alterations and conversion of the property into four flats are acceptable in terms of their scale, position and appearance and would not adversely harm neighbours' amenities.

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. If during the works suspected contamination or suspect ground conditions are encountered, the LPA should be informed in writing, the suspect materials shall be fully assessed and an appropriate remediation scheme agreed in writing with the LPA. The applicant/agent needs to satisfy themselves as to the condition of the land / area and its proposed use, to ensure a premises prejudicial to health situation does not arise in the future.

Reason: In the interests of public safety and to comply with policy 4/13 of the Local Plan 2006.

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 and to comply with policy 8/2 of the Local Plan 2006.

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 vehicular access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highways safety and to comply with policy 8/2 of the Local Plan 2006.

7. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To prevent surface water discharging to the highway and to comply with policy 8/2 of the Local Plan 2006.

8. The access shall be provided as shown on the approved drawings and retained free of obstruction.

Reason: In the interests of highway safety and to comply with policy 8/2 of the Local Plan 2006.

9. The upper floor flank window shall be obscure glazed and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. The development shall be carried out in accordance with the approved details.

Reason: To protect the residential amenity of No.7 Maitland Avenue (Cambridge Local Plan 2006, policy 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.

INFORMATIVE: 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.

INFORMATIVE: The proposal involves moving a street tree. You should gain permission from Cambridgeshire County Council prior to moving the tree as it is located along a highway verge.

INFORMATIVE: Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.