

Application Number	18/1642/FUL	Agenda Item	
Date Received	26th October 2018	Officer	Lorraine Casey
Target Date	21st December 2018		
Ward	Kings Hedges		
Site	4 Green End Road Cambridge CB4 1RX		
Proposal	Change of use from dwelling to 9-bedroom (10 person) HMO (sui generis) with single storey rear extension and associated alterations, and detached cycle store.		
Applicant	Mr Ben Giove 4 Green End Road Cambridge CB4 1RX		

SUMMARY	The development accords with the Development Plan for the following reasons:
	<ul style="list-style-type: none"> • The proposed change of use would not have a significant detrimental impact on the amenities of occupiers of neighbouring properties. • External works proposed would not have an adverse impact on the streetscene or the amenities of the occupiers of neighbouring properties. • The proposal would not be detrimental to highway safety
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site comprises a large detached property situated close to the corner of Green End Road and Milton Road. The property has a large forecourt car parking area to the front, as well as a rear and side garden. Consent has previously been granted to convert this property to form two separate dwellings. A single-storey ancillary outbuilding lies to the north-west of the main dwelling, and this has an extant planning permission for use as a separate 1-bedroom dwelling.

1.2 To the north of the site, on the opposite side of Milton Road, is the Golden Hind public house which is identified as a Building of Local Interest (BLI). The surrounding area is predominantly residential in character and is formed of a range of housing types, typically no higher than two-storeys in scale.

1.3 There are no relevant site constraints.

2.0 THE PROPOSAL

2.1 The proposal is for the change of use of the dwelling to a large House in Multiple Occupation (HMO) (sui generis use), together with a single storey rear extension, alterations to the existing building, and the construction of a detached cycle store in the front garden.

2.2 The proposed HMO would have nine bedrooms in total, four on the ground floor and five at first-floor level. The single storey rear extension would be a wedge-shaped flat-roofed extension that would infill the north-eastern section of the site. It would be 7.1m wide at its widest point and have a depth varying from 5.1m to 1.4m.

2.3 The applicant's agent has confirmed that the HMO would accommodate a maximum of 10 people, and the application has been amended since submission to provide a cycle shelter to the front of the dwelling. This would measure m wide x m deep x m high and would be sited adjacent to the boundary with No.6 Green End Road.

2.4 The application is accompanied by the following supporting information:

1. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
17/1534/FUL	Change of use from outbuilding to form new 1 bed dwelling including forming a first floor by raising the eaves and ridge height and a single storey front extension.	Approved

17/1533/FUL	Subdivision of detached 5 bedroom house to form 1 no. 3 bedroom house and 1 no. 2 bedroom house both with associated amenity space and parking and canopy to the front and side.	5	Approved
18/0198/FUL	Installation of dropped kerb		Approved
18/0717/FUL	Extension to existing dropped kerb		Approved

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	35 48 50 51 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 March 2014 Circular 11/95 (Annex A)
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Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
City Wide Guidance	Cycle Parking Guide for New Residential Developments (2010)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 The proposal provides dedicated off-street parking for the future residents at significantly less than one space per sub-unit. Best practice in car parking provision has moved away from maximum levels 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.
- 6.2 The streets in the vicinity provide uncontrolled parking and, as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, this demand is likely to appear on-street in competition with existing residential uses.
- 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 If the LPA is minded to grant permission, a condition requiring the provision and retention of the manoeuvring area should be added to any consent.

Environmental Health

- 6.5 No objections subject to a condition limiting construction hours.

6.6 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:

- Camcycle (Objection, since withdrawn following submission of amended details)
- 14 Green Park (Object)

7.2 The comments can be summarised as follows:

- A secure and covered enclosure is required for the cycle spaces
- The vehicle tracking appears to encroach on the cycle parking area
- Any traffic coming in and out of the site will conflict with the new cycleway being installed
- Insufficient car parking proposed resulting in additional on-street parking pressures in surrounding streets

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

Principle of Development

- 8.2 The site comprises a large detached five-bedroom dwelling which has an extant permission for conversion to two dwellings.
- 8.3 Policy 48 of the Cambridge Local Plan (2018) states that proposals for large houses in multiple occupation (sui generis) will be supported where the proposal:
- a. Does not create an over-concentration of such a use in the local area, or cause harm to residential amenity or the surrounding area.
 - b. The building or site is suitable for use as an HMO, with provision made for appropriate refuse storage, cycle and car parking, and drying areas.
 - c. Will be accessible to sustainable modes of transport, shops and other local services.
- 8.4 I consider that the proposal complies with the above criteria of Policy 48 and the reasons for this are set out in the relevant sections of this report.

Context of site, design and external spaces

- 8.5 Green End Road and Milton Road are residential streets comprising a mixture of detached and semi-detached family dwellings. The HMO would offer an alternative type of residential accommodation along the street which, in my opinion, can be accommodated in this location without harm to the established character of the area.
- 8.6 The proposed rear extension would be a single-storey flat-roofed addition that would be almost entirely screened from public view behind the footprint of the existing dwelling. The proposed cycle shelter would be sited close to the front boundary of the site, which is defined by a 2m high fence. Outbuildings forward of the building line are not a common feature in the immediate area. However, given the low height of the building, it would be largely screened behind the existing boundary fence and would not therefore be an unduly prominent feature in the street scene.
- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 48, 55, 56, 57 and 58.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The proposed single storey rear extension would adjoin the boundary with No. 418 Milton Road to the north-east and No.6 Green End Road to the south-east. Due to the low height of the extension and orientation of these properties in relation to each other, I do not consider the development would materially harm the amenities of occupiers of these neighbouring properties.
- 8.9 The proposal will increase the number of occupiers living at the property to a maximum of 10, and the number of people coming and going and consequent noise levels are therefore likely to increase relative to the existing situation. The Environmental Health Officer does not consider that the proposal will result in a detrimental level of noise impact to neighbours. I agree with this assessment and have recommended a condition limiting the maximum occupancy of the HMO to 10 people.
- 8.10 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 (2018) policies 35, 48, 55, 56, 57 and 58.

Amenity of future occupiers

- 8.11 The proposal would have 9 bedrooms accommodating a maximum of 10 people on site. The extension would result in some enclosure to bedroom 4 of the host dwelling but this would not be significant and occupiers of this room would still have an adequate level of outlook from the window on the side elevation. The rear garden is small and the extension would result in the removal of this rear garden area but a sufficient amount of outdoor amenity space would still remain on the north-west side of the dwelling. Although the space is small, it is considered to be adequate and in line with other HMOs in the area. Occupiers of HMOs do not require the same level of outdoor amenity space as single dwellings given their more transient nature. The proposal is therefore considered to provide an adequately high standard of amenity for future occupiers.

8.12 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 (2018) policies 48, 56, 57 and 58.

Refuse Arrangements

8.13 A refuse storage area is proposed adjacent to the boundary with the outbuilding to the north-west. I consider this space sufficient to accommodate the amount of bins required for the proposed HMO.

8.14 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 48 and 57.

Highway Safety, Car and Cycle Parking

8.15 There are currently three off-street parking spaces, two of which would be retained for the proposed HMO. There is also currently sufficient space for vehicles to manoeuvre on site, as demonstrated within a tracking diagram submitted with the application. Within the previously approved application for the subdivision of the dwelling into two properties, it was considered essential for the on-site turning to be maintained as the site lies in close proximity to the busy Green End Road/Milton Road junction and also exits directly onto a cycleway. As noted previously in this report, the application has been amended since submission to include a cycle store to the front of the building and it appeared that this encroached into the originally submitted manoeuvring area. A revised plan has since been submitted demonstrating that both the cycle store and manoeuvring space can be provided on site, and I therefore consider the proposal would not give rise to adverse highway safety impacts.

8.16 The Highways Authority and a local resident have raised concerns regarding the small number of on-site parking spaces for the proposed number of occupants, and the potential for the application to increase on-street parking pressures in the locality. There are no specific parking standards for HMO's within the Local Plan. The site falls outside any of the areas covered within the Cambridge On-Street Residential Parking Study, and there are therefore no figures available to establish

whether there is sufficient parking capacity in surrounding streets. However, the site is currently occupied by a large dwelling and has the benefit of an extant consent to subdivide the property to form two dwellings. The site therefore already has the potential to give rise to a demand for more parking spaces than can be accommodated. However, the property is in a very sustainable location, adjoining a cycle path and route that connects to the City Centre and wider area. There are also excellent public transport links along Milton Road and Green End Road, that provide further alternative means of accessing shops, services and facilities in the wider area. In addition, the site is immediately adjacent to the King Hedges Road Local Centre providing basic shops and facilities within walking distance.

8.17 A covered cycle storage area is proposed at the southern end of the front garden which is of sufficient size to store 10 cycles. This meets the requirements of the Local Plan and I have recommended a condition to ensure the cycle storage is provided prior to the HMO being brought into use.

8.18 In my opinion, given that the site has excellent public transport and cycle links, a number of services and facilities within walking distance, and a policy-complaint level of on-site cycle parking provision, I consider there are sufficient alternative modes of transport available to ensure future occupiers would not need to be reliant upon cars. In my opinion, the proposal is therefore compliant with Cambridge Local Plan (2018) policies 48 and 82.

9.0 CONCLUSION

9.1 I am of the opinion that the proposal complies with the relevant policies and will not have a significant detrimental impact on neighbouring properties, highway safety or the amenity of future occupiers. I recommend that the application is approved subject to conditions.

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 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. 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).

4. The manoeuvring area shall be provided as shown on the drawings and retained free of obstruction.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 Policy 81).

5. The HMO, hereby permitted, shall be occupied by no more than 10 people at any one time.

Reason: A more intensive use would need to be reassessed in the interests of the amenity of neighbouring properties (Cambridge Local Plan 2018 policies 56 and 48).

6. Prior to the bringing into use of the HMO, hereby permitted, cycle storage shall be provided in accordance with the details within drawing ref: A199-D, and shall be retained as such thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policies 48 and 82).

INFORMATIVE: The Housing Act 2004 introduced the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

Further information may be found here:

<https://www.cambridge.gov.uk/housing-health-and-safety-rating-system>

INFORMATIVE: The use of the property as an HMO may require a licence under the Housing Act 2004. You are advised to contact Housing Standards in Environmental Health at Cambridge City Council on 01223 457000 for further advice in this regard.