

Application Number	10/0535/FUL	Agenda Item	
Date Received	8th July 2010	Officer	Mr Tony Collins
Target Date	2nd September 2010		
Ward	Queen Ediths		
Site	1 Mowbray Road Cambridge Cambridgeshire CB1 7SR		
Proposal	Change of use from dwelling to bed & breakfast.		
Applicant	Mr George Pippas 1 Mowbray Road Cambridge Cambridgeshire CB1 7SR		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 1 Mowbray Road is a semi-detached property on the east side of the road (which is part of the city ring road), 50m north of the roundabout at the junction with Queen Edith's Way. The building is faced in red brick, with a hipped, tiled roof. The half-hexagonal front bay, which extends from ground level to the eaves, is rendered. The front door is set back from the elevation within an arched open porch
- 1.2 The building is not listed. The site is not within any conservation area. There are no protected trees on the site. The site is not within the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 Previously, two rooms in the building (the main front and rear bedrooms upstairs) were used for bed and breakfast purposes, a configuration which this council normally deems to be within Use Class C3 (dwellings). From June 2008, bed and breakfast use was extended to an additional bedroom upstairs, and a ground-floor bedroom. The application seeks permission for this

bed and breakfast use in four rooms, which has been suspended pending the outcome of this application.

3.0 SITE HISTORY

3.1 None

4.0 PUBLICITY

4.1 Advertisement:	No
Adjoining Owners:	Yes
Site Notice Displayed:	No

5.0 POLICY

5.1 Central Government Advice

Planning Policy Statement 1: Delivering Sustainable Development (2005)

Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)

Planning Policy Guidance 13: Transport (2001)

Planning Policy Statement 25: Development and Flood Risk (2006)

Circular 11/95 – The Use of Conditions in Planning Permissions

5.2 East of England Plan 2008

SS1 Achieving sustainable development

T1 Regional transport strategy objectives and outcomes

T14 Parking

ENV7 Quality in the built environment

5.3 Cambridge Local Plan 2006

3/1 Sustainable development

3/4 Responding to context

3/11 The design of external spaces

5/4 Loss of housing

6/3 Tourist accommodation

8/2 Transport impact

8/10 Off-street car parking

5.4 Supplementary Planning Documents

Cambridge City Council (May 2007) – Sustainable Design and Construction:

5.5 Material Considerations

Strategic Flood Risk Assessment (2005)

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 6.1 Refusal originally recommended because three cars could not be parked in a manner which would allow them to enter and leave in forward gear.
- 6.2 Following the submission of a revised layout, the highway authority gave the following amended advice.
- 6.3 With the removal of the gate as an obstacle to manoeuvring it is possible to provide the two parking spaces (as shown) for the development to achieve safe access to the carriageway - a reasonable, practicable solution.
- 6.4 The retention of the gate may otherwise provide a deterrent to safe access.
- 6.5 This level of provision does not exceed the maximum level allowable within the Local plan parking standards, and so would comply with local authority parking policy, although the proposal has potential to generate car parking demand in excess of the level of provision. On such occasions, some additional car parking may appear on-street. However, this would not be viewed by the highway authority as grounds to object to the proposal, as the area around the site has on-street controls that would prevent parking in locations that would endanger highway users.
- 6.6 The proposed conditions provide a reasonable and practicable operational arrangement for access, and would provide reasonable safeguards for the safe operation of the access. Therefore the proposed parking layout, in conjunction with the proposed conditions, addresses the concerns raised previously.

The highway authority withdraws its recommendation that the proposal be refused on grounds of highway safety.

- 6.7 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 No representations have been received

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. Residential amenity
3. Highway safety
4. Car and cycle parking

Principle of Development

- 8.2 Policy 6.3 of the Cambridge Local Plan (2006) encourages development which maintains, strengthens or diversifies the range of short-stay visitor accommodation, provided that, in the case of conversion from residential use, some permanent residential space is retained. This application proposes the retention of a kitchen and a living room/bedroom for private use. In my view the accommodation to be provided would strengthen the range of short-stay visitor accommodation available in the city, and the retained private accommodation is sufficient to satisfy policy. I recommend an informative reminding the applicant that use of this retained space for bed-and-breakfast use is specifically not authorised.
- 8.3 In my opinion, the principle of the development is acceptable and in accordance with policy 6.3 of the Cambridge Local Plan (2006).

Residential Amenity

- 8.4 The proposal involves no changes to the exterior of the building, and no additional plant. The intensification of use proposed is, in my view, not significant enough to have any unacceptable impact on the residential amenity of neighbours.
- 8.5 In my opinion the proposal adequately respects the residential amenity of its neighbours, and I consider that it is compliant with East of England Plan (2008) policy ENV7, and Cambridge Local Plan (2006) policies 3/4 and 3/7.

Highway Safety

- 8.6 The original application showed a car parking layout with three spaces in front of the house. The local highway authority objected to this layout on the basis that vehicles would be unable to enter and leave the site in forward gear, and that if vehicles were to reverse out of, or on to, the ring road at this point, they would create a threat to highway safety. Following further discussion with the applicant, and a joint site visit by the case officer and a development control engineer from the highway authority, it was agreed that three vehicles could not be accommodated within the space in front of the building in a manner which would avoid a threat to highway safety. As a result of this visit, the applicant has submitted a revised car parking layout, which shows space for only two cars.
- 8.7 I am satisfied that the revised layout would allow vehicles to access and leave the car parking space in a safe manner, but in view of the highway authority's concern on this issue, it is important to ensure that the chance of unsafe manoeuvres is minimised. I therefore recommend three conditions for the reasons indicated. This solution is supported by the highway authority.

Condition 2: To prevent on-site car parking in the former front garden space except within the two car parking bays specified in the revised drawing. Without this condition, guests will be tempted to park in all the available space, blocking the routes needed for safe manoeuvring.

Condition 3: To require a notice in the forecourt reminding guests not to reverse into the highway. Guests will be short-

term visitors, who may not be familiar with traffic conditions on Mowbray Road. They may need the additional guidance of such a notice.

Condition 4: To require the setting back of the side gates. The diagram demonstrating safe manoeuvring paths requires the opening of the side gates. Guests are unlikely to choose this option over reversing into the street, and the gates must therefore either be set back from the front of the building or removed.

These conditions also require implementation of the respective works before use commences, to avoid the use proceeding without a safe car parking layout.

- 8.8 In my opinion, subject to these conditions, the proposal is compliant with East of England Plan (2008) policy T1 and Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.9 City Council's car parking standards permit car parking provision for guest houses of up to two spaces per three bedrooms, plus one space per resident staff. Three spaces would thus be the maximum permitted level for this application. As I have indicated above, a lower level of two spaces is necessary for highway safety reasons. I do not consider that this level will cause significant problems for on-street car parking in the vicinity.
- 8.10 The City Council's cycle parking standards require one cycle parking space for every two members of staff, and two spaces for every ten bedrooms. Depending on the interpretation of this standard, either one or two cycle parking spaces are required. I am confident that this level of provision can be made securely within the rear garden space of the building.
- 8.11 In my opinion the proposal is compliant with East of England Plan (2008) policies T9 and T14, and Cambridge Local Plan (2006) policies 8/6 and 8/10.

9.0 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 additional bed and breakfast rooms shall not be brought into use until a scheme of landscaping for the forecourt which prevents on-site parking of cars other than in the two specified bays has been submitted to, and approved in writing by, the local planning authority. The approved scheme shall be implemented before occupation of the additional rooms, and shall be maintained thereafter.

Reason: to ensure highway safety (Cambridge Local Plan 2006 policy 8/2)

3. No additional bed-and-breakfast rooms shall be brought into use until a notice advising guests that they should not reverse vehicles into or out of the highway has been displayed on the forecourt. The notice shall remain in place so long as the bed-and-breakfast use continues.

Reason: to ensure highway safety (Cambridge Local Plan 2006 policy 8/2)

4. The additional bed and breakfast rooms shall not be brought into use until the existing side gates of the property are removed or set back to allow the turning manouvres shown on the approved car parking layout to take place without the gates being opened. The gates shall not be restored to their present position thereafter.

Reason: to ensure highway safety (Cambridge Local Plan 2006 policy 8/2)

INFORMATIVE: The applicant is reminded that this permission permits use of only the four rooms marked 'guest room' on the approved drawings for bed-and-breakfast guests, and that the remaining rooms in the building must be retained as permanent residential accommodation.

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: policies T2, T14 and ENV7

Cambridge Local Plan (2006): policies 3/4, 6/3, 8/2, 8/6 and 8/10

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

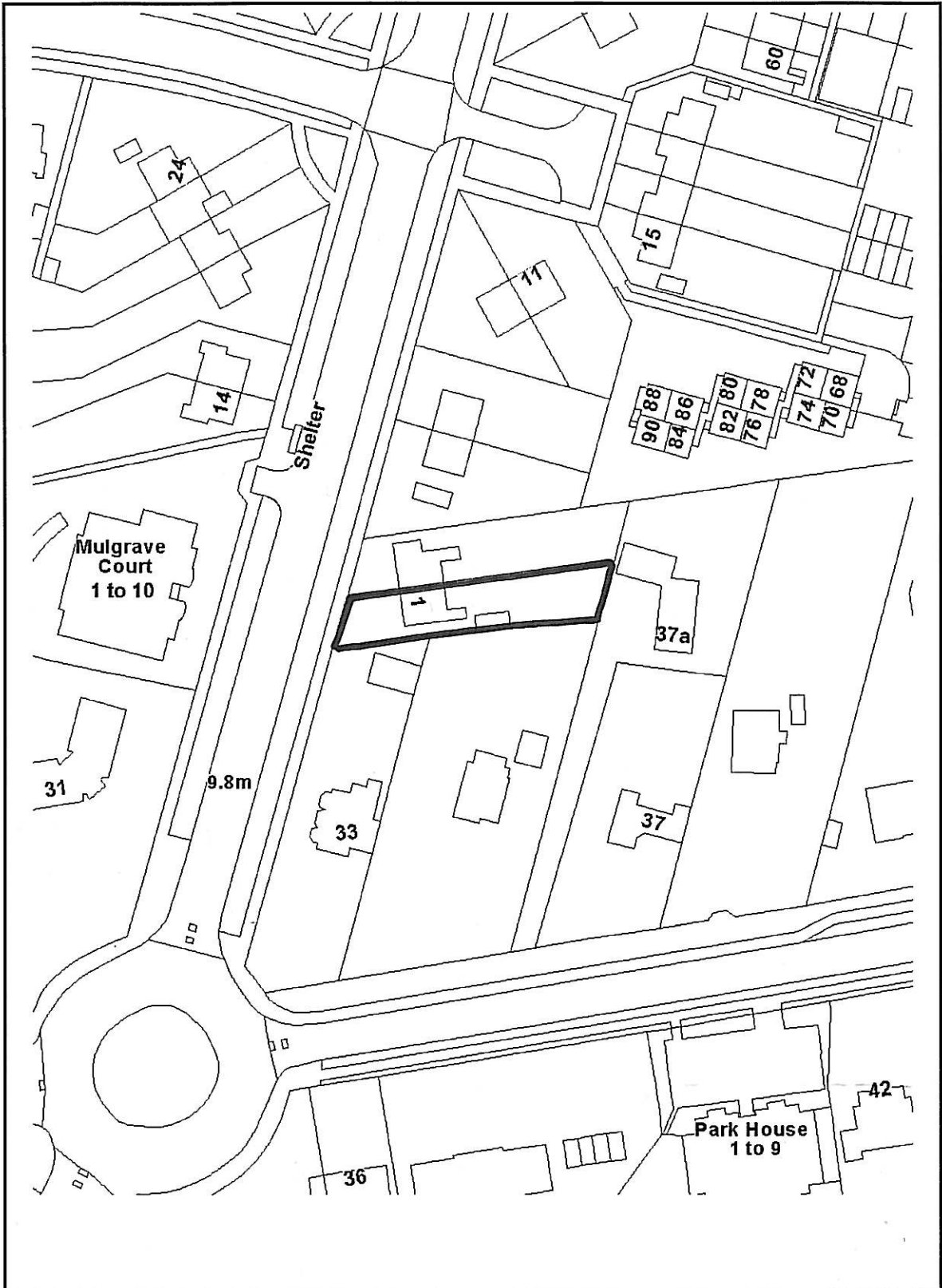
Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected on the City Council website at:

www.cambridge.gov.uk/planningpublicaccess

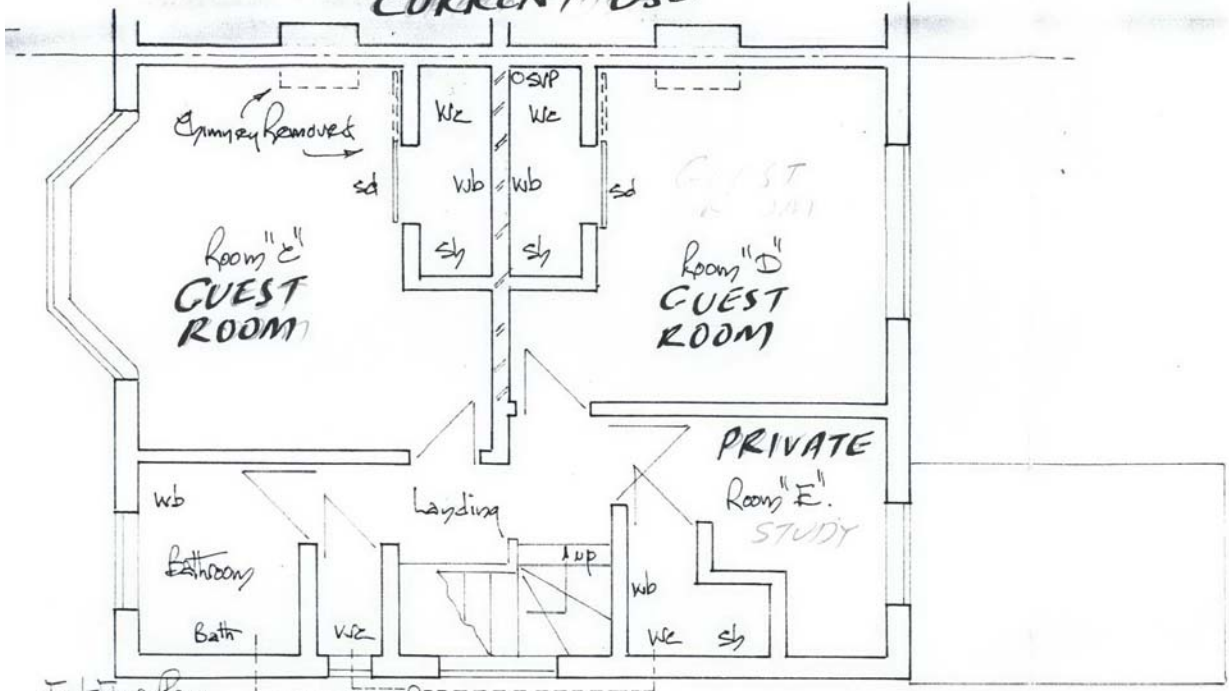
or by visiting the Customer Service Centre at Mandela House.



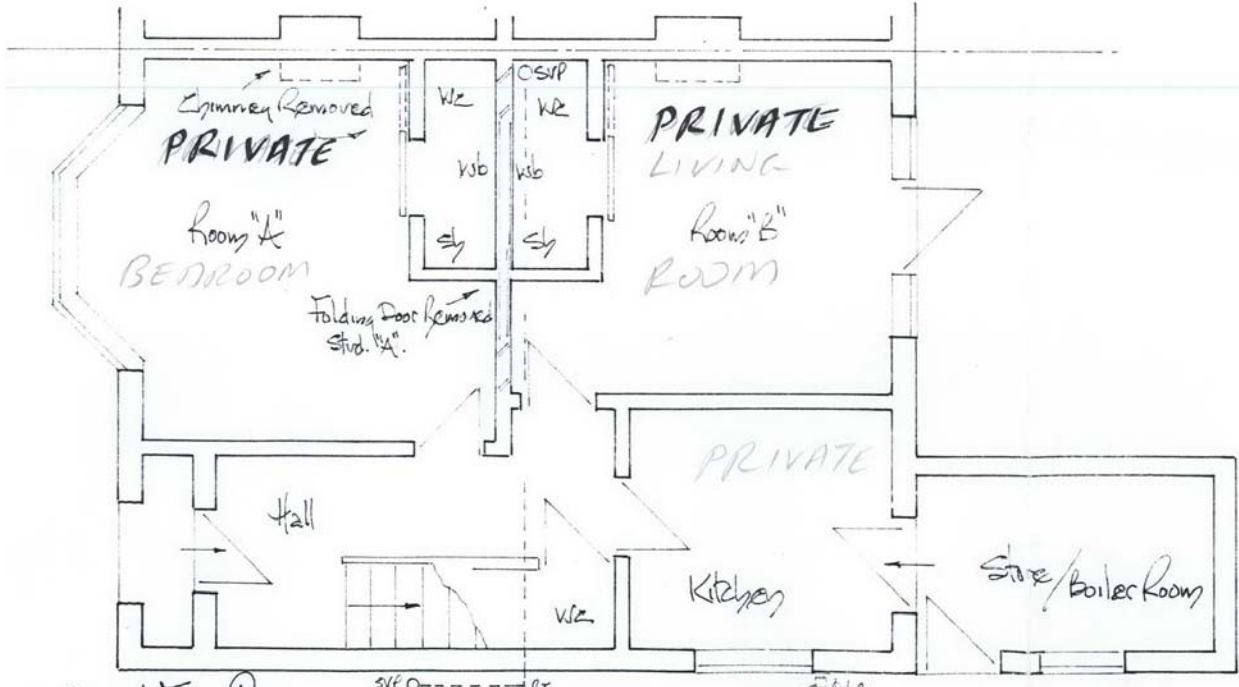
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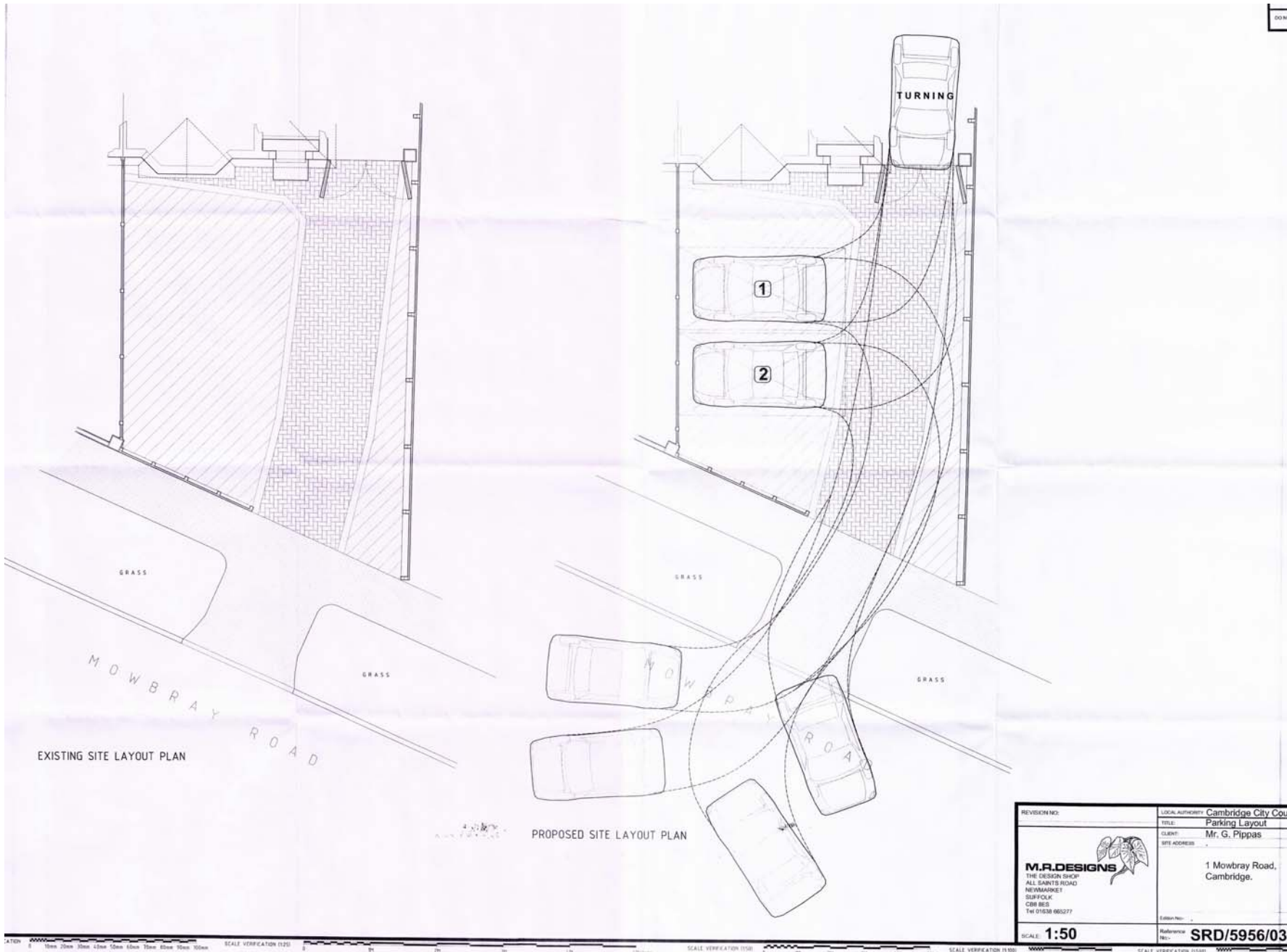
CURRENT USE



First Floor Plan.



Ground Floor Plan.



EXISTING SITE LAYOUT PLAN

PROPOSED SITE LAYOUT PLAN

REVISION NO:	LOCAL AUTHORITY: Cambridge City Council
TITLE: Parking Layout	CLIENT: Mr. G. Pippas
M.R. DESIGNS THE DESIGN SHOP ALL SAINTS ROAD NEWMARKET SUFFOLK CB8 8ES Tel 01538 663277	Site Address: 1 Mowbray Road, Cambridge.
SCALE: 1:50	Reference No.: SRD/5956/03

PROPOSED USE

