

Application Number	19/1670/FUL	Agenda Item	
Date Received	5th December 2019	Officer	Aaron Coe
Target Date	30th January 2020 (EoT 5 th February 2021)		
Ward	Romsey		
Site	60 Wycliffe Road		
Proposal	Single storey rear extension and conversion from 3 bed roomed house to two x one bedroom flats.		
Applicant	Mr & Mrs Luliu		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is 60 Wycliffe Road, which is a two storey semi-detached residential property. The property is located on the western side of Wycliffe Road.
- 1.2 The site is not within the conservation area, it is outside of the controlled parking zone and there are no other relevant site constraints.

2.0 THE PROPOSAL

- 2.1 The application proposes a single storey rear extension and to convert the existing 3 bedroom property into two self-contained flats (1 x 1 bedroom unit on the ground floor and 1 x 1 bedroom unit at first floor level). It is proposed to subdivide the garden in two in order to provide amenity space for both flats, and to construct a secure cycle store in the rear garden. Bin storage is proposed to the front of the property.
- 2.2 The application is accompanied by the following supporting information:
1. Design and Access statement
 2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
17/0590/cl2pd	Single storey extension	Permitted

4.0 PUBLICITY

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

5.0 POLICY

5.1 Cambridge Local Plan 2018

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 35 50 51 52 53 55 56 57 58 82

5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2019 Planning Practice Guidance Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
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City Wide Guidance	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 The streets within the vicinity are not within the controlled parking zone so there is no effective way of controlling on-street car parking on surrounding streets. The Planning Authority should consider this and the potential impact on the residential amenity of neighbouring properties.

City Council Environmental Health

- 6.2 Acceptable subject to condition relating to construction hours.

City Council Sustainable Drainage Engineer

- 6.3 Acceptable - no conditions required.
- 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 of the following addresses have made representations:

- 49 Wycliffe Road

7.2 The representations can be summarised as follows:

- Concerned by the impact on the character of the area
- Concerned the approval of this development will set a precedent for converting other dwellings to flats within Wycliffe Road
- Concerned by the impact of the extension on neighbours
- Concerned by the potential increase in noise and disturbance
- Concerned by the impact on car parking arrangements during construction

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

Principle of development

8.1 Policy 53 (flat conversions) states that proposals to convert a single family dwelling house or a non-residential building into self-contained flats will be permitted where:

- a) The proposed development (the original building including acceptable extensions and roof conversions) has an internal gross floor area of at least 120 sq m (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room sizes (see Policy 50);
- b) The ground or lower ground floor includes a family unit (two bedroom plus) with garden access;
- c) The proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;
- d) The proposal would result in a good standard of amenity for its occupiers and is designed to avoid cumulative and negative impacts on neighbouring residential properties; and
- e) The proposal includes appropriate refuse, recycling and cycle storage to serve the development.

- 8.2 In respect of criteria a) the total internal gross floor area of both proposed flats is 98 square metres. Whilst this is below the minimum 120 square metres threshold under criterion a) of Policy 53, in terms of room sizes each of the bedrooms proposed exceed the minimum space standards requirement. The application as originally submitted proposed a ground floor unit with two bedrooms which would have been considered a family unit to meet the requirements of Policy 53, part b). This part of the policy requires a family unit with garden access to be located on the ground floor. However, during the course of the application the proposals have been amended to provide a one bedroom unit at ground floor and a one bedroom unit on the first floor. This amendment was made as the original submission failed to meet the internal space standard requirements of policy 50. Given that this application involves extending the property in conjunction with the conversion officers considered that more weight should be handed to policy 50 and the non-compliance with part b) of policy 53 would be acceptable in this instance.
- 8.3 In respect of part c), given that the existing dwelling is a 3 bedroom unit and the proposal involves a total of two bedrooms (2 x 1 bed units) it is not considered that there would be a significant increase in the amount of residents or on parking stress in the surrounding area. Moreover, the scale of the proposed single storey extension and conversion is not considered to have a significant impact on neighbouring amenity due to the nature of the proposal. Therefore, criterion c and d would be met.
- 8.4 The plan submitted shows there is sufficient space for refuse and cycle parking arrangements, however, it is considered necessary to impose a condition to secure the finer details and design of the refuse and cycle parking facilities.

Context of site, design and external spaces

- 8.5 The proposal includes a single storey rear extension which is not considered to significantly impact the external appearance of the property and therefore it is considered that the proposal

would not have an adverse impact on the character of the building, or street scene in terms of appearance.

- 8.6 The proposal is considered to be compliant with Cambridge Local Plan (2018) policies 53 and 55 in terms of appearance.

Residential Amenity

Impact on amenity of neighbouring occupiers:

- 8.7 The proposed extension would have a lean to roof and project 3metres beyond the existing rear elevation at a height of 2.3m to under the eaves and 3.8m to the ridge. Whilst it is acknowledge the extension would run hard along the common boundary with No.64 Wycliffe Road, given the modest depth of the extension and single storey nature of the development proposed it is considered the proposal would not have an adverse impact on the residential amenity of neighbouring properties in terms of overlooking, overshadowing or overbearingness.
- 8.8 Given that the existing number of bedrooms within the site is 3 and the proposal involves a total of 2 bedrooms it is considered that the proposed development will not result in a significant increase in general noise and disturbance caused by the future occupants. The City Council's Environmental Health Officer has been consulted and has no objections subject to a condition to control construction hours. Given the residential character of the area, Officers recommend that this condition be attached to any consent granted.
- 8.9 Taking the above into account, the proposed development is considered to be acceptable in terms of its impact upon residential amenity and would comply with Policies 35, 53 and 55 of the Local Plan 2018.

Amenity of future occupiers:

The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	2	1	50	54	+4
2	1	1	1	39	40	+1

8.10 The proposed residential units would both meet the space standard requirements of policy 50. The proposal involves the subdivision of the garden space in order to provide external space for both units. Given that both units meet the internal space standard requirements and have access to private external spaces the proposals are considered to meet the requirements of Cambridge Local Plan (2018) policy 50, 53 and 55.

Cycle Parking and Refuse

8.11 The plan submitted shows a location for cycle parking and bin storage provision. However, a condition is considered necessary to secure further details of the design of these facilities to ensure suitable provision is made.

8.12 Subject to the details being provided to meet the requirements of this condition the proposals would comply with Cambridge Local Plan (2018) policies 57 and 82.

Car Parking and Highways

8.13 The site is within an uncontrolled parking zone but not within an area that suffers from identified car parking stress. The conversion of a 3 bedroom dwelling to 2 x 1 bedroom flats is not considered to give rise to significant additional harm in terms of vehicles likely to park on streets within the vicinity. The proposal is therefore considered to meet the requirements of Cambridge Local Plan 2018 policy 82.

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 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. Prior to the occupation of the development the details of the design of the cycle store facility and refuse storage shall be submitted to and approved in writing by the Local Planning Authority. The arrangements shall be provided in accordance with the agreed details prior to the occupation of the development and shall be retained as such thereafter.

Reason: To ensure suitable cycle parking and bin storage is provided (Cambridge Local Plan 2018 Policies 53, 57 and 82).

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 2018 policy 35)