



Planning Committee Date	6 th March 2024
Report to Lead Officer	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference	23/03762/FUL
Site	79 Coleridge Road
Ward / Parish	Coleridge
Proposal	Retrospective change of use from dwellinghouse (Use Class C3) to 9 Person HMO (Use Class Sui Generis) and Retrospective part two storey rear extension, part single storey side extension, part single storey rear extension, Increase in ridge height, rear dormer roof extension and other associated external alterations.
Applicant	Mr Khan
Presenting Officer	Tom Chenery
Reason Reported to Committee	Third party representations
Member Site Visit Date	N/A
Key Issues	1. Impact on Neighbour Amenity 2. Impact on the Character of the Area 3. Parking
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks retrospective planning permission change of use from the existing dwellinghouse (Use Class C3) to a 9 Person house of multiple occupation (HMO) (Use Class Sui Generis) and a retrospective part two storey rear extension, part single storey side extension, part single storey rear extension, Increase in ridge height, rear dormer roof extension and other associated external alterations.
- 1.2 Planning Permission has been granted under application reference 12/0826/FUL for the change of use of the site to 1 No. 3 bed dwelling and 1no. 4 bed dwelling, a two storey side and rear extension and rear dormers. This application has not be built in accordance with the approved plans but is a material consideration.
- 1.3 The proposal is considered to be acceptable in terms of its impact on the character and appearance of the area.
- 1.4 The proposal is not considered to result in any harm to the amenity or living conditions of neighbouring occupiers.
- 1.5 The proposal is not considered to result in any highways safety implications.
- 1.6 Officers recommend that the Planning Committee approve the application

2.0 Site Description and Context

None-relevant	X	Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1	X
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

*X indicates relevance

- 2.1 The application site comprises a two storey end of terrace dwelling known as 79 Coleridge Road, Cambridge. The property is set back from Coleridge Road with hardstanding/parking to the front with garden space to the rear.
- 2.2 Properties on the eastern side of Coleridge Road where the site is located, consists of two storey terraced dwellings with bay window frontages and two storey outriggers to the rear, many properties are largely uniform in appearance. The western side of Coleridge Road consists or larger detached and semidetached dwellings but are more varied in appearance with ranging architectural styles. Properties along Coleridge Road are set back from the road frontage by areas of front garden space and hardstanding/parking.

- 2.3 Hobart Road to the rear of the site comprises two storey terraced dwellinghouses which are also set back from the road and benefit from bay windows. These properties are also uniform in appearance.

3.0 The Proposal

- 3.1 The application seeks retrospective planning permission change of use from the existing dwellinghouse (Use Class C3) to a 9 Person HMO (Use Class Sui Generis) and a retrospective part two storey rear extension, part single storey side extension, part single storey rear extension, Increase in ridge height, rear dormer roof extension and other associated external alterations.
- 3.2 The application description has been amended to provide an accurate description and further consultations have been carried out as appropriate.

4.0 Relevant Site History

Reference	Description	Outcome
12/0826/FUL	Change of use to 1no. three bedroom dwelling & 1no. four bedroom dwelling. Two storey side/rear extension and rear dormers.	Approved
23/00487/FUL	Change of use from existing H.M.O to ten person HMO	Withdrawn
23/01771/FUL	Change of use from existing H.M.O to nine person HMO. Resubmission of 23/00487/FUL	Withdrawn

4.1 Planning Permission has been granted under application reference 12/0826/FUL for the change of use of the site to 1 No. 3 bed dwelling and 1no. 4 bed dwelling, a two storey side and rear extension and rear dormers. This application has not be built in accordance with the approved plans but is a material consideration.

5.0 Policy

5.1 National

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 48: Housing in multiple occupation

Policy 50: Residential Space Standards

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 58: Altering and extending existing buildings

Policy 59: Designing landscape and the public realm

Policy 80: Supporting sustainable access to development

Policy 82: Parking management

5.3 Neighbourhood Plan

N/A

5.4 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

Trees and Development Sites SPD – Adopted January 2009

6.0 Consultations

6.1 County Highways Development Management – No Objection

6.2 No Objection - Comments made regarding on street parking.

6.3 Environmental Health – No Objection

7.0 Third Party Representations

7.1 1 representations have been received.

7.2 Those in objection have raised the following issues:

-Car parking and parking stress

8.0 Assessment

8.1 Principle of Development

8.2 The application seeks retrospective planning permission for the change of use of the dwelling from a dwellinghouse (C3) to a 9 person HMO (Sui Generis). It also seeks retrospective permission for part two storey rear extension, part single storey side extension, part single storey rear extension, Increase in ridge height, rear dormer roof extension and other associated external alterations.

8.3 Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing development that will contribute towards an identified housing need. The proposal would contribute to housing supply and thus would be compliant with policy 3.

8.4 The application proposes a change of use to a Large House in Multiple Occupation (HMO). The plans show the property is currently subdivided into 6 bedrooms. A condition will be added to any permission given restricting the property to serve a maximum occupancy of nine persons (Condition 4).

8.5 Policy 48 of the Cambridge Local Plan states that proposals for large houses in multiple occupation will be supported where the proposal complies with certain criteria. This criteria includes:

- a. The proposal 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 (including any outbuildings) is suitable for use as housing in multiple occupation, with provision made, for example, for appropriate refuse and recycling storage, cycle and car parking and drying areas; and
- c. will be accessible to sustainable modes of transport, shops and other local services.

8.6 The application site is not located within an area of over-concentration of such a use and the building is considered to be suitable for use as a HMO. The proposal is not considered to cause any harm to the residential amenity or the surrounding area. The proposal also will provide an

acceptable provision for refuse storage, cycle parking and drying area. This is assessed in greater details within the body of this report.

- 8.7 The site is also located in close proximity to a number of local services including those on Cherry Hinton Road and on Mill Road. The site is also within a sustainable location to a number of modes of transport and is within cycling and walking distance of the train station and the city centre. This is assessed in greater details within the body of this report.
- 8.8 In light of the above, the proposal is considered to be acceptable in principle and would comply with Policy 48 of the Cambridge Local Plan (2018). It is therefore necessary to assess the proposal regarding other material considerations such as impact on the character and appearance of the area, impact on residential amenity and whether the proposal would result in any highways safety implications. These are assessed in turn below.

8.9 Design, Layout, Scale and Landscaping

- 8.10 Policies 55, 56, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 8.11 The application site comprises a two storey end of terrace dwelling known as 79 Coleridge Road, Cambridge. The property is set back from Coleridge Road with hardstanding/parking to the front with garden space to the rear.
- 8.12 Properties on the eastern side of Coleridge Road where the site is located, consists of two storey terraced dwellings with bay window frontages and two storey outriggers to the rear, many properties are largely uniform in appearance. The western side of Coleridge Road consists of larger detached and semidetached dwellings but are more varied in appearance with ranging architectural styles. Properties along Coleridge Road are set back from the road frontage by areas of front garden space and hardstanding/parking.
- 8.13 Hobart Road to the rear of the site comprises two storey terraced dwellinghouses which are also set back from the road and benefit from bay windows. These properties are also uniform in appearance.
- 8.14 The development seeks retrospective permission for a part two storey rear extension, part single storey side extension, part single storey rear extension, Increase in ridge height, rear dormer roof extension and other associated external alterations.
- 8.15 Planning permission was granted under application reference (12/0826/FUL) for a two storey side and rear extension, a two storey rear extension and a rear dormer roof extension to create 1no. 3 bedroom

dwelling. This application was not built in accordance with the approved plans, however, is still a material consideration.

- 8.16 The development within this application seeks permission for a similar development to that which was approved. The two storey side and rear extension protrudes some 3.3m from the rear of the existing dwelling and extends across the entire rear elevation with a dual pitched roof design. This aspect is set back some 1m from the existing two storey outrigger at the rear of the property. This aspect is considered to be a subservient addition to the host dwelling and relates acceptably.
- 8.17 The development also seeks permission for an increase in ridge height and erection of a large box dormer roof extension.
- 8.18 Appendix E of the Cambridge Local Plan provides design guidance regarding roof extensions such as that within this application. It states that roof extensions should relate well to the proportions and massing of the existing house and neighbouring properties and that they must be appropriate in size and scale as to not dominate the existing roof or overwhelm their setting. The design guidance also states that roof extensions that raise the height of the ridge will not normally be supported unless the street already lacks uniform roof heights.
- 8.19 The application site is located at the end of the existing row of terraced properties and there was a degree of uniformity amongst roof heights. There are also a number of properties that benefit from large box dormers along Coleridge Road, notably No's 85 and 89. Moreover, on the opposite site of Coleridge Road, properties do not benefit from any uniformity in ridge height and vary in architectural stylings. No.70 Coleridge Road, which is directly opposite the application site, which is also a corner plot has also benefitted from a number of extensions and alterations with the addition of gable ends and dormer windows. The host dwelling itself did originally differ from the other terraced dwellings along Coleridge Road by benefitting from a double frontage and appears as a larger dwelling.
- 8.20 Although the proposal would alter the uniformity of ridge heights along the row of terraced houses within its immediate setting, due to its siting at the end of the row of terraces, this impact is reduced. Moreover, due to the range of architectural stylings and additions that other properties that are in close proximity benefit from, the proposed roof extension and box dormer would not appear at odds with the existing character and would not cause harm to the character and appearance of the area.
- 8.21 As part of the application, the development also seeks permission for a single storey rear extension which would protrude from the side and rear of the existing two storey outrigger. This aspect protrudes approx. 1.8m from the rear of this existing outrigger and some 0.7m from its side. This

aspect is modest in scale and appearance and is considered to be acceptable.

- 8.22 The application also seeks the erection of a single storey side extension approx. 1m in width and extends along the entire depth of the property. This aspect is considered to be appropriate in terms of its scale, projection and design, having regard to its site and location.
- 8.23 The overall proportions and design of the extension is be considered to represent an appropriate addition to the dwellinghouse and in keeping with the character and appearance of the area.
- 8.24 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 58 and 59 and the NPPF.

8.25 Highway Safety and Transport Impacts

- 8.26 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 8.27 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.28 The Local Highways Authority have no objections to the proposal. Access to the site would remain the same as the existing arrangements and therefore no concerns on highway safety stem from the proposed access arrangements. Comments have been raised by the Local Highways Authority and an objection raised by a local resident regarding parking stress as a result of the proposal. This is considered within section 8.31 of this report.
- 8.29 The proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

8.30 Cycle and Car Parking Provision

- 8.31 Cycle Parking
- 8.32 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision.

- 8.33 The application will provide a dedicated cycle storage area which would provide 9 cycle parking spaces to the side/rear of the site. Although this storage area is not located to the front of the dwelling, it is located on Hobart Road which would be easily accessible and would be as convenient as car parking. Some details of the cycle storage area are included within the application, however, it is necessary to add a condition which would require further details of the bike store to be provided (Condition 2) and to ensure that it has a green roof (Condition 3).
- 8.34 The provision of bicycle storage is deemed acceptable and in line with the requirements of policy 82 and Appendix L of the Cambridge Local Plan, subject to conditions outlined.
- 8.35 Car parking
- 8.36 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms.
- 8.37 Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.
- 8.38 An objection has been raised by a local resident regarding the insufficient car parking provision on Coleridge Road and the intensification that the HMO would provide to parking on Coleridge Road and Hobart Road.
- 8.39 The Local Highways Authority has been consulted on the scheme and has provided comments that as the area is within an uncontrolled parking area, there is no effective means to prevent additional residents from owning a car and seeking to keep it on local streets. This in turn may result in additional parking demands which would not result in highways safety impacts.
- 8.40 The comments from the objector and Local Highways Authority are noted.
- 8.41 The development would provide 2 allocated parking spaces to the front of the application site. The proposal would comply with the car parking guidance set out in appendix L.

- 8.42 In addition to this, the site is in a highly sustainable location within walking distance to a number of local services on both Mill Road to the north as well as those on Cherry Hinton Road to the south. The site is also within walking distance to Cambridge Train Station as well as cycling distance to the City Centre. There area also a number of other methods of sustainable transport within walking distance which provides access to services that are further afield.
- 8.43 Although the development would result in a higher number of occupants at the property above that which would have previously existed, the site is in a highly sustainable location where vehicle ownership would not be necessary to access a number of local services.
- 8.44 It is therefore considered that the proposal complies with the parking guidance set out within Appendix L and due to its highly sustainable location would likely not result in significant increases in privately owned cars which would result in any undue harm to the amenity of neighbouring occupiers.
- 8.45 The proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

8.46 Amenity

- 8.47 Policy 35 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

Neighbouring Properties

- 8.48 An objection has been received from a neighbouring occupier regarding the impact the proposal would have on car parking within the area. This has been assessed within section 8.36 – 8.46 of this report. No objections have been received regarding the impact the extensions have on any neighbouring properties.

No.81 Coleridge Road

- 8.49 No.81 Coleridge Road is the adjacent property to the south of the site.
- 8.50 The proposed two storey side and rear extension does not protrude further than the existing two storey outrigger which is shared across the application site and No.81. As a result of this aspect does not cause any harmful impacts to the amenity or living conditions of No.81 to the south of the site.
- 8.51 The proposed single storey extension protrudes some 1.8m from the rear of the existing building line at No.81. Due to this aspects scale and design,

it would not result in any undue loss of light or appear overbearing to No.81 Coleridge Road.

167 Hobart Road

- 8.52 The proposed extension would protrude to the rear of the site which would direct face the side elevation of No.167 Hobart Road. There is an outbuilding to the rear of the site which acts as a screen to this side elevation.
- 8.53 Due to the distance between the two properties and the outbuilding which acts as a screen, the proposal as a whole is not considered to cause any harm to the amenity or living conditions to this adjacent property.
- 8.54 A site visit has been undertaken. Given the adjacent context, location, size, and design of the proposal it is unlikely to give rise to any significant amenity impacts in terms of overlooking, loss of daylight, enclosure or other environmental impacts. The proposal is compliant with Policy 58 of the Cambridge Local Plan (2018)

Future Occupiers

- 8.55 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015). While there is no standard for specifically for HMOs, these standards can be used as a guide to assess the amenity provided for HMO residents in accordance with policy 48.
- 8.56 The gross internal floor space measurements for units in this application are shown in the table below:

Bedroom	Number of bed spaces (persons)	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	7.5	12	+4.5
2	2	11.5	18	+6.5
3	2	11.5	12	+0.5
4	1	7.5	11	+3.5
5	1	7.5	8.5	+1
6	2	11.5	29	+17.5

- 8.57 All the bedrooms meet the space standards set out within Policy 50 of the Local Plan. The proposed communal area is considered sufficient to meet the provisions required by licencing and the space can suitably accommodate 9 persons. A condition will be added to any permission given which would require the internal communal areas to be kept as such

and for them not to be converted in to bedrooms or other private spaces (Condition 5).

Garden Size(s)

- 8.58 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers.
- 8.59 The rear garden will be approximately 66 square metres, which is deemed to be suitable for accommodating table/chairs for maximum occupancy, circulation space and space to hang washing. The proposal is therefore compliant with policy 48 of the Local Plan.

Environmental Impacts

- 8.60 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Policy 48 also states that a large HMO will only be supported where it does not cause harm to the amenity of neighbours or the local area.
- 8.61 The Council's Environmental Health team have assessed the application and consider that the proposal is acceptable.
- 8.62 Planning permission was granted under application reference 12/0826/FUL, which allowed 1.no 3 bedroom dwelling and 1no. 4 bedroom dwelling. This could have resulted in a maximum occupancy for both dwellings of 10 bedpersons. The proposal would provide a lesser number of occupants than that which was previously approved. In addition to this, irrespective of this permission, the proposal would result in the increase of 3 additional occupants.
- 8.63 There is sufficient internal amenity space that the proposal would not force people into the external amenity area resulting in significant noise increase. In addition to this, the site is directly opposite Coldhams Common which would allow for occupants to enjoy external amenity space. The development would likely not increase the noise levels which would be sufficient enough to negatively impact quality of life. In order to ensure the site runs does not cause any undue neighbouring amenity issues, a condition will be added to any permission given requiring the submission of a management plan (Condition 6).

Summary

- 8.64 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 48, 50, and 58.

8.65 Other Matters

Bins

- 8.66 Policy 48 requires the provision of refuse and recycling to be successfully integrated into proposals.

- 8.67 A bin storage area is noted in the rear garden space of the site. Limited details have been provided regarding the bin storage area. It is therefore necessary to add a condition regarding further details of the bin storage area (Condition 2).

- 8.68 Subject to this condition, the proposal would comply with Policy 48 and ensure the refuse and recycling would be successfully integrated.

8.69 Planning Balance

- 8.70 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 8.71 The development will positively contribute to the supply of residential accommodation available to the public within Cambridge.
- 8.72 The development is not considered to cause harm to the character and appearance of the area and would relate acceptably to the wider character and appearance of the area.
- 8.73 The third-party representation regarding car parking impacts is noted and although there will be an increase in occupants to 9, given the sustainable location of the site, the proposal would likely not result in an increase in privately owned vehicles and in turn would likely not result in additional parking pressures on Coleridge Road or Hobart Road.
- 8.74 The proposed development is considered to have an acceptable impact on the amenity of neighbouring occupiers
- 8.75 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

9.0 Recommendation

9.1 **Approve** subject to:

- The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

10.0 Planning Conditions

1. 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.

2. The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles and bin storage for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

3. Within three months of the date of the permission, the bin and bike stores associated with the proposed development, including any planting associated with a green roof, shall be provided prior to first occupation in accordance with the approved plans and shall be retained thereafter. Any store with a flat or mono-pitch roof shall incorporate, unless otherwise agreed in writing by the local planning authority, a green roof planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick.

Reason: To ensure appropriate provision for the secure storage of bicycles and refuse, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

4. The application site shall have no more than nine people residing within it at any one time.

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

5. The internal communal areas as shown on the approved drawings shall be provided and retained for communal uses and used for no other purpose(s).

Reason: To ensure adequate internal communal space is provided for future occupants (Cambridge Local Plan 2018 policies 48 and 50).

6. Within three months of the date of the permission, a management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include provisions relating to:
 - a) management of the property and how any management issues will be addressed
 - b) external display of contact information for on-site management issues and emergencies for members of the public
 - c) provision for refuse, cycle and car parking and drying areas etc.
 - d) details of guidance for tenants re acceptable standards of behaviour/use of the premises.

The development shall thereafter be managed in accordance with the approved plan.

Reason: In order to ensure the occupation of the site is well managed and does not give rise to significant amenity issues for nearby residents (Cambridge Local Plan 2018 policies 35 and 48).

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs