

Planning Reference No:	09/3083N
Application Address:	33 Lunt Avenue, Crewe, Cheshire, CW2 7LZ
Proposal:	To convert existing two-storey dwelling house, to form two self-contained apartments (one at ground floor level and one at first floor level)
Applicant:	Mrs Deborah Taylor
Application Type:	Full Planning
Grid Reference:	370064 354718
Ward:	Crewe South
Earliest Determination Date:	4 th December 2009
Expiry Dated:	21 st December 2009
Date of Officer's Site Visit:	19 th November 2009
Date Report Prepared:	23 rd November 2009
Constraints:	None

SUMMARY RECOMMENDATION

Approve with Conditions

MAIN ISSUES

The main issues are the effect (of the proposal) on the:

- **Character and appearance of the street scene**
- **The living conditions of neighbouring properties**
- **The impact on living conditions of future occupiers at the proposed units**
- **Highway safety**

1. REASON FOR REFERRAL

This application was to be dealt with under the Council's delegation scheme. However, Councillor Howell has requested it be referred to Committee:

"My reason for this request is highway safety. The property is a terraced house, with no off street parking, and no possibility of achieving this, even at the rear. It is also, almost opposite the junction of Yates Street with Lunt Avenue, which is always very congested with parked vehicles. The parking problems in this area are currently being compounded by construction vehicles using Lunt Avenue to gain access to South Cheshire College".

2. DESCRIPTION OF SITE AND CONTEXT

The application site comprises a two storey mid-terraced dwelling located on the southern side of Lunt Avenue within the Crewe Settlement boundary approximately 1km to the south west of the town centre. Nantwich Road is approximately 200m to the south of the application site. The property is of early 20th Century construction with red brick facing brickwork and a grey tiled roof and has a two storey projection to the rear. There is a small area of amenity space to the front of the dwelling with a dwarf wall and gate fronting onto Lunt Avenue. To the rear is a yard which is accessed via a non gated rear service alley. The site currently has no off street parking within its curtilage with vehicles parking along Lunt Avenue.

3. DETAILS OF PROPOSAL

The application proposes the conversion of the dwelling to form two one-bedroom self contained units. Living accommodation for each unit comprises a bedroom, living room, kitchen and small bathroom. The only external alterations will be the replacement of windows with emergency escape openings. Pedestrian access to both flats will be via the existing front access from Lunt Avenue. The rear yard will be used for private amenity space, and the applicant has demonstrated provision for bin storage and one vehicular parking space.

4. RELEVANT HISTORY

No relevant on site planning history

5. POLICIES

The development plan includes the North West of England Plan Regional Spatial Strategy 2021 (RSS) and the Borough of Crewe and Nantwich Replacement Local Plan 2011 (LP). The relevant development plan policies are:

Local Plan Policy

BE.1 (Amenity)
BE.2 (Design Standards)
BE.3 (Access and Parking)
RES.9 (Houses in Multiple Occupation)

Other Relevant Planning Guidance Includes:

PPS1 - Delivering Sustainable Development
PPS3 - Housing

6. CONSULTATIONS (External to Planning)

Highways: Comments awaited

7. VIEWS OF THE PARISH COUNCIL

None received

8. OTHER REPRESENTATIONS

None

9. APPLICANT'S SUPPORTING INFORMATION

Short Design and Access Statement submitted – the salient points being:

- Situated in well established residential locality, close to shopping, public transport, schools and adult education facilities.

- Access is from the footpath although wide rear lane provides vehicles to rear yard and garden area
- Rear garden will provide additional parking and amenity space
- Dwelling will be converted to form two self contained apartments
- No changes in scale or appearance
- Rear car parking space will be tarmac hard surfacing

10. OFFICER APPRAISAL

The main issues which relate to this application are the impact on the character and appearance of the streetscene, the impact on the amenity of neighbouring properties and future occupants of the flats, and the impact that the proposed development would have on highway safety.

Design

The application dwelling will remain largely unaltered as a result of the submitted proposals with the only external alterations being the introduction of emergency escape windows, which could be carried out without planning permission. From Lunt Avenue the building will retain its appearance as a two storey terraced dwelling. The proposed development would not result in an adverse change to the external appearance of the building whatsoever and is therefore in accordance with BE.2 (Design Standards) and RES.9 (Houses in Multiple Occupation).

Amenity

Existing principal windows in the application property would remain as serving habitable rooms and there will therefore be no increase in the number of principal windows overlooking surrounding properties, or loss of privacy to those properties.

With the number of units increasing in this property there may be potential for an increase in noise and disturbance on the adjacent property. It is considered that this could be mitigated through the imposition of a condition attached to any planning permission to secure an appropriate level of soundproofing between the proposed flats and adjacent properties.

The property will retain much of the rear yard as shared amenity space for both dwellings and there is adequate space to the rear of the property for bin and cycle storage. The application site is the third terraced property in this grouping and therefore is within close proximity to the side and rear alleyways. Occupants of the first floor flat will be required to walk approximately 55m to enjoy their private amenity space, and access the cycle/parking in the rear yard. It is considered that this is an acceptable distance for those occupants to travel which would not be overly detrimental to the enjoyment of their dwelling.

Highways

The applicant has demonstrated that a one parking space can be achieved within the rear yard of the property. This provision will be below the standards that are required for new residential developments, which require a maximum of two parking spaces for dwellings of up to 2 bedrooms. PPS 3 stipulates that *'developers should not be required to provide more car parking than they or potential occupiers might want, nor to provide off-street car*

parking when there is no need, particularly in urban areas where public transport is available or there is a demand for car-free housing’. It is considered that the application site represents a sustainable edge of centre location which is approximately 1km from the town centre to the north east and just 200m from Nantwich Road which is to the south. Lunt Avenue is also on the number 9 bus route from Willaston to Crewe Town Centre and the application site is therefore in close proximity to a bus stop providing greater access to the town centre. Crewe town centre and Nantwich Road provide numerous services and facilities and greater access to other modes of public transportation with Crewe Railway Station located 1km to the east along Nantwich Road.

There is also opportunity for on street parking along Lunt Avenue to the front of the property which has no parking restrictions on either side of the public highway. The existing parking arrangements mean that on-street parking already occurs to the front of the dwelling. It is not considered that the proposed development would result in a significant increase in demand for on-street parking, given the number of proposed bedrooms which will reduce. It would also be possible to secure cycle parking (via a condition) within the rear yard which will encourage the use of a sustainable mode of transport and reduce the demand to use the private motor vehicle. A similar proposal on Furnival Street, which is in a similarly sustainable location, was refused on the grounds of noise disturbance through intensification, and also highway danger due to the failure to provide off street parking. However this scheme was allowed at appeal and it is therefore not considered that there are sustainable highway grounds for refusal.

11. CONCLUSIONS

It is considered that the proposed conversion to create two self-contained units is acceptable and a form of development which would not prejudice the character and appearance of the streetscene, or result in an adverse impact on the amenity of neighbouring properties and future occupants of the units. Furthermore the site is located in a sustainable edge of centre location close to public transport which will reduce the demand for car borne travel.

12. RECOMMENDATIONS

APPROVE with conditions

- 1. Standard**
- 2. Approved Plans**
- 3. Bin Storage as shown on plan to be provided and retained**
- 4. Cycle Storage to be provided and retained**
- 5. Sound Insulation to Building Regulations standards to be submitted and approved**
- 6. Parking as shown on plan to be provided and retained**

LOCATION PLAN: Cheshire East Council Licence no 100049045

