

**Item No. 10****SCHEDULE B**

<b>APPLICATION NUMBER</b>	<b>CB/11/02184/FULL</b>
<b>LOCATION</b>	<b>34 Mill Road, Cranfield, Bedford, MK43 0JL</b>
<b>PROPOSAL</b>	<b>Erection of 1No. 3 Bedroom House and 1No. 4 Bedroom House to rear of 34 Mill Road Cranfield. Conversion of No. 34 Mill Road into 2No. 1 Bedroom apartments.</b>
<b>PARISH</b>	<b>Cranfield</b>
<b>WARD</b>	<b>Cranfield &amp; Marston Moretaine</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Clark, Cllr Bastable &amp; Cllr K Matthews</b>
<b>CASE OFFICER</b>	<b>Annabel Gammell</b>
<b>DATE REGISTERED</b>	<b>05 July 2011</b>
<b>EXPIRY DATE</b>	<b>30 August 2011</b>
<b>APPLICANT</b>	<b>Mr B Jones</b>
<b>AGENT</b>	<b>3d Architects Ltd</b>
<b>REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION</b>	<b>Cllr Clark called in the application on grounds of significant local opposition.</b>
	<b>Full Application - Granted</b>

**Site Location:**

The application site is 34 Mill Road in Cranfield, which is currently a dilapidated three bedroom semi detached dwelling house. The house is constructed from brick and has been rendered and painted white, it has a grey tile roof and a low level brick wall to the front. The application site has a large rear garden the site totalling 1000 square metres (0.1 hectare). The rear garden is currently fenced and walled up to a height of some 1.8 metres, the area is covered in grass and small shrubs.

**The Application:**

This application seeks permission to reduce the size of the three bedroom dwelling and convert it into two number 1 bedroom flats. To the rear of the site the erection of one number 3 bedroom and one number 4 bedroom dwelling houses.

The site is approximately 1000 square metres.

The existing dwelling house would be reduced in width by some 2 metres, this is to facilitate a new access driveway to be provided for the dwellings to the rear of the site. The access would be some 4.1 metres in width.

The flats would in appearance be similar to the existing dwelling house, the width reduced to 7.4 metres, the exterior re-rendered and finished in cream. There is provision for three cars to park off street. Total height 7.45 metres.

Plot 1: A four bedroom dwelling house with detached single garage and parking for four vehicles off street. Total height 7.85 metres.

Plot 2: A three bedroom dwelling house with parking for two vehicles off street. Total height 7.85 metres.

Both houses would be constructed from red brick work with cream render first floors, slate roof tiles and white window detailing.

## **RELEVANT POLICIES:**

### **National Policies (PPG + PPS)**

PPS 1 Delivering Sustainable Development (2005)  
PPS 3 Housing (2006)

### **Regional Spatial Strategy**

East of England Plan (May 2008)  
Milton Keynes and South Midlands Sub-Regional Strategy (March 2005)

### **Bedfordshire Structure Plan 2011**

Not applicable

### **Core Strategy and Development Management Policies, November 2009**

Policy CS2 - Developer Contributions  
Policy CS5 - Providing Housing  
Policy DM3 - High Quality Development  
Policy DM4- Development Within and Beyond Settlement Envelopes

### **South Bedfordshire Local Plan Review Policies**

Not applicable

### **Supplementary Planning Guidance**

Design in Central Bedfordshire: A Guide for Development

### **Planning History**

None relevant

### **Representations: (Parish & Neighbours)**

Cranfield P.C

Object:

- Overbearing to neighbouring properties and Lordsmead.
- Access is poor due to visibility.
- Access too narrow for a fire appliance or ambulance.
- Insufficient parking causing cars to park on Mill Road.

- Lack of infrastructure in Cranfield.
- The area is prone to flooding.
- Overdevelopment of the site.
- Noted that trees were removed from the site, and there may have been asbestos removed.

Neighbours and near neighbours: Six letters of objection:

30 and 36 Mill Road; 6 Crane Way; 36, 37, 41 Lordsmead:

- Traffic and impact upon parking.
- Access insufficient/visibility.
- Access location with regard to local bus stop.
- Loss of trees prior to application being submitted.
- Impact upon streetscene of Lordsmead and Mill Road.
- Overlooking of windows within Lordsmead.
- Restriction on "back land development" and green field sites.
- Previous application at 32 Mill Road was refused on grounds of unacceptable subdivision of land.
- Housing approved at Home Farm development and would over stretch local facilities.
- Not in keeping with the village setting.
- Site would be unduly cramped.
- Concern over boundary treatment.
- Impact upon light into residential gardens.
- Increase in noise from traffic.
- Concern that the houses will become student "lets".

## **Consultations/Publicity responses**

Site Notice Posted on 14.07.11:  
Highways Department:

No comments received

No objections:

The existing access is opposite the junction serving Longborns however the likelihood of any vehicles going from Longborns to the proposal or vice versa (straight across Mill Road) is very limited. Intervisibility from both junctions is greater than the requirement and both sides of Mill Road at this location has a highway verge and footpath providing greater visibility between vehicles using the carriageway and those using the accesses and also allows for more than adequate driver/pedestrian intervisibility. Vehicles will

also be leaving the site in forward gear to better intervisibility.

The proposal provides adequate parking using the current guidance and provides one visitor parking space which is also acceptable current guidance. The on site turning area is also suitable to accommodate service/deliver/ambulance sized vehicles.

Public Protection:

No comments received

Trees and Landscaping:

No objection, landscaping scheme acceptable

Environment Agency

Responded stating they should not have been consulted.

## **Determining Issues**

The main considerations of the application are;

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The main considerations of this application are:

1. The principle of development
2. The effect on the character of the local area
3. The impact that the proposal will have on the residential amenity of neighbouring properties
4. The highway safety implications
5. The planning obligations strategy
6. Any other implications

## **Considerations**

### **1. Principle of Development**

As Cranfield is considered a Minor Service Centre in the Central Bedfordshire Core Strategy, "within the settlement envelopes of both major and minor service centres, the Council will approve housing." - Policy DM4 of the Central Bedfordshire Council, Core Strategy and Development Management Policies, 2009. This is dependant upon ensuring that there would be no significant adverse impact upon the character of the area or on the residential amenity of neighbouring properties and that satisfactory access can be achieved. In addition PPS 3 encourages the use of previously developed land and maximising the use of land in urban areas. It is noted that while the house is considered previously development land, recent amendments to PPS3 means that the current garden area is not considered to be previously developed land. Although part of the site is considered greenfield the area is within the settlement envelope as defined within the Core Strategy where residential development is considered an appropriate use of the land.

It is considered that in principle the residential development in this location is acceptable.

## 2. Character and Appearance of the Local Area

Impact upon appearance of Mill Road:

The proposed development will not have a significant impact upon the appearance of Mill Road, which is a residential road with a variety of housing types on it, the properties are not uniform in appearance. The dwelling to be converted into flats would have a residential appearance, it is considered that it would appear similar to the existing dwelling house. This aspect of the development would be visible within Mill Road. The access would also be visible, this access would be an upgrade to the existing access which is part grass and part concrete. It is considered that the streetscene of Mill Road would be enhanced by the development. The proposed dwellings are some 0.4 metres taller than 34 Mill Road, it is considered with the set back of some 38 metres from Mill Road, that this increase in height would not have a significant impact upon the appearance of the area.

Impact upon appearance of Lordsmead:

Lordsmead is more uniform in appearance than Mill Road, this development was constructed together in the 1960s, the road is characterised with linked semi detached properties constructed from brick with white window detail and render, or cladding to the first floor. This area is of no special character designation, it is considered that the addition of the two dwellings to the rear of the application site, although they would be visible at the end of the cul-de-sac would not significantly impact upon the character of the road. Currently there are garages and a fenced amenity block at this end of the road, this would remain, 10 metres beyond the existing wall would be the rear elevations of the dwelling houses. It is considered that the brick built dwellings with slate roofs, although not matching those properties within Lordsmead would not detract significantly from the character of the road. The proposed dwellings have taken design cues from the Lordsmead dwellings, being constructed from brick and pale render the pitch of the roofs would also be similar though it is noted slightly steeper.

The impact upon the general character of the area:

Cranfield is a village which is designated as a Minor Service Centre, identified as having local facilities such as small supermarkets, schools and a variety of local shops as well as the University and Technology Park. Due to the designation of Cranfield as a Minor Service Centre within recent years there has been significant development and growth. The traditional character of the village is long and linear. It is considered sustainable development to build new dwelling houses close to local facilities and job opportunities. This development would be central within Cranfield filling in an area adjacent to these facilities. It is considered that the additional dwelling houses and the subdivision of the residential site would not have a detrimental impact upon the general character of the area.

It was raised by a number of local objectors that this application could be considered similar to MB/06/00273/FULL & MB/06/01133/FULL - 32 Mill Road Cranfield. Both of these application were for an additional dwelling house on the site of the existing garage for the adjacent property. One of the reasons for

refusal given related to an unacceptable subdivision of land. It is considered that this decision was made on a different site, which is significantly smaller than this application site. The dwelling house of number 32 Mill Road Cranfield is substantially smaller, as the division of the semi-detached properties is currently disproportionately larger for number 34 Mill Road, the site size is also substantially larger to the rear of this site. The result of this development would be the appearance of a pair of semi detached properties appearing more symmetrical than the current situation. The 2006 applications would have resulted in two very narrow sites, this was considered unacceptable, this development would maintain appropriate garden area for the new dwellings and amenity area for the flats.

It is considered that the development has been design to relate sensitively to the site and surroundings and is considered to be in accordance with policy DM3 of the Core Strategy and Development Management Policies, 2009.

### **3. Residential Amenity of Neighbouring Properties**

To the north is 36 Mill Road and 6 Crane Way, to the east is 37 and 36 Lordsmead, to the south is 32 and 30b Mill Road, to the west is Longborns access.

It is considered that the development would not impact upon the residential amenity of any neighbouring property in terms of:

#### Loss of light:

The proposed dwellings would not significantly impact upon the light into any residential property, it is judged there is suitable spacing between the proposed dwellings and all surrounding adjacent properties. The flats as the building would be of a reduced size would have less of an impact upon the light into adjacent properties. Within the design of the proposal attention has been made to locate single storey elements adjacent to boundaries with neighbouring gardens, this would further reduce impact upon light into adjacent residential properties.

#### Overbearing impact:

Due to the scale and massing of the proposed buildings it is judged that this would not cause an overbearing impact upon any neighbouring properties.

#### Loss of privacy:

The new dwellings have been design to conform to the 21 metre back to back distance which is set out within the technical design guidance, this guidance though intended for "back to back" can be applied to "front to back" in these circumstances, and is based on straight angled windows, thus able to achieve a direct view. The distance of 21 metres is not normally used in "back to side" development or "side to side" development. The rear elevations of the dwelling houses are some 14 and 15 metres from the side elevations of the dwellings on Lordsmead. It was noted on site that there are clear glazed side facing windows within these elevations, these currently look over the rear garden of number 34 Mill Road. It is considered that these windows would have the potential to partially overlook the amenity areas of the proposed dwelling houses. As part of

the landscaping scheme trees are proposed to reduce the intervisibility between these windows and the application site. The converted flats and additional dwellings have been designed to not impact upon the privacy of the adjacent properties.

The distances between 1st floor windows and adjacent dwelling houses:

36 Mill Road: 14 metres  
34 Mill Road (first floor flat): 27 metres  
32 Mill Road: 23 metres  
30b Mill Road: 22 metres  
36 Lordsmead: 15 metres  
37 Lordsmead: 14 metres

#### Loss of outlook:

Currently the area is in an untidy condition, it is judged that a new development with appropriate landscaping would improve the look of the site, and that it would not result in a loss of outlook for any residential properties.

6 letters of objection were received from local residents and an objection from the Parish Council:

- Traffic and impact upon parking/Access insufficient/visibility.

The Highways Department have no objections to this proposal, they have considered the appropriateness of the access with its proximity to the bus stop, the junction with Crane Way, the junction with Longborns, visibility, the parking provision, the ability to get emergency vehicles in and out.

- Access location with regard to local bus stop.

This site is considered to be sustainable development due to its proximity to local facilities and these include the adjacent bus stop, the Highways Department do not consider the location of the bus stop to be a danger to people using the site or highway therefore it is considered to be acceptable. The close proximity to the local bus stop will hopefully encouraging increased use of public transport.

- Loss of trees prior to application being submitted.

The applicant cleared the site prior to the application being submitted, as far as I am aware at this time this was carried out in an appropriate and reasonable fashion. None of the trees had preservation orders on them and the site is not within a Conservation Area, therefore the applicant was within their rights to clear the site.

- Impact upon streetscene of Lordsmead and Mill Road/Restriction on "back land development" and green field sites/Previous application at 32 Mill Road was refused on grounds of unacceptable subdivision of land/Overlooking of windows within Lordsmead/Not in keeping with the village setting/Impact upon light into residential gardens/Site would be unduly cramped.

These issues are covered above.

- Housing approved at Home Farm development and would over stretch local facilities.

As part of the application a Unilateral Undertaking is required which would give a contribution to local infrastructure. Although the Home Farm development does help provide new dwellings for Cranfield it can not be considered the only appropriate location for new development.

- Concern over boundary treatment.

A landscaping plan has been submitted as part of the application showing new 1.8 metre high brick wall on the north and east boundaries and a new 1.8 metre high close boarded fence on the south and west facing boundaries as well as a comprehensive scheme of planting. It is considered that the approach to boundary treatment is appropriate.

- Increase in noise from traffic.

There would be a 1.8 metre high brick wall which would divide the driveway and parking area from the adjacent property. It is considered that this would be a suitable sound barrier.

- Concern that the houses/flats will become student "lets".

Cranfield benefits from a University therefore there is increased need for smaller contained units. It is not considered a negative aspect of this application that the flats could be rented out to students. The parking provision is judged appropriate for the size of the properties.

#### **4. Highways Implications**

The Highways Department have no objection to the development as they are satisfied that the access, parking arrangement and visibility are all to an appropriate standard to ensure no significant danger to the users of the highway.

Nine conditions were suggested which relate to the size of the junction, vehicle area surfacing, removal of permitted development rights for the garages, surface water drainage, construction of the turning area, scheme of secure cycle parking, details of refuse collection points, construction worker parking, and details of the marking out of "visitor parking bay".

It is considered that a condition related to secure cycle parking is not required as part of the landscaping scheme details showing stores for bikes and cycle stands are shown. The parking and turning area is to be non-adoptable permeable block paving therefore a condition requiring drainage details are not required. The condition relating to bin storage and refuse collection points is also not required as they are shown on the landscaping plan, the refuse collection point will be at the access with Mill Road. The site is relatively large and therefore it is considered that a scheme for construction worker parking is not required and also unenforceable. It is also judged not necessary to see



details of the marking out of the visitor parking bay for the flats.

## 5. Planning Obligation Strategy

The proposed development would form the conversion of 1 number 3 bedroom dwelling house into 2 number 1 bedroom flats and 1 number 3 bedroom dwelling and 1 number 4 bedroom dwelling which falls within the criteria of the Planning Obligation Strategy therefore contributions for Local Infrastructure is required and takes place in the form of a Unilateral Undertaking submitted by the applicant.

The Planning Obligation Strategy is an adopted Supplementary Planning Document and is therefore a material consideration in the determination of the planning applications. A Unilateral Undertaking and associated fees have been submitted with this application, these have not yet been approved by the legal department as there was a dispute over the final figure. A figure has been agreed and a revised copy is expected, an update on this will be represented on the late sheet. It is considered that the applicant has a willingness to enter into a legal agreement with Central Bedfordshire Council.

## 6. Other Implications

Flood Risk:

This issue was raised by the Parish Council, the area is not within Flood Zone 2 or 3, the Environment Agency were consulted, they commented to say that they should not have been consulted. It is considered that this flat site would not be at significant risk of flooding.

## Recommendation

That Planning Permission be granted subject to the following:

- 1 The development hereby approved shall be commenced within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 which is designed to ensure that a planning permission does not continue in existence indefinitely if the development to which it relates is not carried out.

- 2 **Prior to commencement of the development a scheme shall be submitted for written approval by the Local Planning Authority setting out the details of the materials to be used for the external walls and roof, samples shall be provided. The development shall be carried out in accordance with the approved scheme.**

**Reason: To protect the visual amenities of the building and of the area generally.**

- 3 **Prior to the development hereby approved commencing on site, details of the existing site levels including the floor level of the dwelling at number 34 Mill Road, Cranfield and the finished floor levels of the proposed dwelling houses shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the site shall be developed in full accordance with the approved details.**

**Reason: To ensure that a satisfactory relationship results between the new development and adjacent buildings and public areas.**

- 4 The access shall have a minimum width of 4.1m, with a lateral clearance of 0.3m on each side (total 4.7m) and no building shall be occupied until the junction of the proposed vehicular access with the highway has been constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to the users of the highway and the premises.

- 5 The proposed vehicular access and parking areas shall be surfaced in accordance with details shown on plan 205B unless other wise agreed in writing by the Local Planning Authority. Arrangements shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site into the highway so as to safeguard the interest of highway safety.

- 6 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the garage accommodation on the dwelling house to the north of the site, shown on plan 205B as Plot 2 shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.

- 7 The turning space for vehicles illustrated on the approved Plan 205B shall be constructed before the development is first brought into use.

Reason: To enable vehicles to draw off, park and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway.

- 8 All planting, seeding or turfing comprised in the approved details, shown on plan number AE1119A shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development whichever is the sooner; and any trees or plants which within a period of 5 years of completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority give written consent to any variation.

Reason: In the interests of the visual amenities of the site and the area generally.

- 9 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 203B, 206, 205B, AE1119A, 201, 200, 204.

Reason: For the avoidance of doubt.

**Reasons for Granting**

The proposal of the conversion of the dwelling house into 2 number 1 bedroom flats and the addition of 2 dwellings in this location is considered to be acceptable because the development would not have a negative impact on the character of the area or an adverse impact on the residential amenity of neighbouring properties, it is acceptable in terms of highway safety and therefore by reason of its site, design and location, is in conformity with Policies CS2, CS5, DM3, and DM4 of the Core Strategy and Management Policies, November 2009; Planning Policy Statement 1 (2005), Planning Policy Statement 3 (2006), Regional policies in the East of England Plan (May 2008) and the Milton Keynes and South Midlands Sub-Regional Strategy (March 2005). It is further in conformity with the technical guidance Design in Central Bedfordshire, a Guide for Development.

**DECISION**

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