

Item No. 13

APPLICATION NUMBER	CB/12/04398/FULL
LOCATION	34 Mill Road, Cranfield, Bedford, MK43 0JL
PROPOSAL	Erection of 2 No. 3 bedroom dwellings with associated garages.
PARISH	Cranfield
WARD	Cranfield & Marston Moretaine
WARD COUNCILLORS	Cllrs Bastable, Matthews & Mrs Clark
CASE OFFICER	Annabel Gammell
DATE REGISTERED	30 January 2013
EXPIRY DATE	27 March 2013
APPLICANT	Mr Jones
AGENT	3d Architects Ltd
REASON FOR COMMITTEE TO DETERMINE	Cllr Bastable called in on the request of the Parish Council reasons:
	1] Overbearing to neighbouring properties, and properties in Lordsmead.
	2] Access - the development site is opposite to the junction at Longbornes, the visibility along Mill Road is poor.
	3] Insufficient parking causing cars to be parked on Mill Road which is already congested, causing traffic to weave.
	4] Over development of the site.
RECOMMENDED DECISION	Full Application - Approve

Recommended Reasons for Granting:

The proposal for the erection of two dwelling houses 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; The National Planning Policy Framework (2012), the Draft Central Bedfordshire Development Strategy (2013). It is further in conformity with the technical guidance Design in Central Bedfordshire, a Guide for Development.

Site Location:

The application site is land to the rear of 34 Mill Road in Cranfield, which is currently a cleared area of land approximately 800 sqm, this includes an existing access

which currently serves two flats (1&2 34 Mill Road). The site is fenced off but largely turned earth with no structures.

The Application:

This application seeks permission for the erection of two number 3 bedroom dwelling houses.

Please note the block plan and description on the floor plans/elevations do not correlate, the Plot numbers are taken from the block plan.

Plot 1: A three bedroom dwelling house with attached single garage and parking for three vehicles off street. Total height 7.4 metres. The footprint would be some 7.1 metres by 8 metres. This dwelling would have a garden of approximately 100 sqm.

Plot 2: A three bedroom dwelling house with parking for four vehicles off street. Total height 7.4 metres. The footprint would be some 7.5 metres by 10.9 metres. This dwelling would have a garden of approximately 130 sqm.

Both houses would be constructed from red brick work, slate roof tiles and white window detailing.

There have been two consultation periods, as the plans were amended, originally the dwellings were some 8 metres high, had rendered 1st floors and soldier courses above the windows, and the parking provision and garage size has been increased on Plot 1.

RELEVANT POLICIES:

National Policies

The National Planning Policy Framework

- 6 Delivering quality homes
- 7 Requiring good design
- 8 Promoting healthy communities

Local Policies

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

Development Strategy 2013

- Policy 1 - Presumption in favour of Sustainable Development
- Policy 29- Housing Provision
- Policy 43 - High Quality Development

Supplementary Planning Guidance

Design in Central Bedfordshire: A Guide for Development

Planning History

Application:	Planning	Number:	CB/12/01038/VOC
Validated:	04/04/2012	Type:	Variation of Condition
Status:	Decided	Date:	30/05/2012
Summary:		Decision:	Variation of Condition - Granted

Description: Variation of Condition: variation of condition 3 of Planning Permission CB/11/03160/FULL. (Condition 3 requires completion of car parking, landscaping and boundary treatment) Variation to boundary treatment to provide 1.8m timber fence and 0.9m high brick wall on the northern boundary.

Application:	Planning	Number:	CB/11/03160/FULL
Validated:	16/09/2011	Type:	Full Application
Status:	Decided	Date:	10/11/2011
Summary:		Decision:	Full Application - Granted
Description:	Conversion of 34 Mill Road into 2 No. 1 Bedroom Apartments.		

Application:	Planning	Number:	CB/11/02184/FULL
Validated:	05/07/2011	Type:	Full Application
Status:	Withdrawn	Date:	08/09/2011
Summary:		Decision:	Application Withdrawn
Description:	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.		

Representations: (Parish & Neighbours)

Cranfield P.C

Object:

1] Overbearing to neighbouring properties, and properties in Lordsmead.

2] Access - the development site is opposite to the junction at Longbornes, the visibility along Mill Road is poor.

3] Insufficient parking causing cars to be parked on Mill Road which is already congested, causing traffic to weave.

Neighbours and near neighbours: 4] Over development of the site.
Four letters of objection:

36 Mill Road; 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 applications on Mill Road were refused.
- Housing allocations at Home Farm and Land Rear of Central Garages provide enough housing for Cranfield.
- Not in keeping with the village setting.
- Site would be unduly cramped.
- Concern over boundary treatment/landscaping.
- Impact upon light into residential gardens.
- Increase in noise from traffic and residential disturbance.

Consultations/Publicity responses

Site Notice Posted on 01.02.13: No comments received
Highways Department: No objections:

The existing is the rear garden for what was 34 Mill Road prior to its permitted alteration to 2 one bedroom flats. The proposal is for the construction of two 3 bedroom dwellings with associated parking and turning provision taking access from the existing access. The layout of which is acceptable.

Trees and Landscaping: No comments received

Determining Issues

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 The National Planning Policy Framework encourages maximising the use of land in urban areas.

Paragraph 14 of the National Planning Policy Framework states:

"At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking"

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. It is considered at the reduced height of some 7.4 metres, set back some 37 metres from the road it would be unlikely to have a significant impact upon the character or appearance of Mill Road.

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, and this would remain. Approximately 10 metres beyond the existing wall would be the rear elevations of the proposed 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, 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. This development would be central within Cranfield filling in an area which has local facilities. It is considered that the additional dwelling houses would not have a detrimental impact upon the general character of the area and would constitute sustainable development.

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. It considered also to accord with Policy 43 of the Draft Development Strategy 2013.

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 Flats 1 & 2 34 Mill Road.

It is considered that the development would not significantly 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 considered that there is suitable spacing between the proposed dwellings and all surrounding adjacent properties. Within the design of the proposal attention has been made to locate single storey elements adjacent to boundaries with neighbouring gardens and this would further reduce impact upon light into adjacent residential properties.

Overbearing impact:

Due to the moderate scale and massing of the proposed buildings and separate distances it is considered that this development 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 (37 and 36). It was noted on site that there are clear glazed side facing windows within these elevations, these currently look over the site which was originally the rear garden of number 34 Mill Road, prior to this properties conversion. 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 distances between 1st floor windows and adjacent dwelling houses:

36 Mill Road: 14 metres
34 Mill Road (first floor flat): 26 metres
32 Mill Road: 23 metres
30b Mill Road: 21.5 metres
36 Lordsmead: 14 metres
37 Lordsmead: 13 metres

Loss of outlook:

Currently the site is in a barren 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.

4 letters of objection were received from local residents and an objection from the Parish Council (please see Section 6 "other considerations" for details relating to the comments to 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 for two additional dwellings 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 encourage 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/ /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 Land Rear of Central Garages, therefore no more houses needed.

As part of the application a Unilateral Undertaking is required this would give a contribution to local infrastructure. Although the Home Farm and Land Rear of Central Garages developments do help provide new dwellings for Cranfield they can not be considered the only appropriate location for new development and "fall in" sites should be considered on their own merits.

- Concern over boundary treatment and landscaping.

A landscaping plan has been submitted as part of the application showing a new 1.8 metre high close boarded fence on the south and west facing boundaries as well as a comprehensive scheme of planting. The boundary on the northern edge which was installed when the house was converted to a flat would be retained and the eastern boundary with the properties on Lordsmead would be retained. It is considered that the approach to boundary treatment is appropriate.

- Increase in noise from traffic and residential development.

There would be a 1.8 metre high fence which would divide the driveway and parking area from the adjacent property. It is considered that this would be a suitable sound barrier. It is not considered that residential noise would be inappropriate within this location.

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.

5. Planning Obligation Strategy

With the application a viability assessment was submitted, which concluded that the site was not viable with the full contribution, the comments from John Goody includes that scheme on the Councils model shows a profit of £57,408 which is 8.965%. This is not including any s106. The scheme comes under the usual development return assumptions which I believe is 15% (they have stated 20%) however as the scheme brings in 8.965% profit it's irrelevant.

During discussions with the agent it was agreed that for the housing to provide no contributions would be unacceptable, as this would not be a sustainable form of development.

The proposed development would form 2 number 3 bedroom houses. The Planning Obligations Calculator for this type of development would require:

Educational Facilities £17,240
Sustainable Transport £1,012
Health Facilities £3,200
Leisure, ROS & GI £9,748
Community Facilities and Services £1416
Community cohesion £38
Waste Management £92
Emergency Services £448

Total: £33,194

The agent agreed that the following contributions could be provided:

Educational Facilities £8,620
Sustainable Transport £1,012
Health Facilities £2,904
Leisure, ROS & GI £9,748
Community Facilities and Services £1,414
Community cohesion £57
Waste Management £160
Emergency Services £448

Total: £24,363

This level of contribution is worked out on the loss of 1 number 3 bedroom house, the conversion into 2 number 1 bedroom flats, and the erection of 2 number 3 bedroom dwellings, the flats are within the blue line of the application site. The conversion of the three bedroom house into two number one bedroom flats has already taken place; no contributions were sought as it was a net loss of bedrooms (reference CB/11/03160/FULL). Originally both elements of this development were applied for together, however due to timing requirements the development is applied for under two separate applications. It was considered a reasonable approach to provide the original level of contributions required, as this is what the comprehensive redevelopment of 34 Mill Road Cranfield would result in. A satisfactory signed Unilateral Undertaking has been provided.

6. Other Implications

Parish Council objections and reasons for call into Committee:

1] Overbearing to neighbouring properties, and properties in Lordsmead.

This issue is considered above, however an overbearing impact would be considered development that would dominate the adjacent properties; it is considered that with the spacing between these properties (the closest relationship being some 13 metres) would not be considered dominating or overbearing.

2] Access - the development site is opposite to the junction at Longbornes, the visibility along Mill Road is poor.

It has been advised that there are suitable relationships with this junction and adjacent roads, the access is already constructed, as it services the existing flats. It is considered that the movements for two additional dwellings would not cause such an intensification that it would become unsuitable.

3] Insufficient parking causing cars to be parked on Mill Road which is already congested, causing traffic to weave.

Plot 1 has parking in accordance with the Central Bedfordshire parking strategy; Plot 2 has an extra parking space in accordance with the Central Bedfordshire parking strategy. It is considered that the additional space is reasonable, the garages accord with the size standard prescribed.

4] Over development of the site.

The site is 800 sqm, the site would approximately equate to 25 dwellings per hectare, which is considered a reasonable density for a village setting. In addition to this the garden space equates to the standards (approximately 100sqm) for family sized dwellings are met, and the parking standards are also met. It is not considered that this is over development.

Human Rights issues

It is the officers understanding that the proposal would raise no Human Rights issues.

Equality Act 2010

It is the officers understanding that the proposal would raise no issues under the Equality Act 2010.

Recommendation

That Planning Permission be approved subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 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 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. 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 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the garage accommodation on the site for Plot 1 as shown on plan number 104A 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.

- 4 Prior to the occupation of the flats the approved car parking, landscaping scheme, the wall on the northern boundary and other boundary treatment plan shown on plan 502B shall be completed.

Reason: To protect the amenities of the adjacent properties.

- 5 Before the premises are occupied the proposed development shall be carried out and completed in all respects in accordance with the access siting and layout, surfacing of the vehicular areas, parking provision and turning area illustrated on the approved drawing no. 104 Revision A and defined by this permission and, notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995, (or any Order revoking or re-enacting that Order) there shall be no variation without the prior approval in writing of the Local Planning Authority.

Reason: To ensure that the development of the site is completed insofar as its various parts are interrelated and dependent one upon another and to provide adequate and appropriate access arrangements at all times.

- 6 Details of a refuse collection point located outside of the public highway shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling. The scheme shall be fully implemented prior to occupation of any dwelling and shall be retained thereafter.

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

- 7 Development shall not commence until a scheme detailing provision for on site parking for construction workers and deliveries for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off street parking during construction in the interests of road safety.

- 8 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 100A, 102A, 104A.

Reason: For the avoidance of doubt.

Notes to Applicant

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country

Reasons for Granting

The proposal of the erection of two dwelling houses 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; The National Planning Policy Framework (2012), the Draft Central Bedfordshire Development Strategy (2013). It is further in conformity with the technical guidance Design in Central Bedfordshire, a Guide for Development.

DECISION

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