

Item No. 14

APPLICATION NUMBER	CB/13/02203/FULL
LOCATION	51 Greenway, Campton, Shefford, SG17 5BN
PROPOSAL	Proposed front & rear single storey extensions, side & rear double storey extension and a new vehicular access.
PARISH	Campton/Chicksands
WARD	Shefford
WARD COUNCILLORS	Cllr L Birt & Cllr T Brown
CASE OFFICER	Lauren Westley
DATE REGISTERED	11 July 2013
EXPIRY DATE	05 September 2013
APPLICANT	Mr K Donovan
AGENT	MJH Architectural Services & Design
REASON FOR COMMITTEE TO DETERMINE	Applicant is related to a member of staff for Central Bedfordshire Council
RECOMMENDED DECISION	Full Application - Approval

Summary of Decision

The proposal, by reason of its location, design and size, is in keeping with the character and appearance of the dwelling, would have a positive impact in the street scene and would not result in an adverse impact on neighbouring amenity. As such, the proposal is in accordance with the aims of the National Planning Policy Framework (2012), policies CS14 and DM3 of the Core Strategy and Development Management Policies (2009); and technical guidance, Design in Central Bedfordshire: A Guide for Development (2010).

Site Location:

The application site is located on the north-western side of Greenway, within the settlement envelope of the village of Campton. The site is occupied by an un-extended, two storey, semi detached dwelling house and detached rear garage.

Access to the site is via a shared driveway with adjacent dwelling No. 53.

The Application:

The application seeks consent for a single storey front extension, two storey side to rear extension and single storey rear extension to the dwelling house. The detached rear garage will be removed from the site and replaced with an integral garage and a new crossover will be provided to allow for a new access and associated driveway to the site.

The extensions will allow for an additional bedroom on the first floor, making the dwelling a four bedroom house, and an enlarged kitchen, diner and lounge, as well as integral garage on the ground floor.

RELEVANT POLICIES:

National Planning Policy Framework (2012)

Section 7 - Requiring good quality design

Core Strategy and Development Management Policies - North (2009)

CS14 - High Quality Development

DM3 - High Quality Development

Supplementary Planning Guidance

Design in Central Bedfordshire: A Guide for Development (2010)

DS4 Residential Extensions and Alterations

Planning History

None

Representations

Campton and Chicksands Parish Council No response received

Neighbours No response received

Consultations/Publicity responses

CBC Highways No objection, subject to conditions.

CBC Public Protection - Contaminated Land No response received.

Determining Issues

The main considerations of the application are;

1. Character, appearance and street scene
2. Neighbouring amenity
3. Parking and highways

Considerations

1. Character, appearance and streetscene

The proposed extensions to the dwelling house are significant as they will result in a front, side and rear extension to the original dwelling house. However, they are considered to be well designed so as to represent an improvement to the overall appearance of the dwelling.

The single storey front extension will create a more attractive front entrance to the dwelling, with a hipped roof proposed over the front entrance and garage door.

The two storey side extension will extend at the same ridge line and building line as the original dwelling. Whilst the design guidance does encourage side extensions to be stepped down and back from the original buildings, in this instance the proposal is considered acceptable as the attached dwelling (No. 49) already benefits from a two storey side extension which extends the roof line and front wall of the existing building. Therefore, to step this extension down and back would un-balance the semi's. Furthermore, the design guidance raises concerns that extensions that are not stepped back will result in a change of brick colour that can detract from the appearance of the dwelling, however in this case, the original building is rendered and the extension will be treated in the same way. The proposed side extension remains less than half the width of the original building, and will have a hipped end roof to the same angle as the existing roof. It is therefore considered that the proposed two storey side is in keeping with the character and appearance of the original dwelling.

The rear extension is part single storey, part two storey and extends for the full width of the original dwelling and the proposed side extension. The two storey element will have a hipped end roof and the single storey element will be a flat roof, with roof lanterns to allow for maximum light into the room. The extensions are considered to have been design so as to remain in keeping with the style and scale of the original building and as such are considered acceptable.

There are also several examples of similar developments within the local area, most notable at No. 49 (attached) and No. 55, both of which benefit from two storey rear extensions.

The proposed extensions are therefore considered to be in keeping with the character and appearance of the original dwelling and the local area and will have a positive impact on the street scene.

2. Neighbour amenity

The proposals are considered to have an acceptable impact on both adjoining properties.

In relation to No. 49 (attached), the proposed single storey rear extension will extend along the shared boundary by 5m, however it will abut an existing two storey rear extension on No. 49. Given that the proposal is single storey along this boundary, the proposal is not considered to have an impact on the light, outlook or privacy of this dwelling. To the front, the extension will project 2.1m from the front wall of the dwelling, but remain 2.6m from the boundary with No. 49. As such the light and outlook from the front window of No. 49 will not be affected.

In relation to No. 53, the proposed side extension will extend to 1m from the boundary and be two storeys in height. This will bring the dwelling significantly closer to the boundary with No. 53. However, the only window in the side flank wall of No. 53 is a ground floor window to a bathroom and as such is not a protected window. In any event, only one of the 45° lines would be intersected

and as such, even if the window was to a habitable room, the proposal would still be considered acceptable. From the rear elevation, the two storey wall will extend 5m past the existing rear wall of No. 53, but will remain stepped back 5m from No. 53. As such, both 45° lines will remain intact ensuring that light and outlook to the property will be protected. The extension will also abut an existing outbuilding, sited along the boundary of No.53. A side facing window is proposed in the ground floor elevation of the extension, however it will be high level, obscure glazed and fixed shut which will ensure that it will not impact on the amenity of the adjacent dwelling. A condition is recommended to ensure this. The proposal also includes two roof lights in the side roof slope, however these are to provide light into the first floor bathroom (and not space in the loft) and as such will be well above the head height of anyone using the bathroom. As such, no outlook from the roof lights will be possible. Given all of the above, the proposal is not considered to have a detrimental impact on the outlook, light or privacy of this dwelling.

The site benefits from a large rear garden and as such ample amenity space will remain on site for the occupiers of the dwelling.

3. Parking and highways

The application proposes the demolition of an existing single garage and the removal of two car parking spaces, which are to be replaced an extension which includes the provision of a single integral garage. The proposal also includes the provision of a new vehicular access and the provision of four new car parking spaces located at the front of the property. The proposal also results in the conversion of a three bedroom dwelling to a four bedroom one.

The new proposed access is satisfactory in its geometry and its driver and pedestrian visibility provision.

Car parking requirement for the proposal accounts for the provision of four on site car parking spaces. The proposed integral garage is below the required standards to accommodate a car, storage and cycle parking. In addition three of the proposed car parking spaces are located in front of the garage, making the garage impossible to be accessed independently of the three car parking spaces. Accordingly, it is better to discount the garage as a parking space.

Car parking provision is therefore the four car parking spaces shown in front of the building on Drawing No A3/SK3 titled Ground Floor. The aforementioned drawing also illustrates an area fronting the car parking spaces suitable for on site turning manoeuvres, which are considered satisfactory.

Therefore, subject to conditions, the proposal is acceptable in highway terms.

Human Rights Act

Based on the information submitted, there are no known issues raised in the context of the Human Rights Act and as such there would be no relevant implications.

Equality Act

Based on the information submitted, there are no known issues raised in the context of the Equality Act and as such there would be no relevant implications.

Recommendation

That Planning Permission be GRANTED 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 **Prior to the occupation of the development hereby approved, details of the surfacing and surface water drainage of the new access and on site vehicular parking areas shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the details of how surface water drainage from the site will be intercepted and disposed of separately so that it does not discharge into the highway. The access and on site vehicular parking areas shall then be constructed on site in accordance with the approved details, prior to the occupation of the completed development.**

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, and in order to minimise danger, obstruction and inconvenience to users of the highway and of the premises, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 3 Prior to the occupation of the development hereby approved, the proposed vehicular access shall be constructed in accordance with the details shown on drawing no. A3/Sk6.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 4 All external works hereby permitted shall be carried out in materials to match as closely as possible in colour, type and texture, those of the existing building.

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match/complement the existing building and the visual amenities of the locality, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 5 The high level window shown on the ground floor of the northern facing side flank elevation, on Drawing No. A3/Sk1, shall be glazed with obscured glass, and thereafter retained as such.

Reason: To protect the privacy of the occupiers of adjoining properties, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows shall be inserted into the north or south facing side elevations of the proposed extensions.

Reason: To protect the amenity of neighbouring residents, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 7 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers A3/Sk1, A3/Sk2, A3/Sk3, A3/Sk4, A3/Sk5, A3/Sk6 and A3/Sk7.

Reason: For the avoidance of doubt.

Notes to Applicant

1. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, Technology House, 239 Ampthill Road, Bedford MK42 9BA quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
2. **Any conditions in bold must be discharged before the development hereby approved is occupied. Failure to comply with this requirement could invalidate this permission and/or result in enforcement action.**

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

Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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 Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

DECISION

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