

## Item No. 7

<b>APPLICATION NUMBER</b>	<b>CB/13/03036/FULL</b>
<b>LOCATION</b>	<b>38 Barford Road, Blunham, Bedford, MK44 3ND</b>
<b>PROPOSAL</b>	<b>Erection of detached dwelling to rear of 38 with parking, access drive and parking for 38 Barford Road</b>
<b>PARISH</b>	<b>Blunham</b>
<b>WARD</b>	<b>Sandy</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Aldis, Maudlin &amp; Sheppard</b>
<b>CASE OFFICER</b>	<b>Nikolas Smith</b>
<b>DATE REGISTERED</b>	<b>29 August 2013</b>
<b>EXPIRY DATE</b>	<b>24 October 2013</b>
<b>APPLICANT</b>	<b>H &amp; A (Developers) Ltd</b>
<b>AGENT</b>	<b>P-Maps Ltd</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>This application was called to committee by Cllr Maudlin because of concern that the development would conflict with the open character of the site and the area.</b>
<b>RECOMMENDED DECISION</b>	<b>Full Application - approval</b>

### **Reason the application is recommended for approval:**

The principle of the development would be acceptable, there would be no harm caused to the appearance of the site or the area, there would be no harm caused to living conditions at neighbouring properties, there would be no harm caused to the safe and free flow of traffic and the impact of the development on existing local infrastructure would be acceptably mitigated. The development would be in accordance with the objectives of the National Planning Policy Framework (2012), the Central Bedfordshire Core Strategy and Development Management Policies (2009), Design in Central Bedfordshire (a guide for development) (2010) and Appendix F (Parking Strategy) of the Central Bedfordshire Local Transport Plan (2012).

### **Site Location:**

38 Barford Road is a semi-detached house on the North side of the road. To the West is No 40, the other half of the semi-detached pair. To the East is an access track that runs from Barford Road to playing fields to the North of the site. These fields are designated as open space. To the East of that track is No 36 Barford road. Houses in the area are characterised by deep rear gardens. Blunham is designated by the Core Strategy as a Large Village and the site falls within its Settlement Envelope.

### **The Application:**

Planning permission is sought for the erection of bungalow in the rear garden of No 38. Access would be from a drive running alongside No 38. A garage serving that house would be demolished to accommodate the access and two parking spaces would be provided at the front of the site. Access to No 38 would be widened.

The dwelling would be positioned around 1m away from the Eastern and Western boundaries of the site and between 10 and 11m (owing to the shape of the site) South of the Northern boundary. The front wall of the bungalow would be over 30m from the rear walls of No's 38 and 40 Barford Road.

The house would have an eaves height of 2.4m and a maximum ridge height of 6.1m. There would be no first floor windows. New 1.8m boundary fencing would be installed along the East and West boundaries and landscaping would be planted at the Northern boundary, in the rear garden serving the new dwelling.

This application follows one that was withdrawn on officers' advice. The previous scheme was taller, with accommodation in the roof space. Dormer windows would, it was felt, result in a loss of privacy for neighbours. The current scheme does not include dormer windows.

### **Relevant Policies:**

#### National Planning Policy Framework (2012)

#### Core Strategy and Development Management Policies (2009)

DM3 High Quality Development  
DM4 Development Within and Outside of Settlement Envelopes

#### Planning Obligations Supplementary Planning Document (North) (2009)

#### Design in Central Bedfordshire (a Guide for Development) (2010)

DS1 New Residential Development  
DS7 Movement, Streets and Places

#### Appendix F (Parking Strategy) Central Bedfordshire Local Transport Plan (2012)

### **Planning History:**

CB/13/01604/FULL      Erection of detached dwelling to rear of 38 with parking, access drive and parking for 38 Barford Road

Withdrawn: 04<sup>th</sup> July 2013

### **Representations:**

Parish Council      No response received at the time of writing.

Neighbours      No comments received at the time of writing.

### **Consultee responses:**

Highways      No objection subject to conditions.  
Trees and Landscape      No response received at the time of writing.  
Public protection      No comment.

## **Determining Issues:**

The considerations in the determination of this application are:

1. The principle of the development
2. The appearance of the development and its impact on the character of the area
3. The impact of the development on living conditions at neighbouring properties
4. The impact of the development on the safe and free flow of traffic in the area
5. Living conditions for future occupiers of the development
6. The impact of the development on existing local infrastructure

## **Considerations:**

### **1. The principle of the development**

National Planning Policy Framework (2012) Para. 49 states that 'housing applications should be considered in the context of the presumption in favour of sustainable development'.

In the local context, the site falls within the Blunham Settlement Envelope where Policy DM4 (Development within Settlement Envelopes) of the Central Bedfordshire Core Strategy and Development Management Policies (2009) states that residential development will be acceptable in principle. Blunham is a large village, where small scale residential development, like that proposed, would be acceptable in principle.

The principle of a dwelling at this site would be acceptable.

### **2. The appearance of the development and its impact on the character of the area**

The bungalow would be of a modest scale, appropriate for a 'backland' site like this one. Views from Barford Road would be limited because of the depth of the site and whilst the building would be visible to those using the track to the playing field to the North, it would not be obtrusive. Proposed boundary fencing would almost reach the height of the eaves and much of the roof would slope away from the boundary. The building would have an impact on the character of the area because it is quite open with low boundary fencing and the playing fields to the North, but that impact would not be a harmful one and could not justify the refusal of the planning application. Materials would be the subject of a planning condition.

### **3. The impact of the development on living conditions at neighbouring properties**

There would be no first floor windows and proposed boundary fencing would prevent overlooking from ground floor windows. The building would be over 30m away from the rear wall of No 38 and there would no significant impact on living conditions at that house. Whilst the bungalow would be near to the boundary with No 40 (just over 1m), eaves would be low (2.1m and mostly mitigated by proposed boundary fencing) and the rear garden is very deep. The bungalow

would be over 30m from the rear wall of No 40. The bungalow would not be overbearing and would not result in significant loss of sunlight or daylight. There would be an impact on the enjoyment of the garden at No 40 but it would be towards the rear of long garden and would not be near to the house. The location of the bungalow and the depth of the garden at No 40 would ensure that the impact would not be an unacceptable one. The building would be separated from No 36 by the track serving the playing field and that distance would prevent any harmful impact. The building would not be so large or so near as to undermine the quality or enjoyment of the playing field.

#### **4. The impact of the development on the safe and free flow of traffic in the area**

A satisfactory and safe access to the site could be achieved.

Appendix F (Parking Strategy) of the Central Bedfordshire Local Transport sets out the one parking space should be provided per bedroom and that 0.25 visitor spaces should be provided per dwelling.

It is not clear how many bedrooms No 38 has but two spaces would be provided at the front of the site as a replacement for the garage that would be demolished. If there are three bedrooms at that house, the third car could park on the street and so the arrangement would be acceptable.

It would not be convenient for occupiers at the proposed house to park on the street given the length of the proposed driveway and so it is important that parking in line with the Council's standards would be provided. The plans do show that three spaces could be provided at the site (two for occupiers and one for a visitor) but the arrangement, as shown on plan would not work. It is possible for a layout to be acceptable and so a condition would require the submission of amended details.

#### **5. Living conditions for future occupiers of the development**

Both No 38 and the proposed bungalow would be served by an acceptable sized and shaped rear garden space. All of the rooms at the bungalow would receive reasonable levels of sunlight, daylight and outlook. Bin storage would be provided for the existing and proposed units.

Living conditions for future occupiers would be acceptable.

#### **6. The impact of the development on existing local infrastructure**

The Council's Supplementary Planning Document (2009) sets out contributions that would be required to mitigate the impacts that a development would have on existing local infrastructure. The applicant has submitted a Unilateral Undertaking that would allow for contributions to be made in line with the SPD.

#### **Recommendation:**

That Planning Permission be approved subject to the following conditions:

- 1 The development shall begin not later than three years from the date of this

permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 **No development shall commence at the site before details of materials to be used in the external surfaces of the building have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.**

**Reason: To ensure that the appearance of the development would be acceptable.**

- 3 **No development shall commence at the site before details of landscaping and boundary treatment have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.**

**Reason: To ensure that the appearance of the development and its impact on living conditions at neighbouring properties would be acceptable.**

- 4 **No development shall commence at the site before details of two parking spaces and one visitor parking space, measuring 2.5m x 5.0m each, and a turning area suitable for a service/delivery sized vehicle have been submitted to and approved in writing by the local planning authority and the development shall not be occupied until the parking spaces, visitor parking and turning area is constructed in accordance with the approved details and thereafter be retained for these purposes.**

**Reason: To provide adequate on site parking provision, visitor parking provision and a turning area for service vehicles.**

- 5 The bungalow shall not be occupied before the on site vehicular areas have been constructed and surfaced in a stable and durable material in accordance with details to be approved 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 so as to safeguard the interest of highway safety and reduce the risk of flooding and to minimise inconvenience to users of the premises and ensure satisfactory parking of vehicles outside highway limits.

- 6 The development shall be carried out and completed in all respects in accordance with the access siting and layout, replacement parking for no. 38 and refuse collection point illustrated on the approved drawing no. 07 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.

- 7 **No development shall commence at the site before a scheme for the secure and covered parking of cycles on the site (including the internal dimensions of the cycle parking area, stands/brackets to be used and access thereto), calculated at one cycle parking space per bedroom and 2 short stay spaces per unit, have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.**

**Reason: To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.**

- 8 **No development shall commence at the site before 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.**

- 9 **No development shall commence at the site before details of existing and proposed site levels showing cross sections through the site with neighbouring buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.**

**Reason: To ensure that the impact of the development on the appearance of the area and on living conditions at neighbouring properties would be acceptable.**

- 10 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [01, 06, 07 and Design and Access Statement dated August 2013].

Reason: For the avoidance of doubt.

### **Notes to Applicant**

1. The applicant is advised that no works associated with the widening 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 widening 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. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford MK42 9BD.
  
- 3. The applicant is advised that photographs of the existing highway that is to be used for access and delivery of materials will be required by the Local Highway Authority. Any subsequent damage to the public highway resulting from the works as shown by the photographs, including damage caused by delivery vehicles to the works, will be made good to the satisfaction of the Local Highway Authority and at the expense of the applicant. Attention is drawn to Section 59 of the Highways Act 1980 in this respect.
  
- 4. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010".

**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 early engagement with the applicant at the pre-application stage 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 Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

**DECISION**

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