

## **Item No. 9**

<b>APPLICATION NUMBER</b>	<b>CB/13/02801/FULL</b>
<b>LOCATION</b>	<b>84 Miles Avenue, Leighton Buzzard, LU7 3LG</b>
<b>PROPOSAL</b>	<b>Single storey side and rear extension, loft conversion</b>
<b>PARISH</b>	<b>Leighton-Linslade</b>
<b>WARD</b>	<b>Leighton Buzzard North</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Johnstone, Shadbolt &amp; Spurr</b>
<b>CASE OFFICER</b>	<b>Stuart Robinson</b>
<b>DATE REGISTERED</b>	<b>08 August 2013</b>
<b>EXPIRY DATE</b>	<b>03 October 2013</b>
<b>APPLICANT</b>	<b>Mrs J Cripps-Hay</b>
<b>AGENT</b>	
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>The applicant is an employee of the Council</b>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Approval</b>

### **Reasons for Granting**

The proposed single storey side and rear extension and loft conversion, by reason of their siting, design and scale would complement the local surroundings and would not result in a loss of light, privacy or overshadowing or be prejudicial to highway safety as considered by policies BE8, H8 and T10 of the South Bedfordshire Local Plan Review 2004; Policies 27, 36, 38 and 43 of the emerging Development Strategy for Central Bedfordshire and the National Planning Policy Framework (2012). They are in further conformity with the technical guidance Design in Central Bedfordshire, A Guide for Development (2010) and the Central Bedfordshire Local Transport Plan: Appendix F – Approach to Parking (2012).

### **Site Location:**

The site comprises of a semi-detached bungalow, located to the east of Leighton Buzzard. The site is located along a residential cul-de-sac which provides access to eight properties.

The property is constructed from brown brick and a dark brown roof tiles. This design is similar in nature to the surrounding properties.

A garage is located to the side of the property. Additional space for parking is provided in front of the garage.

The property is located within the settlement boundary of Leighton Buzzard and is not within the Conservation Area for Leighton Buzzard. The site is not within close proximity to any TPO trees.

## **The Application:**

The application proposes a single storey side and rear extension. The application also includes a proposal to convert the roof into two bedrooms.

The single storey side extension would measure 2.25 metres in depth, 5.52 metres in width and 3.30 metres in height. The single storey side extension would join with the single storey rear extension. The rear extension would measure 7.20 metres in width, 2.99 metres in depth and 3.60 metres in height. This would replace an existing rear conservatory which measures 1.80 metres in depth, 4.10 metres in width and 2.40 metres in height.

An access ramp is proposed to the rear of the proposed single storey rear extension. This development would have a maximum width of 6.50 metres and a maximum depth of 3.00 metres. The base of the ramp would be 0.50 metre at its highest point. The handrail would measure 0.80 metre in height.

Due to the nature of the loft conversion, these works would be considered permitted development.

The application proposes five new Velux rooflights. Due to the size and nature of the rooflights they would be considered permitted development.

## **RELEVANT POLICIES:**

### **National Policies**

National Planning Policy Framework (2012)

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

Policy BE8	Design Considerations
Policy H8	Extensions to Residential Properties
Policy T10	Parking - New Development

*(Having regard to the National Planning Policy Framework, the age of the plan and the general consistency with the NPPF, policies BE8 & H8 are still given significant weight. Policy T10 is afforded less weight).*

### **The Emerging Central Bedfordshire Development Strategy (January 2013)**

Policy 1	Presumption in Favour of Sustainable Development
Policy 27	Car Parking
Policy 36	Development in the Green Belt
Policy 38	Within and Beyond Settlement Boundaries
Policy 43	High Quality Development

*(Having regard to the National Planning Policy Framework, significant weight is given to the policies contained within the emerging Development Strategy for Central Bedfordshire, which is consistent with the NPPF. The draft Development Strategy is due to be submitted in 2013).*

## **Supplementary Planning Guidance**

Design in Central Bedfordshire. A Guide for Residential Development (2010)  
D.S.4 Residential Alterations and Extensions (2010)  
D.S.7 Movement, Streets and Places

## **Technical Guidance**

Central Bedfordshire Local Transport Plan: Appendix F – Approach to Car Parking (2012)

## **Planning History**

No relevant planning history

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

Leighton-Linslade Town Council	No objections
Neighbours	No comments received

## **Consultations/Publicity responses**

### Highways

The application proposes a single storey side and rear extension to this two bedroom bungalow which will create additional living accommodation on the ground floor, plus the conversion of the existing roof space to create two additional bedrooms and a bathroom on the upper floor.

Although it is stated that there are no changes proposed to the existing means of access to the highway, the driveway is shown to be widened to 5m at the highway boundary and a large part of the existing front garden is shown to be paved over with permeable block paving to provide two additional parking spaces. In order to avoid “bouncing” the kerb and/or over-running the highway verge, the existing vehicular access should be widened. I have therefore recommended a condition to secure this.

The existing garage and driveway parking space are shown to be retained. Thus the addition of two extra parking spaces will result in the provision of four spaces on site which accords with the Council’s required standards for a four bedroom property.

The potential additional traffic generated by the increase in size of the residential property from two to four bedrooms is likely to be small and can readily be

accommodated on the local road network. If the proposal is considered acceptable a number of conditions have been recommended in order to provide sufficient access and parking.

#### Trees

It was observed that there was a dividing garden leylandii hedgerow, located between the applicant's property and neighbours gardens, where the extension would only have minimal impact on this planting.

On this basis I have no objection to the application.

#### Public Protection

No comment

### **Determining Issues**

The main considerations of the application are;

1. Design
2. Impact on neighbouring property's residential amenity
3. Highways

### **Considerations**

#### **1. Design**

It is considered that the proposed development is in keeping with the scale of the existing property and the neighbouring environment. The materials will match those of the existing dwelling. The rear conservatory would be constructed with a pitched roof, considered complementary to the existing design.

In visual terms the proposal would not be visible within the streetscene as the side garage will be retained. As the extension would be a single storey in height it would be considered subservient and in keeping with the host dwelling. As such the development will have no harmful impact on the character of the area.

In summary the proposal is in accordance with policies BE8 and H8 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Development Strategy (Pre-submission Draft). The design accords with the Central Bedfordshire Council Design Guide and would not result in a detrimental impact upon the character and appearance of the area or the streetscene. As such it is considered to be acceptable.

#### **2. Impact on neighbouring property's residential amenity**

The application proposes a single storey side and rear extension. The application also includes a proposal to convert the roof into two bedrooms. The single storey side extension would measure 2.25 metres in depth, 5.52 metres in width and 3.30 metres in height.

The rear extension would measure 7.20 metres in width, 2.99 metres in depth and 3.60 metres in height. This would replace an existing rear conservatory which measures 1.80 metres in depth, 4.10 metres in width and 2.40 metres in

height.

The proposed development would be adjacent to No.82 Miles Avenue. This property has a rear conservatory which extends approximately 0.50 metre beyond the existing rear conservatory of the application site. The proposed development would extend beyond the rear boundary of No.82 by 0.40 metres. As a gap of 0.20 metre will be left between the extension and the neighbouring property there will be no detrimental impact in terms of overbearing or loss of light on neighbouring residents.

A number of new windows are proposed to the rear of the property. As these windows would not directly face a dwelling for over 21 metres there would be no detrimental impact in terms of privacy to neighbouring residents.

Therefore it is considered that the proposal meets the requirements of H8 and H13 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Central Bedfordshire Development Strategy (2013). It also complies with the objectives of the Central Bedfordshire Council's Supplementary Guidance – Design Supplement 4: Residential Alterations (2010). As such the proposal is not considered to cause a detrimental impact in terms of loss of privacy, loss of light or result in noise or light pollution and is considered acceptable.

### **3. Highways**

A Highways officer has identified that the extension would include the conversion of the existing roof space to create two additional bedrooms and a bathroom on the upper floor.

Although it is stated that there are no changes proposed to the existing means of access to the highway, the driveway is shown to be widened to 5m at the highway boundary and a large part of the existing front garden is shown to be paved over with permeable block paving to provide two additional parking spaces. In order to avoid "bouncing" the kerb and/or over-running the highway verge, the existing vehicular access should be widened.

The existing garage and driveway parking space are shown to be retained. Thus the addition of two extra parking spaces will result in the provision of four spaces on site which accords with the Council's required standards for a four bedroom property.

The potential additional traffic generated by the increase in size of the residential property from two to four bedrooms is likely to be small and can readily be accommodated on the local road network.

If the application is considered acceptable conditions will be required to provide an improved vehicular access to the site and to identify the parking provision for four vehicles.

### **Human Rights issues**

In deciding this planning application, the Council must consider the issue of Human Rights. Article 8, right to respect for private and family life, and Article 1 of Protocol

1, right to property, are engaged. However, in balancing human rights issues against residential amenity, further action is not required. This planning application does not present any human rights issues.

### **Equality Act 2010**

In deciding this planning application, the Council should have regard to the need to eliminate unlawful discrimination. This application does not present any issues of inequality or discrimination.

### **Recommendation**

That Planning Permission be granted subject to the following:

### **RECOMMENDED 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 until details of junction of the amended existing vehicular access with the highway and the provision of four on site car parking spaces have been submitted to and approved by the Local Planning Authority. The details to be approved shall include the proposed materials for construction and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway. The approved scheme shall only be implemented and made available for use before the development hereby permitted commences.**

**Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with Policy T10 of the South Bedfordshire Local Plan Review and Policy 27 of the emerging Central Bedfordshire Council Development Strategy (January 2013).**

- 3 The external finish of the walls and roofing materials to be used for the extension shall match that of the existing building as closely as possible.

Reason: To ensure that the development is in keeping with the existing building.

(Policies BE8 and H8 South Bedfordshire Local Plan Review and Policy 43 emerging Development Strategy for Central Bedfordshire).

- 4 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1/6, 2/6, 3/6, 4/6, 5/6 and 6/6.

Reason: For the avoidance of doubt.

**Notes to Applicant**

1. In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the emerging Development Strategy for Central Bedfordshire (DSCB).
2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
3. 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 9BD 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.
4. 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.

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

It is recommended that planning permission be granted for this proposal. 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 Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

**DECISION**

.....  
.....

