

Item No. 10

APPLICATION NUMBER	CB/14/02071/FULL
LOCATION	79 & 81 Broad Street, Clifton, Shefford, SG17 5RP
PROPOSAL	Erection of No. 2 detached bungalows with parking & access
PARISH	Clifton
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Drinkwater & Wenham
CASE OFFICER	Lauren Westley
DATE REGISTERED	23 June 2014
EXPIRY DATE	18 August 2014
APPLICANT	Mr & Mrs Ansell
AGENT	Robert J. Larman Architectural Services
REASON FOR COMMITTEE TO DETERMINE	Called to Committee by Cllr Drinkwater for the following reasons: Loss of amenity, Overdevelopment, Highway safety grounds
RECOMMENDED DECISION	Full Application - Recommend Approval

Summary of Recommendation:

The application for planning permission for the erection of two detached bungalows has been recommended for approval. The development will result in the provision of two Lifetime Home bungalows, with access and parking from Broad Street. The proposal will have an acceptable impact on the streetscene, character of the area, neighbouring amenities and highway safety, in accordance with the requirements of policies CS14 and DM3 of the Core Strategy and Development Management Policies (2009).

Site Location:

The application site is located on the north eastern side of Broad Street, adjacent to the junction with Hitchin Lane. The site is wholly located within the settlement envelope of Clifton and comprises two properties, No. 79 and No. 81. No 79 is occupied by a two storey, end of terrace dwelling and No. 81 is occupied by two storey, semi detached dwelling. The dwellings are separated by the existing access which runs down the middle of the site and provides vehicular access to the rear gardens and garages of both properties.

The site is surrounded by residential properties to either side, with the rear boundary of the site edged by the rear garden of dwellings in The Joint and the open countryside. The edge of the Settlement Envelope wraps around the rear gardens of the dwellings in The Joint and Broad Street.

The Application:

The application seeks full planning permission for the erection of two detached single storey bungalows in the rear gardens of both No. 79 and 81. The bungalows will be two bedroom dwellings and have been designed to Lifetime Home standards.

Access will be provided down the centre of the site, with a shared drive being created that will provide vehicle access to the parking areas for the new dwellings and the existing dwellings.

In order to facilitate the development, the existing garages and outbuildings will be removed from the site.

RELEVANT POLICIES:

National Planning Policy Framework (2012)

Section 7 - Requiring good design

Core Strategy and Development Management Policies - North (2009)

CS1 – Development Strategy

CS2 – Developer Contributions

CS14 - High Quality Development

DM3 - High Quality Development

DM4 - Development Within and Beyond Settlement Envelopes

Supplementary Planning Guidance

Central Bedfordshire Design Guidance (2014)

Planning Obligations SPG (2009)

Planning History

Case Reference	MB/95/00658/FA
Location	81 Broad Street, Clifton, SG17 5RP
Proposal	Full: Two storey rear extension and single storey front extension (demolition of garage and shed).
Decision	Full Conditional Approval
Decision Date	23/06/1995

**Representations:
(Parish & Neighbours)**

- Clifton Parish Council Object -
- The plot is too small for proposal;
 - There is no splay onto Shefford Road and the hedgerow

will obstruct the view of inward and existing traffic;
- The exit is less than 10m from the mini roundabout;
- The bungalows are considered to close to neighbouring houses in The Joint;
- The new access is considered too narrow for emergency vehicles;
- Drainage of surface water is considered a problem as the land on which the new bungalows will be located slopes away from the site towards the adjacent The Joint properties;
- Fencing to The Joint properties would need to be 2m high for privacy which together with their roof height will greatly reduce light and the visual amenity of existing neighbouring gardens.

Neighbours No response received

Consultations/Publicity responses

CBC Highway Officer No objection, subject to conditions

CBC Tree and No objection, subject to conditions
Landscaping Officer

CBC Public Protection No comments
(Noise)

CBC Public Protection No comments
(Contaminated Land)

Bedfordshire and River No comments
Ivel Drainage Board

Determining Issues

The main considerations of the application are;

1. Principle of development
2. Impact on character, appearance and streetscene
3. Impact on amenities of neighbouring properties and future occupiers
4. Parking and highways
5. Trees and Landscaping
6. Other matters

Considerations

1. Principle of development

NPPF paragraph 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 is wholly located within the Settlement Envelope of Clifton, which is defined as a Large Village under policy CS1 of the Core Strategy and Development Management Policies (CSDMP). In Large Villages policy DM4 (CSDMP) states that small scale housing will be permitted.

It is therefore considered that the principle of the residential development of the site is supported by the Council's adopted policies and national guidance, subject to ensuring that the design, layout and neighbouring amenity is all in accordance with the Council's adopted guidance, this is discussed further below.

2. Impact on character, appearance and streetscene

The surrounding area is characterised by a mix of residential development, with a strong linear line addressing Broad Street to the south of the site and a more mixed built form to the north. Abutting the site along the north eastern boundary are the rear gardens of a bungalow development in The Joint, which comprises four bungalows in a 'horseshoe' shaped development.

The proposal will provide for two detached bungalows within the rear gardens of two existing dwellings. The pattern of development will be consistent with the existing bungalow development in the Joint, with garden depths and heights consistent with those bungalows. The proposed bungalows will have a wall height of 2.5m and an overall ridge height of 4.8m and as such are considered to be of a scale and massing that is consistent with the adjacent built form. It is therefore considered that the proposal would be in keeping with the general character of the built form on the adjacent plots to the north.

It is noted that the proposal does involve the establishment of parking areas to the front of No. 79 and a shared drive leading to parking areas to the rear of the dwellings. There are existing driveways for both properties with parking areas to the rear, however the proposal will result in an overall increase in the amount of hardsurfacing required, which will have an impact on the appearance of the site. However, given that the front garden and landscaping of No. 81 is to be retained and the majority of hard surfacing is provided to the rear of the existing dwellings, the impact to the appearance of the site is not considered to be harmful to the surrounding area or streetscene.

There will be limited views of the bungalows from the streetscene however their distance from the street will ensure this is not significant and adequate landscape and fencing will further reduce any impact. Overall the provision of two bungalows on the site considered to be of a scale and massing that is consistent with the character of the surrounding area and will not have a detrimental impact on the appearance of the site or the streetscene.

3. Impact on amenities of neighbouring properties and future occupiers

The existing and proposed dwellings-

The relationship between the proposed bungalows and the existing dwellings on the site is considered to be acceptable. The application site comprises large gardens that extend some 45m to the rear of the existing dwellings. The proposed bungalows have been sited so as to retain a 24m separation distance between the existing and proposed dwellings, which is in excess of the 21m required by the design guidance for two storey dwellings. The existing dwellings will retain gardens at least 10m in depth and around 80m² in size, in compliance with the requirements of the design guidance. The proposed bungalows will have smaller gardens, with depths of 7m, however they do benefit from a width of 10m, meaning that 70m² of amenity space is provided. This is considered acceptable for a two bedroom bungalow.

Whilst the shared drive and car parking area could give rise to light spillage from headlights, the provision of trellising to the front of the bungalows will ensure this is successfully mitigated. The shared drive is also stepped in from the side walls of both No.79 and No. 81, reducing any impact created by comings and goings.

The proposal will result in two Lifetime Homes, capable of use by wheelchairs and elderly residents which is supported by the Design Guidance and welcomed in the local area.

Adjacent dwellings -

With regards to the adjacent bungalows (2B and 2C The Joint), these dwellings are located 7m from their rear boundaries (the side boundary of the application site). The proposed bungalow will be set in 1m from this boundary, with a wall height of 2.5m and a roof that slopes away from the boundary. The window in the side elevation of the proposed bungalow will be limited to a single obscure glazed window to the bathroom. With boundary treatments to a height of 1.8m it is considered that the impact on the adjacent gardens and dwellings would be acceptable and the proposal would not be overbearing.

With regards to the property to the rear (No. 2 The Joint), this is a two storey semi-detached dwelling with a 25m (approx) rear garden. The nearest bungalow will be sited some 16m from the rear wall of this dwelling. The proposed bungalows are stepped in 7m from the side boundary of No. 2 The Joint and will be separated from this garden by hedging and boundary treatments. Given the setback and the height of the bungalows, it is not considered that any direct overlooking of this garden will be possible and they will not appear overbearing when viewed from No. 2 The Joint.

With regards to the adjacent property No 83, the bungalow has been stepped in by 1m from the side boundary and located some 28m from the rear wall of this dwelling. With a wall height of 2.5m, and boundary treatments to a height of 1.8m, the impact of the proposal to the adjacent garden is considered to be acceptable and would not appear overbearing from No. 83.

Windows in the side elevations of the bungalows have been limited to bathroom and secondary windows that are proposed to be obscure glazed, and as such there is not considered to be a loss of privacy for the adjacent occupiers. In any event the windows will be screened from view by the existing and proposed boundary treatments.

The proposal will result in an increase in comings and going from the site, however this is not considered to be over and above what would be expected in a residential area.

The proposal is therefore considered to result in an appropriate development of the site that will not detrimentally impact on the amenities of the existing surrounding dwellings and will provide a good quality of living for the future occupiers of the dwellings, in accordance with the Design Guidance (2014) and policy DM4 of the Core Strategy and Development Policies (2009).

4. Parking and highways

The existing situation comprises two dwellings with an existing access running

between them to garages and parking spaces at the rear. The proposal is to remove the existing garages and parking, provide replacement parking for the existing dwellings, widen the access, provide a turning area to the rear of the site of a suitable size for a service/delivery sized vehicle and provide parking provision for the proposed dwellings, include one disabled space for each bungalow.

The submitted plans show the access widened to 7m with a further 1.5m provided in front of the replacement parking for No. 79. This additional space is not required in highway terms and can be reduced to a 6m access with 5m parking bays. Revised plans were provided on this basis which has allowed for additional amenity space to be retained in the front garden area, which is welcomed. Changes were also sought in relation to the refuse storage area for collection days, which has been moved closer to the highway boundary.

Parking provision has been provided on site in accordance with the Council's parking standards, which includes two parking spaces (one disabled) for each of the new dwellings, three parking spaces for each of the existing dwellings and a visitor parking space for the site.

Concerns have been raised by the Parish Council in relation to the visibility splays and the existing hedgerow. The visibility splay is indicated on the plan and is sufficient to provide driver/driver intervisibility and the applicant has indicated the hedge will be lowered. A condition is included to ensure this occurs before the development is brought into use. The Parish Council has also raised concerns in relation to the proximity of the access to the mini roundabout on Clifton Road. However the Highway officer has raised no concerns in relation to this relationship as it is an existing access with improved driver/driver intervisibility to vehicles using the access and those travelling from the direction of the mini roundabout. Concerns were also raised in relation to the access width being suitable for emergency service vehicles. The highway officer has confirmed that 3.7m is a suitable width to allow access for both ambulances and fire vehicles and provide suitable operating area at the scene of a fire.

Conditions are recommended to ensure that the layout is implemented on site and ensuring that the garage accommodation remains as garage accommodation and not used for any other use. The highway officer has also suggested that a condition is attached requiring details of cycle storage to be provided. However given that all four dwellings (existing and proposed) will have rear garden areas and external access it is considered that any future occupiers of these buildings will have appropriate space to provide secure cycle storage and parking if required.

The proposal is therefore considered to meet the Council's design guidance in terms of layout, design and provision of access and parking on site.

5. Trees and landscaping

The vegetation to be removed comprises conifer hedging and various shrubs within the existing gardens. An existing Oak tree located in a neighbour's garden to the rear, along with the existing conifer hedge along the rear boundaries is proposed to be retained.

The tree officer is satisfied that the vegetation to be removed is not significant and as such there are no objections to its loss.

Conditions are attached to ensure that a landscaping scheme, with planting and boundary treatments for both plots is provided, that would adequately compensate for removed vegetation and enhance the sites for the new older occupants that the dwellings are aimed at. The landscaping scheme will need to include details of species, sizes and densities of planting.

6. Other matters

New developments like the proposal has implications on the capacity of local infrastructure. The Council's Planning Obligations Supplementary Planning Document (North) sets out contributions that would be required to mitigate those impacts. A Unilateral Undertaking has been submitted and agreed that demonstrates that financial contributions would be made to mitigate the impacts of the development in line with that document.

Recommendation

That Planning Permission be GRANTED subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 1 The development hereby permitted 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 take place unless and until a landscaping scheme to include all hard and soft landscaping and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.**

Reason: To ensure an acceptable standard of landscaping in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 3 **No development shall take place until details of the existing and final ground and slab levels of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and the adjoining properties, the location of which shall first be agreed in writing with the Local Planning Authority. Thereafter the site shall be developed in full accordance with the approved details.**

Reason: To ensure that an acceptable relationship results between the new development and adjacent buildings and public areas in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 4 **No development shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls, roofs and openings of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

Reason: To control the appearance of the building in the interests of the visual amenities of the locality in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 5 Before the development is brought into use the visibility splay as indicated on the approved drawing no. 172013/1D in land under the applicants control shall be provided and thereafter be kept free of all obstruction to visibility.

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 6 The proposed vehicular access shall be surfaced in a bituminous or other similar durable material as may be approved in writing by the Local Planning Authority for a distance of 5m into the site, measured from the highway boundary, before the premises are occupied. Arrangements shall be made for the 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 in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 7 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the parking provision inclusive of the visitor parking bay on the site shall not be used for any purpose, other than as parking provision, 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, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 8 The proposed development shall be carried out and completed in all respects in accordance with the access siting and layout, parking layout and provision, and the turning area illustrated on the approved drawing no. **172013/1D** 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, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 9 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers CBC/001, 172013/1 Rev D, and 172013/4 Rev A.

Reason: To identify the approved plan/s and to avoid doubt.

Notes to Applicant

1. **Any conditions in bold must be discharged before the development commences. Failure to comply with this requirement could invalidate this permission and/or result in enforcement action.**
2. The applicant is advised that no works associated with the construction of 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 contact Central Bedfordshire Council's Highway Help Desk, Tel: 0300 300 8049 quoting the Planning Application number. 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 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.

3. 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, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ
4. 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.
5. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not emit dust or deposit mud, slurry or other debris on the highway, in particular efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development of cleaning the wheels of all lorries leaving the site.
6. 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.

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

The application is recommended for planning permission for the clear reasons set out above. 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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