

Item No. 10

APPLICATION NUMBER	CB/15/00460/FULL
LOCATION	312 Manor Road, Woodside, Luton, LU1 4DN
PROPOSAL	Proposed car port with pitch roof over existing outbuilding
PARISH	Slip End
WARD	Caddington
WARD COUNCILLORS	Cllrs Collins & Stay
CASE OFFICER	Debbie Willcox
DATE REGISTERED	05 March 2015
EXPIRY DATE	30 April 2015
APPLICANT	Mr Stay
AGENT	Nett Assets Limited
REASON FOR COMMITTEE TO DETERMINE	The applicant is a Member of the Council.
RECOMMENDED DECISION	Full Application - Recommended for Approval

Summary of Recommendation

The proposal is recommended for approval as it would be acceptable in terms of Green Belt policy, would have an acceptable impact on the character and appearance of the site and its surroundings and on the amenity of neighbouring occupiers and thus would be in accordance with the National Planning Policy Framework, policies BE8 and T10 of the South Bedfordshire Local Plan Review and policies 27, 36 and 43 of the emerging Development Strategy for Central Bedfordshire.

Site Location:

The application property is a detached bungalow which lies in the Green Belt to the north east of Manor Road outside the village envelope of Caddington. The site is flanked by numbers 310 and 314 on the north west and south east respectively and backs onto an open field.

Located on the north west boundary of the site, behind the main body of the dwelling is an existing garage. There is also an existing outbuilding with a flat roof stepped into the site, forward of the garage, but still to the rear of the front section of the dwelling. Between the outbuilding and the boundary, immediately in front of the garage a canopy has been erected creating an open car port with a low, gently sloping roof.

The application site is washed over by the South Bedfordshire Green Belt.

The Application:

The application seeks planning permission to replace the existing car port and to erect a pitched roof over the proposed car port and the existing outbuilding.

The proposed car port would have brick piers along the sides and a garage door to the front. It would measure 3.2m wide by 5.4m deep. The pitched roof would be tiled and would have timber boarding in the gable ends, which would face front and rear. The eaves height would be 2.4m and the ridge height would be 4.5m.

The existing hedge along the boundary would be replaced with a 1.8m high, hit and miss timber fence.

RELEVANT POLICIES:

National Planning Policy Framework (2012)

South Bedfordshire Local Plan Review Policies

BE8 Design Considerations

T10 Parking - New Development

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

Development Strategy for Central Bedfordshire (June 2014)

Policy 27: Car Parking

Policy 36: Development in the Green Belt

Policy 43: High Quality Development

(Having regard to the National Planning Policy Framework, weight is given to the policies contained within the emerging Development Strategy for Central Bedfordshire, which is consistent with the NPPF. The Development Strategy was submitted to the Secretary of State on 24 October 2014.)

Supplementary Planning Guidance

Central Bedfordshire Design Guide: A Guide for Development:

Design Supplement 7: Householder Alterations and Extensions, 2014

Planning History

CB/10/03063/FULL - Planning permission granted for retention of side roof extensions and front and rear facing dormer windows (revised CB/09/05115/TP)

CB/09/05115/TP - Planning permission granted for construction of side roof extensions, insertion of front and rear facing dormer windows and erection of single storey front extensions

SB/90/00203 - Planning permission granted for single storey rear extension

SB/80/00534 - Planning permission granted for single storey rear extension

SB/79/00450 - Planning permission granted for retention of car port

Representations:

(Parish & Neighbours)

Slip End Parish Council No objections.

Neighbours

No responses at time of writing, however, the consultation period ends following the completion of this report. Any responses will be reported on the Late Sheet.

Consultations/Publicity responses

Public Protection Not received at time of writing the report. To be reported
Contaminated Land on the Late Sheet.

Determining Issues

The main considerations of the application are;

- 1. Green Belt Considerations**
- 2. Design Considerations**
- 3. Impact on Residential Amenity**
- 4. Parking and Highway Safety**
- 5. Other Issues**

Considerations

1. Green Belt Considerations

The application site is located in the Green Belt and therefore Section 9 of the National Planning Policy Framework and policy 36 of the emerging Development Strategy for Central Bedfordshire are key considerations in the determination of this application.

These policies state that the construction of new buildings is inappropriate in the Green Belt, apart from certain listed exceptions. If the new building is considered inappropriate, the NPPF advises that, it is by definition harmful to the Green Belt and should only be approved in very special circumstances. Such circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

The erection or alteration of outbuildings are not specifically mentioned and hence this type of development is by definition, inappropriate development in the Green Belt. However, in this case, it is considered that any harm to the Green Belt is clearly outweighed by the following factors :

- The proposed development does not conflict with any of the five purposes of including land in the Green Belt.
- The erection of outbuildings in a Green Belt location such as this, although considered inappropriate by definition, is not uncommon and would not be out of character in the context of similar neighbouring developments.
- The car port would replace an existing covered area and would be clustered with existing outbuildings and would thus have no impact on the openness of the Green Belt. The addition of the pitched roof would have a minimal impact on the openness of the Green Belt and would enhance the appearance of the outbuilding.

Having regard to these factors, it is considered that sufficient very special circumstances exist such as would outweigh the harm by reason of inappropriateness; as the proposal would not result in any other harm to the Green Belt, including its openness, the proposal is considered to be in accordance with Policy 36 of the emerging Development Strategy for Central Bedfordshire and Section 9 of the National Planning Policy Framework.

2. Design Considerations

The creation of the car port and the addition of a pitched roof to the combined car port and outbuilding would have a beneficial impact on the appearance of the outbuilding. The proposal would complement and harmonise with the subject site and its surroundings. The proposal is thus in conformity with policy BE8 of the South Bedfordshire Local Plan Review, policy 43 of the emerging Development Strategy for Central Bedfordshire and Design Supplement 7 of the Central Bedfordshire Design Guide.

3. Impact on Residential Amenity

The proposed car port would be located adjacent to the boundary of No. 310, however, it would have a modest eaves height and the roof would slope away from the boundary with No. 310. Furthermore, No. 310 has built form along the boundary and therefore the proposal would have no impact upon the amenity of the occupiers of No. 310.

The proposal would be sufficiently separate from No. 314 that it would also have no impact upon the amenity of the occupiers of this property. The proposal is therefore considered to be in accordance with policy BE8 of the South Bedfordshire Local Plan Review, policy 43 of the emerging Development Strategy for Central Bedfordshire and Design Supplement 7 of the Central Bedfordshire Design Guide.

4. Parking and Highway Safety

The proposed car port would have an internal width of 2.9m, which is sufficient to park a car and exit the vehicle. The depth of the car port would also meet the Council's standards for a parking space. As the car port would replace an existing car port, the proposal would have a neutral impact on the level of car parking at the property and thus on wider highway safety.

5. Other Issues

Human Rights issues

The proposal raises no Human Rights issues.

Equality Act 2010

The proposal raises no issues under the Equality Act 2010.

Recommendation

That Planning Permission be GRANTED subject to the following:

RECOMMENDED CONDITIONS

- 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 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL01, PL02.

Reason: To identify the approved plans and to avoid doubt.

Notes to Applicant

1. 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.

2. **Will a new extension affect your Council Tax Charge?**

The rate of Council Tax you pay depends on which valuation band your home is placed in. This is determined by the market value of your home as at 1 April 1991.

Your property's Council Tax band may change if the property is extended. The Council Tax band will only change when a relevant transaction takes place. For example, if you sell your property after extending it, the new owner may have to pay a higher band of Council Tax.

If however you add an annexe to your property, the Valuation Office Agency may decide that the annexe should be banded separately for Council Tax. If this happens, you will have to start paying Council Tax for the annexe as soon as it is completed. If the annexe is occupied by a relative of the residents of the main dwelling, it may qualify for a Council Tax discount or exemption. Contact the Council for advice on **0300 300 8306**.

The website link is:

www.centralbedfordshire.gov.uk/council-and-democracy/spending/council-tax/council-tax-charges-bands.aspx

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

Planning permission is recommended for approval for this proposal. 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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