

Item No. 11

APPLICATION NUMBER CB/16/00038/FULL
LOCATION Mentmore, 4 Greenfield Road, Pulloxhill, Bedford, MK45 5EZ
PROPOSAL Erection of detached barn style bungalow, demolition of garage, proposed turning and parking area. Three dormer windows in rear of existing dwelling.
PARISH Pulloxhill
WARD Westoning, Flitton & Greenfield
WARD COUNCILLORS Cllr Jamieson
CASE OFFICER Judy Self
DATE REGISTERED 06 January 2016
EXPIRY DATE 02 March 2016
APPLICANT Mr & Mrs Freeman
AGENT Aragon Land & Planning Ltd
REASON FOR COMMITTEE TO DETERMINE The Development Infrastructure Group Manager recommends that the application be determined at Committee given the previous planning history

RECOMMENDED DECISION Full Application - Approval recommended

Summary of Recommendation:

The proposed development would be situated within the village settlement envelope and would provide a dwellinghouse with a suitable level of amenity for future occupiers without adverse impact on the local residential amenity or prejudicial impact on highway safety or the character and appearance of the conservation area or the site and setting of the listed buildings. It is therefore in accordance with Central Bedfordshire Core Strategy and Development Management Policies DM3, DM4, DM13, CS14, CB15 and Emerging Development Management Strategy Policies 1, 43, 38, 45; the Central Bedfordshire Design Guide (2014) and the National Planning Policy Framework (2012).

Site Location:

The application site is located to the northeast of Greenfield Road and comprises a three bedroom bungalow which fronts onto the main road with a detached double garage located to the rear of the site. Access to the east of the dwelling serves the garage and parking area. The access runs adjacent and along the length of no. 2 Greenfield Road. The site falls within the settlement envelope for Pulloxhill.

Whilst the host dwelling (Mentmore, 4 Greenfield Road) lies within the conservation area the rear garden and the proposed location of the detached bungalow falls outside of the conservation area.

Application CB/15/02539/Full was previously refused at Development Management Committee on the 14th October 2015 for the following reasons:

The proposed dwelling by nature of its siting, excessive size and unsatisfactory design would be harmful to the character and appearance of the conservation area. As such the proposal is contrary to the provisions of the National Planning Policy Framework (NPPF) and Policies DM3, DM13, CS14 and CS15 of the Core Strategy and Development Management Policies (2009).

The proposal by reason of its layout, excessive size, design and siting would result in an undesirable and unacceptable form of development such that it would have an adverse overbearing impact and undue loss of privacy to the occupiers of nearby residential properties. The proposal would therefore be harmful to their residential amenity. As such the proposal is contrary to Policy DM3 of the Core Strategy and Development Management Policies (2009).

The proposal would result in the intensified use of a substandard access which has inadequate visibility. The development would therefore give rise to danger and inconvenience to users of the adjoining highway.

The application varies from the previously refused scheme in as much as the proposal is wider by 3.7m but lower in height by 1.9m; the dormer window has been removed and the dwelling is now single storey in nature. A frame has been erected on site to demonstrate the impact of the development.

The applicant has drawn attention to a number of recent applications in Pulloxhill which include a single and two storey extension at the neighbouring property 6 Greenfield Rd (The Birches) which they feel demonstrate that the conservation area can accept change without the character being harmed.

The Application:

Following the removal of the garage planning permission is being sought for the following:

- Erection of a two bedroom bungalow (footprint of approximately 98sqm) with associated parking provision. The dwelling measures 14m x 7m x 4.5m in height;
- New off-road parking area in front of the property known as Mentmore (4 Greenfield Road in Pulloxhill); and
- 3 x dormer windows to the rear of Mentmore

(The previous application CB/15/02539/FULL had a footprint of some 102.9sqm and measured 10.3m x 7m x 6.4m in height with 3 x dormer windows one side and 3 x velux windows in the other).

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

Policy DM3: High Quality Development
 Policy DM4: Development Within and Beyond Settlement Envelopes
 Policy DM13: Heritage in Development
 Policy CS14: High Quality Development
 Policy CS15: Heritage

Development Strategy

At the meeting of Full Council on 19 November 2015 it was resolved to withdraw the Development Strategy. Preparation of the Central Bedfordshire Local Plan has begun. A substantial volume of evidence gathered over a number of years will help support this document. These technical papers are consistent with the spirit of the NPPF and therefore will remain on our website as material considerations which may inform further development management decisions.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

Case Reference	CB/15/04252/FULL
Location	Mentmore, 4 Greenfield Road, Pulloxhill, Bedford, MK45 5EZ
Proposal	Erection of detached bungalow, proposed turning and parking area. Three dormer windows in rear of existing dwelling.
Decision	Application Withdrawn
Decision Date	06/01/2016

Case Reference	CB/15/02539/FULL
Location	Mentmore, 4 Greenfield Road, Pulloxhill, Bedford, MK45 5EZ
Proposal	Erection of detached chalet bungalow, proposed turning and parking area. Dormer windows to rear of Mentmore with parking area to front of property.
Decision	Full Application - Refused
Decision Date	03/11/2015

Consultees:

Parish Council

This response is made on behalf of Pulloxhill Parish Council and represents the unanimous view of all Councillors. Pulloxhill Parish Council note the differences between this application and the previous application CB/15/02539/FULL which was rejected. The Parish Councillors unanimously agree that the lowering of the roof height whilst welcome does not fully address our concerns and therefore we continue to object to this proposed development for the following reasons:

- 1) Detrimental effect to the street scene on the High Street - The proposed new dwelling will be clearly visible from the High Street beyond the walled garden of 5 High Street. The Parish Council welcomes the developer's attempt to amend the design of the building to be in

keeping with the surroundings, particularly the lowering of the roof line; however, this does not reduce the detrimental impact of any building taller than the existing garage on the important open aspect of the location. Furthermore, the addition of dormer windows in Mentmore will urbanise what is currently an important rural view from the village green of a plain slate roof against the skyline.

2) Detrimental effect to the conservation area - The proposed dwelling will be clearly visible from the High Street conservation area. The proposed development is within the important open area between No 5 High Street and Pond Farm both listed buildings and detrimentally impacts the character of the open rural view from the High Street, the Old Smithy (Grade II listed) and from the village green. Second line development is not in character with the conservation area.

The Parish Council is seeking to work with the Conservation Officer to update the Pulloxhill Conservation Area document, however, on review of the existing 1996 document, we agree with its fundamental assertions that the special character of the village builds from the main thoroughfare, the High Street, its listed buildings and the positioning of other buildings in relation to the road layout giving areas of enclosure and open areas. The 1996 document further states that the open areas are key to the character of the village and should be retained so there is limited opportunity for sensitive in-fill development. We therefore assert that, rather than the impact on views from Greenfield Road, the Conservation Officer's comments should predominantly address the impact on the key views from the High Street. The Conservation Officer has failed to identify this location as part of a key open space which should be retained according to the conservation area appraisal document despite the designation of this area as a key open space which is to be retained being upheld by the planning inspectorate on appeal of a previous application to build in this area.

In refusing the previous application for development on this site, the planning committee considered that second line development was not appropriate in this location. Whilst CBC has a neutral stance on the appropriateness of second line development, the Pulloxhill Conservation Area appraisal document provides support for this importance of the layout of roads and the positioning of

buildings in relation to the roads being important to the character of the village. The introduction of a second line of development would therefore be a detriment change to the character of the village and set a precedent for further second line development.

3) Impact upon highway safety – The Highways Officer's opinion from the previous application has been referenced in support of this application. The opinion is that the access is inappropriate, but acceptable based on the assumption that there will be no increase in traffic movements from this inappropriate access onto the highway. The application does not clearly state how many additional bedrooms in total will be provided by the new development and additional storey development of the existing bungalow. The application does not clearly differentiate between the number of traffic movements within the site to the proposed new building at the rear of the existing bungalow, the certain increase in traffic movements from the expansion of the existing property and therefore the increase in the overall total number of traffic movements onto the highway. It is the Parish Councils view that the proposed development will increase traffic movements onto the highway and that any increase in traffic movements from this inappropriate access to the highway perilously close to the already dangerous blind 90° bend presents an unacceptable danger to road users and pedestrians, so the Planning Committee Members should be personally assured that, as stated by the Highway Officer, there will be no increase in traffic movements onto the highway before considering approval of this application.

4) Detrimental effect to neighbouring properties – The proposed dwelling will have a negative impact on the amenity of the surrounding properties, namely 2 and 4 Greenfield Road and 1 and 5 The High Street. This is not replacing a flat roof garage with a similar sized structure but with a residential building with pitched roof. The impact on the character and amenity of the gardens of 5 High Street and 4 Greenfield Road should be seriously considered.

The Parish Council consider this application glosses over key aspects which make this development wholly unacceptable

The Parish Council would also like to highlight some inaccuracies and deficiencies in the application,

particularly the Design and Access Statement.

The design and access statement section 3.3 says Highways and Conservation Officers spoke very favourably for approval – our representatives present at the Planning Committee Meeting did not find this to be the case, the officers present found it difficult to find reasons to object, but, whilst this is a subjective matter, were certainly not speaking strongly in favour. Section 3.4 sites the Conservation Officer's comments as being strong support, however the comments are only relevant to the view from Greenfield Road. The Conservation Officer refused to elaborate or comment further on the written statement that the impact on the view from the High Street "is also not considered to be negative" thus allowing the committee members to draw their own conclusions following their site visit. There is a body of evidence showing that the Parish Council and other Pulloxhill residents differ in their assessment of the nature of the detrimental impact as did the members of the planning committee who rejected the original application and the planning inspector who upheld the refusal to allow development of a neighbouring plot.

Section 5.9 highlights the need to protect conserve and enhance the quality of the open green spaces considered to be of special local interest – this has not been considered. The Design and Access Statement does not directly address the issue of a new build in an open green space, but relies on the Conservation Officer's written submission in relation to the previous application on this site. We would like to re-iterate that that Conservation Officer's positive opinion was not upheld by the planning committee who rejected the previous application. Whilst the new design is smaller and could be described as recessive in design compared to the surrounding buildings, the proposed development is in an important open area meaning that the description recessive is not appropriately used in the context of the open view from the High Street.

Furthermore the application does not address the presence of trees on the site and the possible presence of protected wildlife. For example, bats are known to roost in the area and the existing dilapidated garages could be an important habitat for the bats.

As Chair of the Parish Council, I also personally ask the planning committee to help preserve the rural character

of the Pulloxhill whilst encouraging appropriate development. Our village Neighbourhood Plan is currently under development, but this will take time for us to complete. As the importance of the openness of this site has been recognised in the past, it would be a real travesty if this “openness” was compromised by allowing this development to go ahead whilst the Neighbourhood Plan is being developed.

CBC Conservation Officer

There were no objections to the previous scheme and this scheme lowers the roof which is welcomed.

CBC Archaeology Officer

No objections subject to the specified conditions.

CBC Highways Officer

No objections subject to the specified conditions.

CBC Ecology Officer

No objections.

CBC Tree & Landscape officer

No objection subject to additional landscape and boundary treatment.

Other Representations: 7 x objections which have been summarised as following:

Neighbours:

11 Flitton Road

Parking and highway safety.

The building would be intrusive to all of the other properties in this part of the conservation area.

The development would create a second line development in this area which I do not consider at all satisfactory.

1 High Street (The Red House)

The reduction in height has been noted and the scaffold which has been erected on site is very useful in assessing the impact. We object for the following reasons:

Harmful impact on the setting of neighbouring listed buildings, and the character and appearance of the Pulloxhill conservation area.

Inadequate/misleading information submitted with regards to existing trees and hedges on and adjacent to the proposed development and the presence of bats roosting in other outbuildings.

Harmful impact upon the amenity of neighbouring occupiers at 2,4 and 6 Greenfield Road, and 1 & 5 High Street.

The boundary fence between my house and no. 2 Greenfield Road is not as shown on the submitted plans and views into my garden can be achieved

The Birches

Amenity: impact upon neighbours (1 High Street, 5 High Street, 2 Greenfield Road, 6 Greenfield Road) by way of overlooking, overbearing impact.

As part of building regulations inspections we have been forced to remove the conifer hedge that shielded the lower floor of the new development from my property resulting in a loss of privacy.

Highways: suitability of access, parking, manoeuvring

	<p>space.</p> <p>Design: impact on building, site, street scene and visual impact.</p> <p>History of a refusal and subsequent appeal decision (APP/J0215/A/07/0239443) on a neighbouring site.</p> <p>Presence of bats in the discussed garage.</p>
The Old Smithy	<p>The changes are noted. However these do not address my fundamental concerns about adverse impact at the centre of a historic village and neighbouring listed buildings. Also the increase in traffic.</p>
75 Church Road	<p>Impact upon the listed buildings and the conservation area. The new dwelling would be visible from the village green/conservation area as would the proposed rear dormer windows.</p>
22 High Street	<p>Inappropriate development in a sensitive location in the heart of our village.</p> <p>The site is at a much higher level than the village green with regards to the potential impact.</p> <p>The openness of the rural view from the village green and space between no. 5 High Street and Pond Farm should be protected.</p> <p>Impact upon the special character of the village.</p> <p>Highway safety.</p> <p>The addition of dormers into Mentmore provides the potential for up to 3 additional bedrooms in the loft space – ie overdevelopment of the site.</p> <p>With regards to the introduction of dormers the planning committee should refresh their memory of enforcement action take to force removal of dormer windows and reinstatement of the “rural” roofline only a few years ago.</p> <p>I am not against development within the village and within the conservation area but this particular development is completely inappropriate.</p>
2a High Street	<p>It would have a negative impact on the conservation area and the surrounding listed buildings. Increased traffic on a blind corner as a result of the increased bedrooms on the site.</p>

Considerations

1. Principle

- 1.1 The proposal is a two bed detached chalet bungalow which would be located within the rear garden of the existing property (Mentmore). This property benefits from a large/long garden and the proposed dwelling would be constructed to the rear of the site.

The rear boundary of this garden represents the edge of the settlement envelope for this part of Pulloxhill. Within the defined settlement the principle of

new residential development will be found acceptable, subject to normal planning considerations. Policy CS1 defines Pulloxhill as a small village and Policy DM4 states that within small villages' development will be limited to infill residential development.

It is acknowledged that the new dwelling would not have its own frontage and as such represents a form of backland development. However in this particular location the proposed development would not be seen to extend beyond the existing built environment as the curtilage of the new dwelling would abut the side curtilage of no. 5 The High Street. It is considered that this situation is quite particular to the site and is not a form of development that could be easily replicated elsewhere within the village. This would be a small scale development utilising a plot of land, which would continue to complement the surrounding pattern of development.

It is therefore considered that the principle of development is acceptable, subject to an acceptably designed scheme. This will be assessed below.

2. Affect on the site and setting of the listed building and upon the character and appearance of the conservation area

2.1 Proposed detached bungalow

The appearance of the proposed dwelling has been revised and is of a contemporary timber (dark stained) barn design under a slate roof.

A number of the objections received from neighbours relate to the impact upon the listed buildings and upon the conservation area.

The Conservation Officer makes comment that the character of the conservation area is of "buildings which are situated at fairly regular intervals with a few spaces between"- "set close to the road giving a sense of enclosure".

The site is located on the edge of the conservation area and recessed from the street view when viewed from Greenfield Road and therefore considered not to have a negative impact on that part of the conservation area. There are already distant views of rooftops of varying heights.

The impact the new dwelling will have on the conservation area when viewed from the High Street is also considered not to be negative. This part of the High Street has several traditional houses and cottages grouped near the junction with Greenfield Road with No 5 High Street set with its gable wall adjoining pavement is listed. The proximity of the new development is some 7 metres from the rear of 5 High Street and will replace an existing and unattractive single storey modern double garage. It will be some 17 metres back from the high Street. It is considered not to have a harmful impact on the setting of the listed building at no 5 High Street or no. 7 High Street which is located some 50m from the proposed dwelling.

Given the eclectic mix of built form, age, design and their relationship to open spaces, the proposed new dwelling is not considered to make a negative impact. Walking down the High Street from Greenfield Road rooftops are visible in distant views and from those properties fronting the public highway e.g. the High

Street. The rooftop of the proposed new dwelling will therefore not introduce an alien form nor have a negative impact on the conservation area.

Whilst the objections received have been noted no objection has been raised by the Council's Conservation Officer and as such the proposal is considered to preserve both the site and setting of the listed buildings and the character and appearance of the conservation area.

Proposed dormers to rear of Mentmore

A number of the objections received from neighbours relate to the impact of the dormer windows in the rear roofslope of the existing property on the character and appearance of the conservation area.

The dormer windows are modest in scale (1.4m in width x 2m in height) and they would project out from the main roof ridge by some 2.5m. The host dwelling is not listed and is fairly bland in design and it is considered that the inclusion of the three small pitched roof dormers would add some character to rear roofslope.

Whilst the comments have been noted the dormers are to the rear of the property and no objection has been raised by the Conservation officer. As such the proposal is considered to preserve the character and appearance of the conservation area.

3. Neighbouring amenity

- 3.1 The proposed dwelling would be located to the rear of the site in a position currently occupied by a dual pitched concrete double garage. The properties which adjoin the site are nos. 2 and 6 Greenfield Road and nos. 1 and 5 Greenfield Road. The impact of the development on these adjoining neighbouring properties is assessed below. All other properties in the vicinity are considered to be adequately removed as to be unaffected by the development.

5 High Street

An objection has been raised by the occupiers of this property (overbearing impact; loss of outlook and light and sense of enclosure) and this has been noted.

This Grade II listed thatched cottage and the proposed dwelling are formed at right angles with a corner to corner separation of some 7m. A number of modern brick built outbuildings and brick walling form the boundary between the two properties. This mix of modern brick structures provide a degree of separation. Whilst there might be some visual impact as a result of the proposal given the orientation of the two dwellings and the height of the proposed development no significant harm (by way of overbearing impact, loss of light or loss of privacy) is considered to arise.

1 High Street (The Red House)

An objection has been raised by the occupiers of this property (harmful impact upon residential amenity) and this has been noted.

This property occupies a corner location with Pulloxhill Road and the High Street

and does not directly adjoin onto the site. The proposed dwelling would be some 23m from this property and is not considered to be directly affected by the development (by way of overbearing impact, loss of light or loss of privacy).

No. 6 Greenfield Road (The Birches)

An objection has been raised by the occupiers of this property (loss of privacy/loss of view) and this has been noted. This detached property is located within a fairly large plot and has been recently granted permission for a 2 storey side extension which includes a bedroom window and French doors in the bedroom closest to no. 4. The proposed dwelling would be some 25m from the rear elevation of this property and given the orientation of the two sites and the degree of separation no significant impact (by way of overbearing impact, loss of light or loss of privacy) would arise. A loss of view is not a material consideration for planning consent.

No. 2 Greenfield Road

This Victorian cottage occupies a corner location with Greenfield Road and the shared driveway into the site. This access is used by the occupiers of no. 2 Greenfield Road to access their garage and by the occupiers of Mentmore to access their detached garage and rear parking area.

The proposed dwelling would be located some 30m from the rear elevation of this property and some 18m from the end of the garden/brick built garage. Given the degree of separation no significant impact (by way of overbearing impact, loss of light or loss of privacy) is considered to arise.

4 Greenfield Road (Mentmore)

A rear garden of approximately 10m in depth would remain for the existing property which is acceptable as it accords with the Councils design guidance.

4. Highway Implications

- 4.1** The existing is a three bedroom dwelling with access to the east, between the buildings of no. 2 and no.4, serving a double garage and hardstanding area to the rear of the site. The proposal is to demolish the garage and replace this with a two bedroom dwelling and associated parking, the parking provision for no. 4, consisting of two spaces, will be replaced by a new access at the frontage of no. 4.

The existing access has no driver and pedestrian intervisibility to the east because the dwelling for no. 2 abuts the public highway. To the west pedestrian and driver intervisibility is adequate as the boundary for no. 4 is a low wall; although existing I will include a visibility splay in this direction to protect the visibility from the existing access. The new access has indicated a pedestrian visibility splay and this and the location of the new access provides adequate driver visibility.

The proposal removes the traffic generated by the existing dwelling no. 4 from the existing access with no visibility to the east. The new two bedroom dwelling which takes access from the existing access will generate similar traffic movements and even though the access is substandard the use will be 'like for like' and therefore a refusal for a substandard access can not be justified by intensification of use.

The vehicle indicated as being able to manoeuvre into/from the parking spaces measures only 3.6m x 1.4m which is below an average size vehicle and I am discounting the tracking diagrams. The Council would expect 6.0m clear in front of the parking bays to allow vehicles to access/egress from the bays, without having to drive through the adjoining bay. There is also no intervisibility between the bay immediately behind the rear boundary of no. 2 and the access. Both these issues can be dealt with by a condition.

In conclusion whilst the objections received have been duly noted no objection has been raised by the Highways Officer and as such the proposal is considered to be acceptable in this regard.

5. Other Considerations

5.1 Archaeology:

The proposed development will have a negative and irreversible impact upon any surviving archaeological deposits present on the site, and therefore upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to record and advance understanding of the archaeological heritage assets. This can be achieved (via condition) by the investigation and recording of any archaeological deposits that may be affected by the development; the post-excavation analysis of any archive material generated and the publication of a report on the works. As such no objection has been raised by the Archaeology Officer subject to the specified condition.

5.2 Other issues (objections) raised but not covered above

In response to the omission of the boundary fence between no. 1 High Street (The Red House) and no. 2 Greenfield Road: *any concerns regarding land ownership is a matter for the landowners involved. The granting of planning approval would not override any civil property rights which exist.*

Reference has been made to a refused planning application at 7 High Street (MB/06/02027/Full). However it must be noted that there is no planning history for the current site and that the refused scheme is different in size, height and location and is not readily comparable to the current application.

5.3 Ecology

Concern has been raised over the potential presence of bats within the site. No objection has been raised by the Ecology Officer and as such the proposal is considered to be acceptable in this regard.

5.4 Human Rights issues: There are no known Human Rights issues.

5.5 Equality Act 2010: There are no known issues under the Equality Act.

Recommendation:

That Planning Permission be Approved subject to the following:

RECOMMENDED CONDITIONS / REASONS

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.
(Section 7, NPPF)**

- 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 until a written scheme of archaeological investigation; that includes post excavation analysis and publication, has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall only be implemented in full accordance with the approved archaeological scheme.”**

Reason: (1) In accordance with paragraph 141 of the *NPPF*; to record and advance the understanding of the significance of the heritage assets with archaeological interest which will be unavoidably affected as a consequence of the development and to make the record of this work publicly available.

(2) This condition is pre-commencement as a failure to secure appropriate archaeological investigation in advance of development would be contrary to paragraph 141 of the *National Planning Policy Framework (NPPF)* that requires the recording and advancement of understanding of the significance of any heritage assets to be lost (wholly or in part).

- 3 **Before development commences a triangular vision splay shall be provided on the west side of the existing access drive and shall be 2.8m measured along the back edge of the highway from the centre line of the anticipated vehicle path to a point 2.0m measured from the back edge of the highway into the site along the centre line of the anticipated vehicle path. The triangular vision splays shown either side of the new access for no. 4 shall be constructed in accordance with the**

approved drawing no. 15-030-100C, prior to the new access being brought into use. The vision splay so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

Reason: To provide adequate visibility between the existing highway and the proposed/existing accesses, and to make the accesses safe and convenient for the traffic which is likely to use them.

This pre-commencement condition is necessary in order to ensure that no unnecessary harm is caused by the commencement of development works.

- 4 The proposed new replacement parking and access for no. 4 shall be constructed prior to the development of the new dwelling and shall be surfaced in bituminous or other similar durable material as may be approved in writing by the Local Planning Authority for a distance of 5.0m into the site, measured from the highway boundary. 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 replace the parking provision for the existing dwelling and 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.

- 5 No works for the new dwelling hereby approved shall take place until details of the on site vehicle parking provision for the new dwelling of no less than two spaces and one visitor space, measuring 2.5m x 5.0m each, inclusive of a 6.0m forecourt fronting the parking spaces have been submitted to and approved in writing by the local planning authority and the dwelling shall not be occupied until the parking spaces and forecourt have been constructed in accordance with the approved plans

Reason: To provide adequate on site parking and manoeuvring

- 6 Details of a refuse collection point located at the site frontage and outside of the public highway shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling. The scheme shall be fully implemented prior to occupation of any dwelling and shall be retained thereafter.

Reason: In the interest of amenity and in order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

- 7 No works for the new dwelling hereby approved shall take place until details of a pedestrian visibility splay between the rear boundary of no. 2 and the parking provision for the new dwelling shall be submitted to and approved in

writing by the local planning authority and the dwelling shall not be occupied until the visibility splay has been constructed in accordance with the approved details. The vision splay so described shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining access level.

Reason: To provide adequate visibility between the existing access and the proposed parking area, and to make the access safe and convenient for the traffic which is likely to use it.

- 8 Notwithstanding the provisions of Part 1, Class A of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions to the building(s) hereby permitted shall be carried out without the grant of further specific planning permission from the Local Planning Authority.

Reason: To control the external appearance of the building/s in the interests of the amenities of the conservation area.
(Section 7, NPPF)

- 9 Notwithstanding the provisions of Part 1 Class E of Schedule 2 to the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no buildings or other structures shall be erected or constructed within the curtilage of the property without the grant of further specific planning permission from the Local Planning Authority.

Reason: To control the development in the interests of the visual amenity of the area.
(Section 7, NPPF)

- 10 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 15-030-100C; 15-030-202C; 15-030-303C; 15-030-104C.

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

INFORMATIVE 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.
 - 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 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 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.

- 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
- 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.
- The applicant is advised that the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary further details can be obtained from Bedfordshire Highways (Amey), District Manager (for the relevant area) via the Central Bedfordshire Council's Customer Contact Centre on 0300 300 8049.
- The contractor and / or client are to ensure that any building material debris such as sand, cement or concrete that is left on the public highway, or any mud arising from construction vehicular movement, shall be removed immediately and in the case of concrete, cement, mud or mortar not allowed to dry on the highway

DECISION

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