

Item No. 07

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| APPLICATION NUMBER | CB/16/02628/FULL |
| LOCATION | 56 Silver End Road, Haynes, Bedford, MK45 3PS |
| PROPOSAL | Erection of 1 no. detached dwelling |
| PARISH | Haynes |
| WARD | Houghton Conquest & Haynes |
| WARD COUNCILLORS | Cllr Mrs Barker |
| CASE OFFICER | Benjamin Tracy |
| DATE REGISTERED | 04 July 2016 |
| EXPIRY DATE | 29 August 2016 |
| APPLICANT | Mr & Mrs Goad |
| AGENT | Red Shed Design |
| REASON FOR COMMITTEE TO DETERMINE | Call-in from Cllr Barker for the following reasons: <ul style="list-style-type: none">• loss of amenity;• overdevelopment;• Highway safety - changes to area more cars in a small location;• parking - more cars;• design - modern house;• impact on landscape - out of keeping with the street scene; impact on surrounding neighbours in long yard and rooktree way. |
| RECOMMENDED DECISION | To Approve the application for planning permission. |

Summary of Recommendation:

The application seeks planning permission for the construction of a two storey, three bedroom dwellinghouse on land consisting of the side garden of the dwellinghouse known as No. 56 Silver End Road, Haynes.

It is considered that the proposed dwellinghouse is acceptable in principle. It is considered that the proposed dwellinghouse would not cause harm to the character and appearance of the area, the amenity and living conditions of occupiers of neighbouring dwellings and would provide an acceptable standard of amenity for future occupiers of the proposed dwelling. Furthermore; it is considered that the proposed dwellinghouse would be acceptable in the context of highway safety, car parking as well as trees and landscaping, as such the application is recommended for the approval of planning permission subject to conditions.

Site Location:

The site consists of the side garden of the dwellinghouse known as No. 56 Silver End Road, Haynes. However from the submitted documents it appears that the land is under separate ownership from the dwellinghouse No. 56.

To the south of the site is the dwellinghouse No. 56, Silver End Road. To the north

of the site is a car parking area associated with No. 69 Silver End Road. Further to the north and west of the site are the neighbouring dwellinghouses known as Nos. 58, 60, 62, 64, 66, 68 and 70.

To the west of the site are the neighbouring properties known as Nos. 63, 65, 67 and 69.

The Application:

The application seeks planning permission for the construction of a two storey, three bedroomed dwellinghouse and associated development including the provision of a vehicular access and hardstanding.

The proposed dwellinghouse would measure: 10 metres deep (including single storey rear projection and porch canopy) and 7 metres wide. The dwellinghouse would feature a dual pitched roof with a ridge height of 7.7 metres falling to an eaves height of 4.6 metres.

The dwellinghouse would be served by two on site car parking spaces.

RELEVANT POLICIES:

National Planning Policy Framework (March 2012)

National Planning Practice Guidance

Core Strategy and Development Management Policies (November 2009)

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| CS1 | Development Strategy |
| DM4 | Development within and Beyond Settlement Envelopes |
| CS14 | High Quality Development |
| DM3 | High Quality Development |
| CS16 | Landscape and Woodland |
| DM14 | Landscape and Woodland |

Central Bedfordshire Design Guide (2014)

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.

Relevant Planning History:

None relevant to the determination of this application for planning permission.

Consultees:

Haynes Parish Council Haynes Parish Council resolved to object to this as it represented overdevelopment of the plot. The Planning Officer is requested to give due consideration to all representations from neighbours.

Internal Drainage Board No comments to make regarding the planning application.

Highway Authority The Council's Highway Development Control Officer on behalf of the Highway Authority has issued the following consultation response:

The application proposes the erection of a three bedroom detached dwelling in the garden area to the side of No.56 Silver End Road and is similar in highway terms to that submitted under withdrawn application CB/16/01505/FULL.

The existing single garage to the side of No. 56 is to be demolished and two off-street parking spaces are shown to be provided in the garden in front of No. 56. The submitted plans show these to be retained but they do not currently exist. Therefore a new vehicular access will be required to serve these spaces.

The plans also show two parking spaces to the front of the new dwelling and a note to suggest that the area also includes secure cycle storage. The parking spaces are only just large enough to accommodate a car; therefore there is not sufficient room for the cycle storage as well. This will need to be accommodated elsewhere on the site and is a matter that can be dealt with by condition.

These parking spaces will also require a new vehicular access to be constructed as the existing access (to the garage) is not wide enough.

The Council's residential parking standards suggest a minimum of two spaces to serve a 3 bedroom dwelling whether it is detached or semi-detached. Therefore the on-site parking provision can be considered compliant with the Council's requirements.

Silver End Road is subject to a 30mph speed limit and in the vicinity of the site, the road is straight. Visibility at both of the points of access can be considered acceptable.

The proposed development of a 3 bedroom dwelling in this location has the potential to generate 6 to 8 additional traffic movements per day. Given that the means of

access is deemed acceptable, it is considered that these can be satisfactorily accommodated on the local road network and the proposal is unlikely to have any adverse highway impact, once completed.

In a highway context I recommend that the following conditions be included if planning approval is to be issued:

- 1 No other part of the development hereby permitted shall be commenced until the vehicular access to serve the retained dwelling has been laid out and constructed in accordance with Central Bedfordshire Council's Specification for vehicular access.

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway and the premises and ensure that access is maintained to the existing dwelling throughout the duration of the construction period.

- 2 No other part of the development hereby permitted shall be commenced until the two parking spaces to serve the retained dwelling have been laid out to a minimum dimension of 2.5m x 5.0m and surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. 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.

Reason:

In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises and to ensure that off-street parking is provided for the existing dwelling throughout the duration of the construction period.

- 3 The proposed dwelling shall not be occupied or brought into use until the proposed means of access has been formally constructed in accordance with details to be submitted to and approved by the local planning authority.

Reason

In order to minimise danger, obstruction and inconvenience to users of the highway and the

premises.

- 4 Before the development hereby permitted is first occupied or brought into use, the scheme for parking shown on Drawing No MG-02/P01 shall be laid out, drained and surfaced in accordance with details previously submitted to and approved in writing by the Local Planning Authority and those areas shall not thereafter be used for any other purpose. For the avoidance of doubt each parking space shall measure 2.5m x 5.0m.

Reason:

To enable vehicles to draw off and park clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

- 5 Prior to the occupation of the new dwelling details of 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, shall be 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.

Furthermore, I should be grateful if you would arrange for the following Notes to the applicant to be appended to any Consent issued:-

- 1 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.

- 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, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ
- 3 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".

The comments and advice in this letter are based on the information supplied in the planning application and accompanying documents/plans and no liability is accepted for any inaccuracy contained therein.

Trees and Landscape

The Council's Trees and Landscape Officer has issued the following consultation response:

No objections to the proposal, landscape and boundary treatment will be conditioned.

Pollution

No comment.

Other Representations:

Neighbours

Three neighbour representations have been received. The comments, objections and concerns raised have been summarised:

- the bedroom window on the side elevation of the proposed property is at a sufficient height, and is in such a position as to look directly onto No. 64, thus affecting the privacy of No. 64;
- noise from additional vehicles at the proposed property and also from the use of the dwelling and its garden by

- future occupiers;
- car parking is limited on Silver End Road for visitors as well as residents and the proposal would exacerbate this;
- on street car parking would be to the detriment of highway safety;
- the proposed new dwelling is not in keeping with the surrounding properties;
- the proposed property would be over development of the area;
- the proposal would appear squeezed into a narrow plot and the visual impact of an additional dwelling will be harmful to the visual amenities of the street scene where there are substantial gaps between properties of this type;
- car parking to the front of the donor property and the proposed dwellinghouse would result in a cluttered streetscene;
- the layout appears to fall short on what is acceptable in terms of adequate areas of habitable accommodation. The triangular shaped rear garden amenity area, although some 60 m2 affords the dwelling little to no privacy from neighbouring properties;
- the side window to the bedroom directly overlooks the front of the cottages in Long Yard, causing loss of their privacy;
- external materials are unclear;
- visual intrusion;
- Dominating appearance;
- sited beyond the building line;
- cramped development;
- overbearing impact on the residents of No. 56;
- noise from occupiers of the proposed dwelling would disturb occupiers of No. 56 due to proximity;
- development is close to the oil tank of No. 56;
- development would include the loss of trees; and
- concern relating to property damage caused by roots of trees.

Full copies of representations are available to view.

Considerations

1. Principle of Development

- 1.1 The site is located within the Settlement Envelope of Haynes. Haynes as defined by policy CS1 of the Core Strategy and Development Management Policies (2009) is a Large Village. Policy DM4 states: "Within the Settlement Envelopes in Large Villages, small-scale housing and employment uses,

together with new retail and service facilities to serve the village and its catchment will be permitted". Thereby the proposal for the construction of a single dwellinghouse within the Settlement Envelope Boundary of Haynes is considered to accordance with Policies CS1 and DM4.

- 1.2 However the principle of the proposed development is subject to careful consideration of criteria set out in Policy DM3 and other development plan policies, in particular; the size of the site needs to be appropriate to the scale of development; it is demonstrable that the development would not cause harm to the character and appearance of the area; the development would not cause undue adverse impact upon the amenities of neighbouring occupiers; the development needs to provide acceptable amenity and living conditions for future occupiers; the development must be served by sufficient car parking in accordance with the Council's car parking standards; and safe vehicular access to the site must be achievable within the site boundary.
- 1.3 These material considerations have been considered within the main body of the report below.

2. Impact upon the Character and Appearance of the Area

- 2.1 The application site comprises part of the garden area and parking area of 56 Silver End Road. The donor property is one of several well-spaced semi-detached houses in the road that have good size plots, landscaped front gardens and single storey garages to the side. This pattern is an attractive feature of the immediate environment. The neighbouring dwellinghouse known as No. 56 Silver End Road has recently benefited from the construction of a hardstanding forming an additional two car parking spaces on the forecourt of No. 56.
- 2.2 The proposed development would result in a plot width of about 9.8 metres, and would leave the donor property with a plot width of 7 metres. The distance between the flank walls of the donor property and the proposed dwelling would be approximately 2.2 metres and the proposed dwellinghouse would maintain a 1.6 metre separation from the northern boundary of the site. It is considered that the plot would not appear cramped or overdeveloped, whereby an acceptable degree of circulation around the property and an acceptable visual separation between the proposal and neighbouring buildings has been provided.
- 2.3 It is considered that the proposed development would be set forward from the neighbouring dwellinghouse, however the properties to the southeast of this part of Silver End Road do not feature a strong building line. When considering the scale of the building, it would be of a scale no greater than the neighbouring property No. 56, it is not considered that its modest projection beyond the front wall of No. 56 would result in a overly prominent or dominating building within the street scene.
- 2.4 Concern has been raised in relation to the architectural style of the proposed building. The buildings within the immediate context of the site are of a variety of ages, sizes and architectural styles, furthermore the site is not located within a conservation area or the setting of a listed building. For the latter reasons the site is not considered to be sensitive in the context of heritage conservation,

however high quality design is of great importance to the built environment and forms a key aspect of sustainable development and a core planning principle as outlined within the context the National Planning Policy Framework and Policy DM3 of the Core Strategy and Development Management Policies (2009).

- 2.5 Paragraph 60 of the National Planning Policy Framework states that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however proper to seek to promote or reinforce local distinctiveness.

- 2.6 The proposed development proposes an architectural style which is considered to be acceptable in principle. Limited explanation of design evolution and considerations of contextual influences on the design have been demonstrated from the immediate context of the site or the wider village of Haynes. However it is considered that the dwellinghouse would appear simple in form and in the absence of a prevalent character within the street scene, it is considered that the architectural style would not in itself cause harm to the character and appearance of the area. Details of external materials can be reserved by the imposition of conditions.

- 2.7 For the reasons outlined above, subject to conditions that would ensure the external materials used would compliment the building and the context of the site, it is considered that the proposed development would not cause harm to the character and appearance of the area contrary to Policy DM3 of the Core Strategy and Development Management Policies (2009) and the National Planning Policy Framework.

3. Impact upon the amenity and living conditions of occupiers of neighbouring dwellings.

- 3.1 Concern has been raised in relation to the impact of the proposed development upon the privacy of No. 58 to the east of the site. It should be noted the Council's Design Guide does outline a minimum back to back distance for first floor windows as 21 metres, however there is no minimum distance for back to front distances of windows. It is considered that the ground floor patio window of the proposed dwellinghouse would provide a view into and towards the first floor bedroom window of the neighbouring dwellinghouse known as No. 58, however due to the elevated position of No. 58's first floor window in relation to the ground floor window of the proposed dwelling it is not considered that this view would be an unacceptable direct view that would justify the refusal of planning permission.

- 3.2 It is however considered to be necessary, relevant and reasonable to impose a precise and enforceable condition that would ensure the first floor rear window of the proposed dwellinghouse would be obscure glazed and restricted in opening, in the interest of safeguarding the privacy of neighbouring occupiers. Furthermore it is considered necessary, relevant and reasonable to impose a precise and enforceable condition that would removed permitted development rights for the installation of upper floor windows in the rear elevation of the dwellinghouse, in the interest of safeguarding the privacy of the occupiers of No. 58.

- 3.3 When considering the scale of the proposed development in relation to the separation between the proposed dwellinghouse and the neighbouring property No. 58, it is considered that the proposed dwellinghouse would not cause an unacceptable impact in relation to loss of outlook , loss of light or overbearing impacts.
- 3.4 For the reasons outlined above, subject to conditions it is considered that the proposed development would not cause an unacceptable impact upon the amenity and living conditions of the occupiers of No. 58.
- 3.5 When considering the scale of the proposed development and the separation between the proposed development and the neighbouring dwellinghouses known as Nos. 60, 62, 64, 66, 68 and 70, it is judged that the proposed development would not cause an unacceptable impact in relation to loss of light, outlook or overbearing impacts upon Nos. 60, 62, 64, 66, 68 and 70.
- 3.6 Concern has been raised in relation to the proposed location of the first floor window to be installed on the northern side elevation of the proposed dwellinghouse, it is considered that this window would provide a direct view towards the front elevation of the neighbouring properties known as Nos. 60, 62, 64, 66, 68 and 70. However there is no prescribed minimum separation between side windows and front windows of dwellinghouses, due to front windows not being afforded the same degree of protection as rear windows, due to their nature often facing the public or shared spaces.
- 3.7 When considering the separation between the proposed window and those serving neighbouring dwellings, it is considered that the separation between windows is comparable to the separation between front windows of dwellings within a modern residential cul de sac, and as such the view is not considered to cause an unacceptable impact upon the privacy of the occupiers of Nos. 60, 62, 64, 66, 68 and 70.
- 3.8 For the reasons outlined above it is considered that the proposed development would not cause harm to the amenity and the living conditions of the occupiers of Nos. 60, 62, 64, 66, 68 and 70.
- 3.9 When considering the scale of the proposed development and the separation between the proposed dwellinghouse and No. 56, it is considered that the proposed development would not cause an unacceptable impact in relation to loss of light, outlook, privacy or overbearing impacts upon No. 56. It is considered that the proposed development would not cause harm to the amenity and living conditions of the occupiers of No. 56.
- 3.10 Concern has been raised in relation to noise and disturbance from vehicular movements and occupiers, however it is not considered that noise arising from a residential use within a residential area would justify the refusal of planning permission.
- 3.11 For the reasons outlined above it is considered that the proposed development would not cause harm to the amenity and living conditions of the occupiers of Nos. 56, 58, 60, 62, 64, 66, 68 and 70 or any other neighbouring dwelling, in

accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009).

4. Amenity and Living Conditions of future occupiers of the proposed dwellinghouse

- 4.1 Concern has been raised in relation to the provision of external amenity space to serve the proposed dwellinghouse. It is however considered that the proposed dwellinghouse would provide an acceptable provision of external amenity space to serve a three bedroomed dwellinghouse. It is noted that the depth of the amenity space is below the 12 metre depth outlined within the Central Bedfordshire Design Guide however, when considering the square metre area provided exceeds the Council's standard for area it is considered on balance that an acceptable area of external amenity space has been provided to serve the occupiers of the dwellinghouse.
- 4.2 Concern has been raised in relation to the standard of privacy afforded to the future occupiers of the proposed dwellinghouse, however it is considered that the habitable rooms within the dwelling and a significant area of amenity space would provide an acceptable degree of privacy.
- 4.3 For the reasons outlined above it is considered that the proposed development would form acceptable living accommodation for future occupiers, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009).

5. Car Parking and Highway Safety

- 5.1 The Highway Authority has raised no objection to the car parking provision to serve the new dwellinghouse, whereby it is considered that the proposed car parking provision for the proposed dwellinghouse and the proposed vehicular access is acceptable, in the context of car parking and highway safety.
- 5.2 Concern has been raised in relation to on street car parking in the context of highway safety, however it is considered that the proposed dwellinghouse and the donor property would be served by two car parking spaces each, which is in accordance with the Council's Car Parking Standards.
- 5.3 For the reasons outlined above it is considered that the proposed development is acceptable in the context of highway safety and car parking, contrary to Policy DM3 of the Core Strategy and Development Management Policies (2009) and the National Planning Policy Framework. The proposed development is further in accordance with the Council's Car Parking Strategy outlined within the Central Bedfordshire Design Guide (2014).

6. Other Considerations

- 6.1 Concern has been raised in relation to the impact of proposed trees and landscaping on the foundations of neighbouring buildings. However property damage is not a material consideration in the determination of an application for planning permission, whereby it would not form a reason for refusal of planning permission.

7. Equality and Human Rights

- 7.1 Based on information submitted there are no known issues raised in the context of Human Rights/ The Equalities Act 2010 and as such there would be no relevant implications.

Recommendation:

That Planning Permission be **GRANTED** subject to the following 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 **No development shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls and roofs 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: Details are required to the commencement of development 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).

- 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: Details are required prior to the commencement of development 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 The first floor window in the rear elevation of the development hereby permitted shall be permanently fitted with obscured glass of a type to substantially restrict vision through it at all times and shall be non-opening, unless the parts of the window(which can be opened are more than 1.7m above the floor of the room in which the window is installed.

Reason: To safeguard the privacy of occupiers of adjoining properties, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009).

- 5 Notwithstanding the provisions of the Town and Country Planning (General

Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no further windows shall be inserted into the rear elevation of the proposed dwelling, without the grant of further specific planning permission from the Local Planning Authority.

Reason: To protect the privacy of neighbouring residents, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009).

- 6 **No development shall take place 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: Details are required prior to the commencement of development to ensure an acceptable standard of landscaping, in accordance with Policies DM3 and DM14 of the Core Strategy and Development Management Policies (2009).

- 7 **No development shall commence until details of the junction of the vehicular access with the highway has been submitted to and approved in writing by the Local Planning Authority. The proposed dwelling shall not be occupied until the modified access has been constructed in accordance with the approved details.**

Reason: Details are required prior to the commencement of development in order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

- 8 The dwellinghouse hereby approved shall not be first occupied until the scheme for car parking illustrated on Drawing No P01 has been surfaced in a stable and durable manner and provision has been made for the interception and drainage of surface water from the site to soak away within the site so that it does not discharge into the highway or into the main drainage system.

Reason: To enable vehicles to draw off and park clear of the highway, thus minimising danger, obstruction, and inconvenience to users of the highway and of the premises as well as 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, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009).

- 9 The dwellinghouse hereby permitted shall not be first occupied until details of 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, has 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.

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.

- 10 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: P01; P02; P03; and Planning Statement.

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. **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:

<http://www.centralbedfordshire.gov.uk/council-tax/bands/find.aspx>

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 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.

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, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ.
5. 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) Order 2015 - Part 5, Article 35

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) Order 2015.

DECISION

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