

ITEM NO:	<u>Location:</u>	Glebefield Lilley Bottom Lilley Luton Hertfordshire LU2 8NH
	<u>Applicant:</u>	Mrs Faye Frost
	<u>Proposal:</u>	Two storey side extension, porch and car port following demolition of existing single storey side extension
	<u>Ref. No:</u>	20/00646/FPH
	<u>Officer:</u>	Tom Rea

Date of expiry of statutory period:

13.05.2020

Reason for Delay

An extension to the statutory period within which to determine this application has been agreed by the applicant.

Reason for Referral to Committee

The application is made by an elected Member of the Council

1.0 Relevant History

- 1.1 87/00213/1: Two storey side extension, approved 11/3/87
88/01507/1: Single storey rear extension, approved 26/9/88
93/00127/1: Change of use of agricultural land to residential. Detached double garage. Approved 15/4/93

10/00108/1EUD: Lawful Development Certificate Existing: Retention of two storey detached building and its continued use as a double garage and gymnasium with a first floor independent residential unit. Certificate of Lawful Use granted 13/4/10

14/03363/1: Use of ground floor garage and attached gymnasium in association with first floor independent residential unit, involving alterations to front elevation and conversion to living accommodation (as amended by plan nos. BAR/14/01A & BAR/14/02B received 13/1/15). Granted permission 23/2/15

2.0 Policies

2.1 North Hertfordshire District Local Plan No.2 with Alterations

Policy 2 - Green Belt

Policy 28 – House extensions

Policy 55 – Car Parking standards

Policy 57 - Residential Guidelines and Standards

2.2 National Planning Policy Framework:

Section 12: Achieving well-designed places

Section 13: Protecting Green Belt land

2.3 North Hertfordshire Local Plan 2011 - 2031 (Main Modifications 2018)

Policy SP5: Countryside and Green Belt

Policy D1: Sustainable Design

Policy D3: Protecting living conditions

2.4 Supplementary Planning Guidance: Vehicle Parking at New Development (2011)

3.0 Representations

3.1 **Offley Parish Council:** Any comments will be reported at the meeting

3.2 **Site Notice/Adjoining occupiers:** No representations received

4.0 Planning Considerations

4.1 Site & Surroundings

4.1.1 The application property is known as Glebefield, a two storey detached dwelling located in the countryside on the west side of Lilley Bottom approximately 1 mile south of Lilley. The property was originally a detached garage however it has been converted into a three bedroom dwelling in recent years (see history above). The property is adjacent to Nos 1 & 2 Lodge Cottages a pair of semi-detached dwellings located a few metres to the north east. The application site is within the Green Belt. The track that serves the dwelling (and Nos 1 & 2 Lodge Cottages) is also a Byway Open to All Traffic (Offley BOAT 20).

4.2 Proposal

4.2.1 The applicant seeks planning permission for a two storey side extension, an attached car port and a front porch following the removal of an existing single storey side extension.

The side extension would take the form of a sideways projecting gable with front and rear dormer windows and the same eaves line as the main dwelling. The front porch would be located over the existing entrance door with a simple lean to roof. Materials for these works would match the existing property (i.e. red brick and slates). The car port would be open on three sides supported by posts with a flat roof over.

4.3 **Key Issues**

4.3.1 The key issues are whether the proposal is acceptable in terms of Green Belt policy, impact on character and appearance of the area, impact on neighbouring properties and car parking.

4.3.2 **Green Belt policy considerations**

Policy 2 of the local plan states that '*planning permission will only be granted for new buildings, extensions and changes of use of buildings and land which are appropriate in the Green Belt and which would not result in significant visual impact*'. Paragraph 145 of the National Planning Policy Framework advises that the extension or alteration of a building is not inappropriate development provided that the works do not result in disproportionate additions over and above the size of the original building.

4.3.3 In this case, the proposals involve the demolition of an existing ground floor extension and a 32% increase in the dwelling footprint overall and a 33% increase in volume overall. These calculations include the proposed car port. In my opinion these percentage increases in footprint and volume over the original building are not considered to be excessive and therefore the proposals could not be deemed disproportionate additions over and above the size of the original building. It follows therefore that the development meets the criteria set out in Policy 2 of the adopted local plan and paragraph 145 of the NPPF and that the development is not inappropriate development in the Green Belt.

4.3.4 **Impact on character and appearance of the area**

The main part of these proposals is the two storey side extension. It is set back from the front main elevation and the ridge height is slightly lower than the main roof. It also continues the gabled roof form of the house and that of the adjacent Lodge Cottages. As such I consider that the extension has a clear subordinate relationship with the main dwelling. The use of similar window openings and the modestly scaled through eaves dormers maintains this subservient approach. The use of matching materials also ensures that the extension integrates well with the main dwelling. The car port is a low roofed structure that is open on three sides. It will be largely screened by the adjoining garden boundary wall. Overall the extensions are sympathetic to the main dwelling in terms of scale and proportions, window design and external materials and therefore consistent with the requirements of Policy 28 of the adopted plan and Policy D1 of the Emerging Local Plan. In view of the above I consider that there would be no significant harm to the character and appearance of the area.

4.3.5 Impact on neighbouring properties.

The main part of the extension proposals is on the opposite side of the dwelling to No. 2 Lodge Cottages and will be effectively screened by the bulk of the existing dwelling. As such there would be practically no material impact on the residential amenities of the occupiers of No. 2 in my opinion.

4.3.6 Car Parking

The existing hardstanding area to the front of the dwelling will be retained and additional car parking capacity introduced through the provision of the car port. Sufficient car parking is provided to meet the needs of the extended dwelling in accordance with the Council's Supplementary Planning Document on Car Parking provision and the parking arrangements do not impact on the by-way that runs past the front of the dwelling.

4.3.7 Environmental mitigation

With the provision of the car port it is recommended that an Electric Vehicle charging point is added in order to assist the Governments ambitions to help increase the use and supply of renewable and low carbon energy. An EV charging point is shown indicatively on the site plan. The existing solar roof panels are to be retained and re-sited. Otherwise the proposed development, by virtue of its limited scale in general terms, would have no significant implications for the local environment in terms of carbon emissions and therefore would be generally in compliance with Section 14 of the NPPF.

4.3.8 Site Assessment

This application has been assessed having regard to photographs and notes that were available on the history files together with up to date photographs of the current dwelling provided by the applicant.

4.4 Conclusion

4.4.1 The proposals are considered acceptable in planning and highway terms.

5.0 Legal Implications

5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

6.0 **Recommendation**

6.1 That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the provisions of 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 be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. Prior to its use, the proposed car port shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

Proactive Statement:

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.