

REPORT FROM: PLANNING, BUILDING CONTROL AND LICENSING
SERVICES MANAGER

TO: WEST CRAVEN COMMITTEE

DATE: 7th November, 2017

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning application.

REPORT WEST CRAVEN COMMITTEE 7TH NOVEMBER 2017

Application Ref: 17/0508/HHO

Proposal: Full: Demolition of existing garage and erection of two storey side extension.

At: 1 Long Green, Earby

On behalf of: Mr Ian Brown

Date Registered: 13.09.2017

Expiry Date: 08.11.2017

Case Officer: Charlotte Pinch

Site Description and Proposal

The application site is a two storey semi-detached dwelling, located in a corner plot at the junction between Long Green and Stoney Bank Road in Earby. The site is surrounded by residential properties of a similar design, scale and mass.

The proposed development is for the erection of a two storey side extension. It would have a width of 3.8 metres, depth of 7.6 metres and maximum height of 6.8 metres.

The extension would comprise of a single garage and utility room at ground floor level, with a fourth bedroom and en-suite bathroom at first floor level. The extension would be constructed of red brick and double roman pan tiles to match the existing dwellinghouse. The proposal would require the demolition of the existing flat roof garage extension, prior to development.

Relevant Planning History

13/06/0084P

Full: Demolition of existing garage and erection of attached flat roof garage with utility.
Approved with Conditions. 2006.

Consultee Response

LCC Highways

The application seeks to demolish the existing garage and erect a two storey side extension, increasing the number of bedrooms from three to four.

For dwellings with four bedrooms the 'Replacement Pendle Local Plan 2001-2016 Appendix 2: Car and Cycle Parking Standards' recommend the provision of three adequately sized off-road parking spaces. To count as one parking space a single garage should have minimum internal dimensions of 6m x 3m. The proposed garage is smaller than this and, at the dimensions currently proposed, cannot be counted as one parking space.

However we would consider a garage with the internal dimensions 5.5m x 3m adequately sized to count as one parking space, subject to the following being taken into account. The door between the utility room and garage should open into the utility room to ensure that this can be fully opened when a vehicle is parked in the garage. Covered, lockable storage for two cycles should also be provided within the curtilage.

Please ask the applicant to provide an amended plan showing these revisions.

Due to the development site's location within a residential estate, and close to Springfield Primary School on Bailey Street, I would ask that a condition is applied restricting the times of deliveries to ensure there is no conflict with traffic, both vehicular and pedestrian, at peak times.

Should satisfactory details of the on-site parking provision be submitted, the Highway Development Support Section would have no objection to this application.

Earby Town Council

No objections.

Public Response

Three letters of objection were received in response to this proposal from neighbouring occupiers, their comments can be summarised as follows:

- Significant loss of daylight to cottages at the rear, which are located on a lower ground level.
- Block views of the countryside from habitable room windows.
- The roof line of the extension would be out of keeping with nearby properties.
- Detrimental to the street scene.
- Terracing effect as a result of the extension.
- Lack of on plot parking.

In addition, one letter of support was received, including the following points:

- The footprint of the existing property will be reduced.
- It will look better than a flat roof garage.
- An increase in the size of the property is warranted due to a growing family.
- Due to the location of the site, it would have very little impact on nearby properties.

Officer Comments

The main issues to consider in assessing this application are impact on amenity, design, materials and parking provision.

The starting point for consideration of any planning application is the development plan. Policies which are up to date and which conform to the provisions of the National Planning Policy Framework must be given full weight in the decision making process. Other material considerations may then be set against the Local Plan policies so far as they are relevant.

Policy

Pendle Local Plan Part 1: Core Strategy

Policy SDP1 takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy ENV1 of the Pendle Local Plan Part 1 seeks to ensure a particularly high design standard that preserves or enhances the character and appearance of the area and its setting. It states that the impact of new developments on the natural environment, including biodiversity, should be kept to a minimum.

Policy ENV2 of the Pendle Local Plan Part 1 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Replacement Pendle Local Plan

Saved Policy 31 of the Replacement Pendle Local Plan sets out the maximum parking standards for development.

National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies in paragraphs 18 to 219 of the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

The Design Principles Supplementary Planning Document (SPD) applies to extensions and sets out the aspects required for good design.

Visual Amenity

The Council's adopted SPD: Design Principles document provides guidance on two storey side extensions. Extensions should be designed to avoid having an overbearing effect or causing loss of light or privacy for neighbours. Two storey extensions to the side of semi-detached properties should respect the balance and symmetry of such properties, avoiding the creation of a terracing effect.

The proposed extension would be located adjacent to a road, with no immediate neighbours on the southern side elevation.

A two storey extension should normally be set in from the side boundary by at least one metre and at the least the first floor element should be set back from the front elevation of the dwelling by one metre with a slightly lower roof line.

The proposed extension would be set in from southern side boundary by two metres, resulting in an increase in separation distance over the existing situation. Furthermore, the first floor element would be set back from the front wall by 1 metre, with a set down from the main ridge by 0.5 metres, therefore complying with this guidance. The extension would be considerably less than the width of the host dwelling and with the other design characteristics described above would have a subservient appearance in the street scene.

The windows proposed on the front and rear elevations of the extension are of a similar size and detail as those on the main dwellinghouse. The extension would be constructed of red brick and roman pan roof tiles, ensuring it matches that of the existing property and the character of the street scene.

The design and materials of this development are acceptable in this location and as such comply with Policies ENV1, ENV2 and the Design Principles SPD.

Residential Amenity

Concerns have been raised from neighbours to the rear of the site in Stoopes Hill that the proposed development would appear overbearing and cause a loss of light to their properties. It is acknowledged that these properties are smaller in scale and sited at a lower level than the application site, although they are located 4 metres from the boundary of the site and a total of 12 metres from the proposed extension.

In accordance with BRE guidelines on residential developments both a 45 and 25 degree line was drawn from the lowest windows of the nearest properties in Stoopes Hill, taking into account the change in levels, towards the proposed extension. Neither line intersected the proposed extension; therefore no significant loss of light to neighbouring properties would occur as set out in the BRE guidance .

Given the adequate separation distance and that the proposed extension would be no higher than the existing dwellinghouse, this development would not have a significantly greater impact on the neighbouring occupiers than the existing situation and not enough impact to warrant a refusal.

Additional ground and first floor windows are proposed on the front and rear elevation of the extension, adjacent to similar existing windows on the main dwellinghouse. Taking into account existing street patterns and the existing interface distances between properties in the area, these windows would not have a detrimental impact on privacy beyond that already existing.

Therefore, the proposed development is acceptable in terms of residential amenity in accordance with Policy ENV2 and the Design Principles SPD.

Highways

The proposed extension would add an additional bedroom to the property, creating a four bedroom dwelling. Saved Policy 31 expects a maximum of three on plot spaces to be provided for this size property.

The existing and proposed garages are substandard in size to be classed as a parking space. The two existing parking spaces on the driveway are being retained; therefore there is no reduction in parking provision on the site. Given there is unrestricted on street parking in the area and two parking spaces are already provided on plot, this would not be a justifiable reason to warrant refusal of the application.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed residential development would accord with Local Planning Policy and would be compliant with the guidance set out in the Framework. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Approve

Subject to the following conditions:

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

Reason: Required to be imposed by 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 in accordance with the following approved plans: Drawing No: A1 2512 002 Elevations and Sections as Proposed, A1 2512 002 Floor Plan and Roof Plan as Proposed.

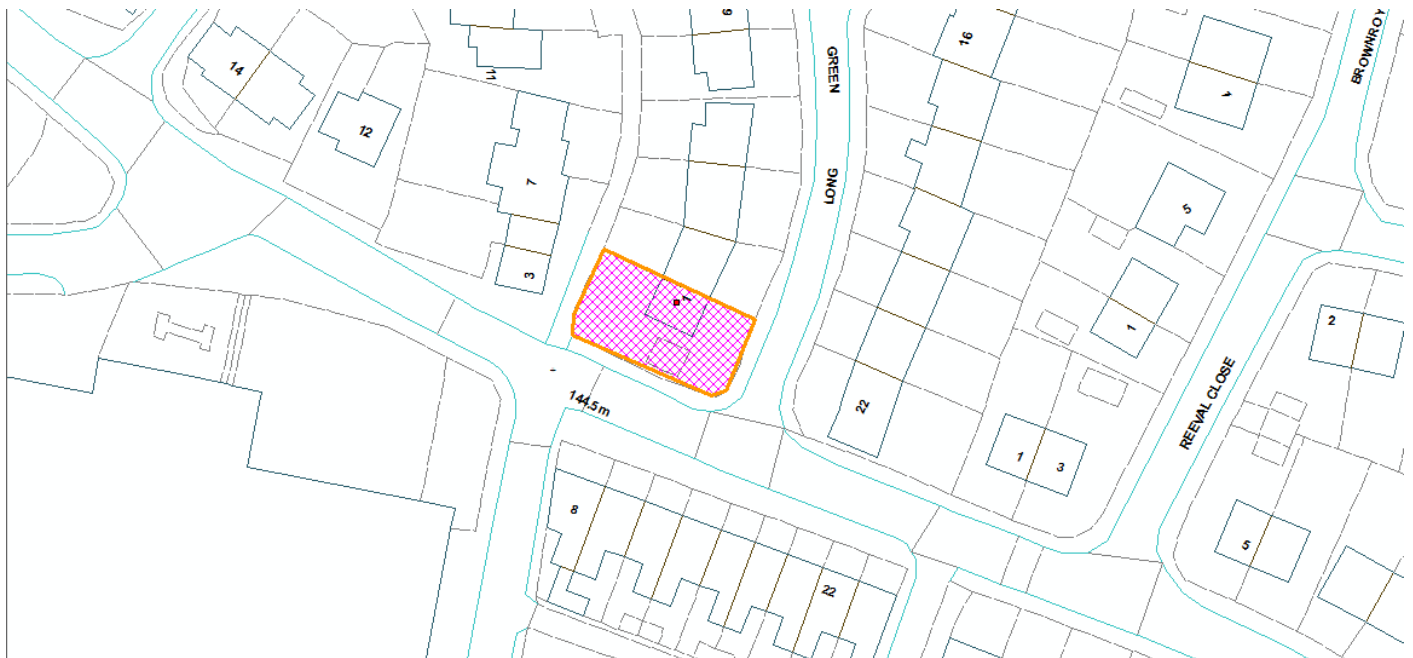
Reason: For the avoidance of doubt and in the interests of proper planning.

3. All materials to be used in the elevations and roof of the proposed development shall be as stated on the application form and approved drawings and shall not be varied without the prior written permission of the Local Planning Authority.

Reason: These materials are appropriate to the locality and in order to allow the Local Planning Authority to control the external appearance of the development.

4. No deliveries shall be made before 9:00am and after 3:00pm to avoid conflict with traffic (vehicular or pedestrian) attending the local primary school and/or entering/leaving the estate.

Reason: In the interest of highway safety.



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At: 1 Long Green, Earby

On behalf of: Mr Ian Brown

Date: 24th October 2017