



REPORT FROM: PLANNING, ECONOMIC DEVELOPMENT AND
REGULATORY SERVICES MANAGER

TO: NELSON COMMITTEE

DATE: 1st March 2021

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications.

REPORT TO NELSON COMMITTEE 1st MARCH, 2021

Application Ref: 20/0322/FUL

Proposal: Full: Major: Erection of three storey police station (3,924sq.m.), 267 space multi-storey car park, communications mast (45m high) and 2.4m boundary security fence.

At: Land Used For Fairground, Carr Road, Nelson, Lancashire

On behalf of: Lancashire Constabulary

Date Registered: 26th May 2020

Expiry Date: 27th August 2020

Case Officer: Kathryn Hughes

Site Description and Proposal

The application is to erect a new police station on land at Carr Road, Nelson.

Officer Comments

- 1.1 The planning application has been before the Area Committee where it was delegated to the Planning, Economic Development and Regulatory Series Manager for approval. The application was delegated as there were outstanding matters related to flooding. These outstanding issues have now been addressed.
- 1.2 One further letter of objection has been received which raises no new planning issues.
- 1.3 The planning application had a number of request attached to it from outside bodies. Amongst them were a number of highway requests. These were:
 - Crossing point outside the police station
 - Improved cycle links to the A6068
 - Splitter island for the turn from the A6068 into Carr Road
 - New bus stops
 - Contribution over 5 years for a bus service
- 1.4 The applicant have reviewed the application and the financial contributions that have been requested. Of particular concern was the request for £600,000 for a contribution towards a bus service. The applicants have provided information that this would not be affordable within the budget of the scheme and would result in the scheme not being proceeded with. The applicant have therefore requested that the Council review the requirement for the bus service contribution.
- 1.5 The National Planning Policy Framework (“the Framework”) seeks to balance the development of the infrastructure that we need whilst not placing undue financial burdens on development.
- 1.6 Para 55 of the Framework states:

Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable,

precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

1.7 Para 56 states:

Planning obligations must only be sought where they meet all of the following tests:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

1.8 Of particular relevance is paragraph 57

Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

1.9 The issue before Committee is whether, taking into account the information submitted in relation to viability, that the provision of augmented bus services is necessary to make the development acceptable in planning terms.

1.10 Information has been provided by the Agent which states that whilst they agree to a contribution towards the cycle lane, MOVA, splitter island and crossing enhancements the bus stop enhancements and contribution towards the bus service would not be acceptable on viability grounds and therefore the bus stop enhancements would not be required by default. The requirements for the MOVA reports would be limited £5,000 and £10,000 for any additional work required following this and therefore this element is proportionate to the development.

1.11 The agent has stated that the bus stop enhancements and bus service contribution would be disproportionate to the overall scheme as staff would be unlikely to benefit from the use of public transport. The improved bus service would only be of benefit to the public whilst the Public Enquiry desk is in operation which would be until 7pm therefore the contribution of £600,000 would result in the scheme not being financially viable for Lancashire Constabulary.

1.12 Taking into account paragraph 55 of the NPPF and the tests for planning obligations it is clear that in this case the requirement for a five year contribution towards improvement bus services and enhancements of the bus stops would not be fair and reasonable in terms of the scale and kind of development proposed. This development is for an office building specially to accommodate a police station which has its own particular needs in terms of accessibility and would not be dependent on public transport for either staff or members of the public which it will serve. The contribution towards improved bus services and enhanced bus stops is not therefore necessary for the scheme.

1.13 On this basis it is recommended that the application be approved without the requirement for a contribution towards the bus service and enhanced bus stops based on the viability of the scheme and subject to the revised conditions below.

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 use of the site would be acceptable subject to appropriate conditions. The development 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 works hereby approved shall not be carried out except in complete accordance with the details shown on the submitted plans:

LAN028-PEV-B1-ZZ-DR-A-9006 Site Plan, LAN028-PEV-B1-ZZ-DR-A-9007 Site Section, LAN028-PEV-B1-ZZ-DR-A-90011 Ground Floor Plan, LAN028-PEV-B1-ZZ-DR-A-9012 First Floor Plan, LAN028-PEV-B1-ZZ-DR-A-9013 Second Floor Plan, LAN028-PEV-B1-ZZ-DR-A-9014 Roof Plan, LAN028-PEV-B1-ZZ-DR-A-9500 North and West Elevations, LAN028-PEV-B1-ZZ-DR-A-9501 South and East Elevations, LAN028-PEV-B1-ZZ-DR-E-0800 Indicative External Lighting, LAN028-PEV-B1-ZZ-DR-A-9503 MSCP North and West, LAN028-PEV-B1-ZZ-DR-A-9504 MSCP South and East, LAN028-PEV-B1-ZZ-DR-C-C-0900 Proposed Visibility Splays, LAN028-PEV-B1-ZZ-DR-C-0500 Proposed Drainage, LAN028-PEV-B1-ZZ-DR-C-0600 Proposed External Levels Plan, LAN028-PEV-B1-ZZ-DR-C-0700 Proposed Pavement Layout, LAN028-PEV-B1-ZZ-DR-C-0720 Proposed Fencing, LAN028-PEV-B1-ZZ-DR-A-9005 Location Plan, 2020.05.04 Lan028-PEV-XX-XX-DR-L-0202 Hard and soft landscaping, 42939-SRL-RP-YA-001-P2 Noise Assessment, R002EST02-191056-17.30 FRA, RT-MME-151043-01 REV A, Transport Assessment, Interim Travel Plan, Design and Access Statement.

Reason: For the avoidance of doubt.

3. No part of the development hereby approved shall take place until a Planning Obligation pursuant to section 106 of the Town and Country Planning Act, 1990 (or any subsequent provision equivalent to that section) has been made with the Local Planning Authority. The said obligation shall provide for a contribution towards monitoring and improvements to the MOVA system at Junction 13.

Reason: In order to ensure the free flow of traffic at Junction 13 of the M65.

4. No development shall take place until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials

- iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site
5. Full engineering details of the site access and off-site highway works shall be submitted to and approved in writing by the Local Planning Authority and these shall be implemented in full prior to the first occupation of the site. The off-site highway works shall include upgrade of pedestrian/cycle crossing point on Carr Road for access to Victoria Park, widening of footway to upgrade to shared footway/cycleway on Carr Road between Barrowford Road and the site and realignment of island and north side kerb at Barrowford Road/Carr Road junction.

Reason: In the interests of Highway safety.

6. No development shall commence unless and until three slit trenches have been dug and subsequently inspected to locate any potential land drainage along the eastern boundary which has been provided for the M65 motorway embankment. Any drainage should be recorded and protected during the construction phase.

Reason: To prevent any potential land stability and drainage issues for the adjacent M65.

7. The car, cycle, motorcycle and electric vehicle parking provision shall be constructed, laid out and surfaces in bound porous materials in accordance with the approved plans prior to occupation of the site. The parking areas shall thereafter always remain available for parking of vehicles associated with the office development.

Reason: In order to ensure satisfactory levels of off-street parking are achieved within the site to prevent parking on the highway to the detriment of highway safety.

8. The timetable and details contained within the submitted Interim Travel Plan shall be fully adhered to as long as the site is occupied.

Reason: To ensure the site is served by a range of sustainable transport modes and to provide for future sustainability of the site.

9. Prior to any above ground work commencing on site full details of all external materials including stone, roof materials, cladding/glazing systems and rainwater goods shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the details are acceptable and appropriate for the setting.

10. The cycle storage facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the use hereby permitted becomes operative. The cycle storage facilities shall then be provided in accordance with the approved plan.

Reason: To ensure that the development provides sustainable transport options.

11. For the avoidance of doubt foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

12. No development shall commence until final details of the design and implementation of an appropriate surface water drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include:

- a) A final surface water drainage layout plan; appropriately labelled to include all pipe/structure references, dimensions, design levels, finished floor levels and external ground levels (in AOD);
- b) A full set of flow calculations for the surface water drainage network. The calculations must show the full network design criteria, pipeline schedules and simulation outputs for the 1 in 1 year, 1 in 30 year and 1 in 100 year return period, plus an appropriate allowance for climate change and urban creep. The calculations must also demonstrate that surface water runoff will not exceed a maximum rate of 5l/s.
- c) A final site plan showing all on-site surface water catchment areas, i.e. areas that will contribute to the proposed surface water drainage network;
- d) Confirmation of how surface water will be managed within any non-drained areas of the site, i.e. grassed areas and public open space.
- e) A final site plan showing all overland flow routes and flood water exceedance routes, both on and off site;
- f) Details of any measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses; and
- g) Details of an appropriate management and maintenance plan for the surface water drainage network over the lifetime of the development.

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To ensure that the proposed development can be adequately drained; that there is no flood risk on or off the site resulting from the proposed development; that water quality is not detrimentally impacted by the development proposal and that appropriate maintenance mechanisms are put in place for the lifetime of the development.

13. No development shall commence until details of how surface water and pollution prevention will be managed during construction phase have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the construction phase(s) of development does not pose an undue flood risk on site or elsewhere and to ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

14. The development hereby approved shall be carried out in strict accordance with the Flood Risk Assessment prepared by Pick Everard (MC/EST/191056/17-2/R002-Issue No. 5, 30/11/2020). All of the proposed mitigation measures including the Flood Evacuation Procedures shall be implemented prior to occupation of the building.

Reason: To ensure there is no flood risk on or off the site resulting from the proposed development and that appropriate mechanisms are put in place for Flood Evacuation of the development.

15. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as the approved details. The submitted geo-environmental investigation satisfies part 1 of the above condition.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. And to prevent deterioration of a water quality element to a lower status class in the underlying secondary A aquifer.

16. Unless approved in writing by the Local Planning Authority no ground clearance, demolition, changes of level or development or development-related work shall commence until protective fencing, in full accordance with BS 5837 : 2012 has been erected around each tree/tree group or hedge to be preserved on the site or on immediately adjoining land, and no work shall be carried out on the site until the written approval of the Local Planning Authority has been issued confirming that the protective fencing is erected in accordance with this condition. Within the areas so fenced, the existing ground level shall be neither raised nor lowered. Roots with a diameter of more than 25 millimetres shall be left unsevered. There shall be no construction work, development or development-related activity of any description, including the deposit of spoil or the storage of materials within the fenced areas. The protective fencing shall thereafter be maintained during the period of construction.

All works involving excavation of soil, including foundations and the laying of services, within the recommended distance calculated under the BS 5837 (2012) of the trees to be retained on the site, shall be dug by hand and in accordance with a scheme of works which has been submitted to and approved by the Local Planning Authority, prior to the commencement of works.

Reason: To prevent trees or hedgerows on site from being damaged during building works.

17. The development hereby permitted shall not be commenced until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be submitted at a scale of 1:200 and shall include the following:

- a. all existing trees to be retained;
- b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
- c. an outline specification for ground preparation;
- d. all proposed boundary treatments with supporting elevations and construction details;
- e. all proposed hard landscape elements and pavings, including layout, materials and colours;
- f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its entirety approved form within the first planting season following the substantial completion of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped so as to integrate with its surroundings.

18. Notwithstanding the submitted plans, prior any installation of external lighting, details including type, size, location, intensity and direction shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with the approved details.

Reason: To ensure that the lighting of the site minimises glare and considers impacts on bats and unnecessary light pollution for the location.

19. All the mitigation measures set out in Section 4 of the Ecological Impact Assessment by Grassroots dated February 2020 shall be implemented in full prior to the first occupation of the site.

Reason: To ensure no net loss of biodiversity as a result of the development.

Informative notes

The grant of planning permission will require the applicant to enter into a Section 278 Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact Lancashire County Council, Highway Development

Control email – developeras@lancashire.gov.uk in the first instance to ascertain the details of such an agreement and the information to be provided.

Application Ref: 20/0322/FUL

Proposal: Full: Major: Erection of three storey police station (3,924sq.m.), 267 space multi-storey car park, communications mast (45m high) and 2.4m boundary security fence.

At: Land Used For Fairground, Carr Road, Nelson, Lancashire

On behalf of: Lancashire Constabulary

REPORT TO NELSON COMMITTEE 1st March 2021

Application Ref: 20/0797/HHO
Proposal: Full: single storey rear extension
At: 45 Manor Street, Nelson
On behalf of: Mr A Rehman
Date Registered: 24/11/2020
Expiry Date: 19/01/2021
Case Officer: Laura Barnes

The application has been called in to Committee by a Councillor.

Site Description and Proposal

The application site is a two storey terraced dwelling within the defined settlement boundary of Nelson.

The proposal is for a rear extension which projects 4m beyond the existing rear elevation. The extension would comprise of an extended kitchen. It is to be constructed of materials to match the existing dwelling.

Relevant Planning History

None relevant

Consultee Response

LCC Highways

No objection

Public Response

The nearest neighbours have been notified, one letter of objection has been received, raising the following issues:

- Loss of light
- Holly tree on the boundary which has not been indicated
- Effect upon local wildlife

Officer Comments

Policy

Pendle Local Plan Part 1: Core Strategy

Policy SDP1 (Presumption in Favour of Sustainable Development) takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy ENV2 (Achieving Quality in Design and Conservation) 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 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 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.

Residential Amenity

The Design Principles SPD advises single storey rear extensions located on, or immediately adjacent to, the party boundary with a neighbouring property will normally be acceptable if it does not project more than 4m from the rear elevation of the existing dwellinghouse.

Although the applicant has reduced the original proposal from a 5m extension to 4m in this case it would not be acceptable due to the existing 1.2m projection of this property past the rear elevation of the adjacent terrace no. 43.

The nearest window at No. 43 serves a dining room, which is a habitable room.

This results in the rear extension breaching the 45 degree angle with the centre point of the rear windows at No. 43. This would result in a loss of light and an overbearing impact on that property to an unacceptable degree.

Therefore the 4m together with the existing 1.2m result in a 5.2m projection beyond the rear elevation of No. 43 and therefore results in an unacceptable impact on the amenity of No. 43.

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

Design

The Design Principles SPD advises that single storey rear extensions should be constructed in materials and style to match the existing dwellinghouse. The proposed plans indicate that the materials are to match the existing dwellinghouse. The proposed extension is to have a pitched roof which leans against the rear wall of the dwelling with an eaves height of 2.1m. This would be acceptable but does not outweigh the impact of the proposed extension.

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.

Highways

The proposed development would not increase the parking requirements for the property. Therefore, no objections are raised in relation to Policy 31.

Other Matters

Objection has been raised in relation to a boundary issues with a holly tree. This is a civil matter between the parties and is not material to the planning application.

It has also been raised that local wildlife would be affected by the proposed development. Whilst this is a material planning consideration it is not considered that the proposed development is of such a scale which would result in loss of habitat or unacceptable impact on biodiversity. As such, it accords with Policy ENV2 of the Local Plan Part 1: Core Strategy.

RECOMMENDATION: Refuse

For the following reasons:

1. By virtue of its location in a setback position from the neighbouring dwelling at No. 43 Manor Street, the length of the proposed extension together with the existing setback to the rear would result in an unacceptable overbearing impact on the adjoining property No.43 contrary to Policy ENV2 of the Local Plan: Part 1 Core Strategy and the National Planning Policy Framework.

Application Ref: 20/0797/HHO
Proposal: Full: single storey rear extension
At: 45 Manor Street, Nelson
On behalf of: Mr A Rehman

REPORT TO NELSON COMMITTEE 1ST MARCH, 2021.

Application Ref: 20/0826/HHO

Proposal: Full: Erection of two storey side extension and single storey extension to front and insert a first floor window to front elevation.

At: 130 Beaufort Street, Nelson.

On behalf of: Mohammed Ansar

Date Registered: 8 December 2020

Expiry Date: 2 February 2021

Case Officer: Kathryn Hughes

Site Description and Proposal

The application site is a semi-detached house located within the settlement boundary of Nelson in a residential area. The dwellinghouse has garden areas to the front, side and rear.

The proposal is to erect a two storey side extension which would measure 4m x 5.4m with a height of 5m to eaves and 7m to ridge and a single storey front extension which would measure 4.5m x 2.55m x 3.5m.

The extensions would be finished in pebbledash/stone with slate roof and upvc windows and doors to match the house and would accommodate a dining room and study at ground floor and a bedroom at first floor.

The additional first floor window would serve a bathroom.

A prior approval notice has been issued for a single storey rear extension which extends 6m to rear and accommodates a larger living room and kitchen.

Relevant Planning History

20/0570/LHE – Single storey rear extension – prior approval not required.

Consultee Response

LCC Highways – No highway concerns.

Nelson Town Council

Public Response

Nearest neighbours notified by letter.

One letter of objection received stating that the proposed extension would have 4m added on and will be within a few feet of the boundary line with my property. 130 stands higher than my house and would be overbearing very near to my boundary line.

A large window on this extension would overlook my property and invade my privacy. My kitchen would be overlooked and would block light coming into my kitchen as well as another window on the first floor which would have light blocked out. This would affect light in my stairway and would affect my ability to move around my home safely.

Officer Comments

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

Policy ENV2 of the Pendle Local Plan Part 1: Core Strategy requires new development to be in scale and harmony with the surrounding area.

The Design Principles SPD contains further guidance on residential extensions.

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 the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards.

Impact on Residential Amenity

The single storey extension to the front would be flush with the existing frontage and would extend in front of the proposed two storey side extension by 2.7m

The single storey extension would have a pitched roof with one window to front.

The Design Principles SPD states that single storey front extensions up to a projection of 4m are usually acceptable. This extension would not project out any further than the existing lounge and is set in from the proposed two storey element by approximately 1.3m and back from the front boundary by 4.5m.

With regards to the two storey element this would be the same height and projection as the existing houses.

The Design Principles SPD states that two storey side 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. This extension would not project out any further forwards or rearwards than the existing dwellinghouse but is only set in from the side boundary by 1.1m which results in a prominent two storey extension in the streetscene.

The application site is at a higher level than no.132 the adjacent semi-detached set an angle to the east by approximately 1.2m, however, the proposed extension would not lead to any significant breach of the 45 degrees and therefore would not unduly impact on the windows of no. 132 which at ground floor serve a kitchen which has a second window to the rear and at first floor serves a landing which is not a habitable room.

The proposed extension is acceptable in this regard and accords with policy and the design guidance.

Design & Materials

The single storey extension would have a pitched roof with one rear window and access door to the side.

The two storey side extension would have a ground floor window to the side and first floor windows to the front and rear. The ground floor side window to serve the dining room would look across the front garden of no. 132 as it is at a higher level this could result in some loss of privacy even with the existing boundary treatments and therefore this should be removed or obscurely glazed. This can be controlled by an appropriate condition if minded to approve the proposal.

The materials proposed are pebbledash and stone elevations with slates to match existing and pvc windows and doors this is acceptable.

Two storey extensions to the side of semi-detached properties should respect the balance and symmetry of such properties. This two storey extension is only set in from the side boundary by 1.1m which results in a prominent two storey extension in the streetscene.

In the case of corner plots such as this one it is important that two storey side extensions respect the building lines and avoid pinch points to side roads. Extensions should not be sited so close to the boundary that they would adversely impact on the streetscene. The width of any side extension should not be more than half the width of the original frontage of the house.

In this case the proposed two storey side extension would breach the building line along Beaufort Street and have a pinch point of only 1.1m to side boundary. The proposed extension would be 4m wide whereas the original frontage is 7m. No reduction in the roofline is proposed contrary to the Design SPD. The agent has been requested to reduce the width of the two storey and single storey extensions and set down the roof in order to reduce the impact but has declined.

The proposed extension is not acceptable in this regard and fails accords with policy ENV2 and the guidance set out in the Design SPD.

Cumulative Impacts

Taking into account the Larger Home Extension which was issued last year for a single storey rear extension we have to consider this two storey side and single storey front extensions on a cumulative basis. These three extensions together would result in a large semi-detached property that would be disproportionate to the adjacent semi no. 111 Berkley Street which has a much smaller rear extension and no side/front extensions. Properties on corner plots often have much spacious grounds but this is usually in order to respect both building lines and prevent buildings creating pinch points and impacting on the streetscene. If all these extensions were built out then very little usable garden space would remain to the rear and side with two pinch points effectively splitting the garden and resulting in a dominant building on this corner plot to the detriment of the streetscene.

Summary

The proposal is acceptable in terms of impact on amenity and materials but fails to accord with policy ENV2 of the Pendle Local Plan Part 1: Core Strategy and guidance set out in the Design SPD in terms of its scale and massing and impact on the streetscene.

RECOMMENDATION: Refuse

1. The proposed single storey front and two storey side extension, together with the 6m long single storey extension approved to the rear, would result in a large, dominant building close to the side boundary on this prominent corner plot to the detriment of the streetscene and contrary to Policy ENV2 of the Pendle Local Plan Part 1: Core Strategy 2001 - 2030, the Design Supplementary Guidance Document and paragraph 130 of the National Planning Policy Framework.

Application Ref: 20/0826/HHO

Proposal: Full: Erection of two storey side extension and single storey extension to front and insert a first floor window to front elevation.

At: 130 Beaufort Street, Nelson.

On behalf of: Mohammed Ansar

LIST OF BACKGROUND PAPERS

Planning Applications

NW/MP

Date: 16th February 2021