

REPORT OF:	ASSISTANT DIRECTOR PLANNING, BUILDING CONTROL AND REGULATORY SERVICES
TO:	DEVELOPMENT MANAGEMENT COMMITTEE
DATES:	19TH NOVEMBER 2024

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning application.

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE 19TH NOVEMBER 2024

Application Ref: 24/0494/HHO

Proposal: Full: Erection of a two-storey side extension and a single storey rear extension.

At: 2 Wharfdale Avenue, Reedley

On behalf of: Mr Manzoor Ahmed

Date Registered: 25/07/2024

Expiry Date: 19/09/2024

Case Officer: Laura Barnes

This application has been referred from Nelson, Brierfield & Reedley committee for determination as its approval would represent a significant departure from policy.

Site Description and Proposal

The application site is a two storey semi-detached dwelling, sited within the settlement boundary of Brierfield in a residential area.

The application seeks planning permission for the erection of a two storey side extension. It is to measure the full depth of the existing property (8m), with a 3.45m single storey rear extension in addition. The proposed development is to be constructed of matching materials. The proposed extension would provide additional living accommodation to the ground and first floors.

Relevant Planning History

21/0893/HHO: Full: Erection of two storey side extension and single storey rear extension.

Approved with conditions

Consultee Response

LCC Highways

Proposal

The proposal is an amended scheme to that approved under planning permission 21/0893/HHO. The two storey element of the scheme remains unchanged. However the depth of the proposed single storey rear extension has increased significantly.

Car parking

There are currently two off-road car parking spaces to the rear of the property which are accessed from Swaledale Avenue. The current car parking provision is in accordance with Pendle Borough Council's Parking Standards for a three bedroom dwelling. The proposal will result in the loss of car parking at the dwelling which the highway authority does not support.

At the time of the site visit at least nine vehicles were parked on Wharfedale Avenue, all of which were partially parked on the footways, with the vehicle outside 2 Wharfedale Avenue also obstructing the dropped pedestrian crossing. This parking behaviour is a hazard to pedestrians who may be forced to walk in the carriageway.

Most properties on Wharfedale and Swaledale Avenues have some off-road parking provision yet there was a higher than expected level of day time on-road parking at the time of the visit, mostly on Wharfedale Avenue and the upper section of Swaledale Avenue; this was reasonably expected to be associated with residential properties and not generated by the court building on the corner of Colne Road and Swaledale Avenue.

There are existing day time parking restrictions (No Waiting Mon-Fri 9am-5pm) along both sides of Swaledale Avenue from its junction with Colne Road for an approximate distance of 27m. The highway authority accepts that some day time parking on the section of Swaledale Avenue immediately after the end of the parking restrictions may be associated with the adjacent Magistrates Court.

Two off-road car parking spaces needs to be retained on site, measuring a minimum of 4.8m by 2.4m. If the bays are located between fences/walls then an increased width of 3m is required.

Conclusion

The highway authority requests that the scheme is amended by reducing the size of the single storey rear extension to retain the current off-street car parking at the dwelling.

Further comments, 17th September 2024

Following the highway authority's objection response dated 15 August to this application due to the loss of off-road parking provision an amended site plan was submitted showing one car parking space at the front of the dwelling with a new vehicle crossing (Drawing U109 - P02C dated 29.8.24).

The highway authority's Code of Practice for vehicle crossings states that 'the parking space must be at an alignment in relation to the highway to allow a vehicle to enter and exit the property in one movement. There must be no adjusting movements of a vehicle made on the highway when entering or exiting the property.'

The layout of the proposed parking space is limited by the front of the dwelling and boundary walls. The highway authority considers that this would not allow a vehicle to enter or leave in one manoeuvre. The manoeuvring space within the highway would be further restricted by vehicles parked opposite on Wharfedale Avenue, as was noted during the site visit.

In addition, the code states that there must be at least 4.8m between the back of the footway and the front of the building. The measurement taken from the front of the bay window to the back of the footway is less than 4.8m which would lead to a vehicle projecting over the footway and causing a potential obstruction and hazard to pedestrians.

A vehicle parked between the two bay windows would also block pedestrian access to and from the front of the house.

Given the above reasons the highway authority maintains its objection to this application as submitted on highway safety grounds due to the loss of off-road parking provision.

Public Response

Nearest neighbours notified - no response received

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.

Design

Particular attention needs to be paid to the design of extensions on corner plots. This is because they can encroach over the building line on either highway frontage, and therefore be particularly prominent in the street scene and sometimes create undesirable pinch points at the entrance to side roads. They can also interfere with highway visibility in some situations. The Design Principles states that two storey extensions should not be more than half the width of the original frontage. In this case, the proposed extension is to project out 4.3m from the side of the original dwelling, this is more than half the width of the existing dwelling. However, it must be acknowledged that there has been a previous application granted for a two storey side extension directly opposite the application site, at No. 1 Wharfdale (21/0706/HHO). There has also been an application at the application site which allowed an extension the same width that is currently being proposed. As such, in these particular circumstances, the proposed extension is acceptable.

The Design Principles SPD advises that two storey side extension should be set down from the ridge of the main dwelling and set back from the front elevation. This is to avoid a terracing effect. The proposed extension is in line with the existing ridge and front elevation. However, due to the property being a corner plot at the junction of two avenues, a terracing effect would not be created. Therefore, the proposed extension is acceptable.

The proposed single storey extension to the rear, to replace the existing utility room is to have a flat roof but given that it projects just 3.4m from the rear wall of the dwelling and would not be highly prominent in public vantage points of the building, would be acceptable. This is supported by the Design Principles SPD.

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

Residential Amenity

The Design Principles SPD advises that extensions should not obstruct outlook of neighbouring dwelling or detract from their privacy. The proposed extension is to have two additional windows to the front elevation, one of which is a bay window to match with the existing frontage of the original dwelling. These windows are no closer to the neighbouring dwellings than the existing front elevation windows. Therefore, they would not result in an unacceptable neighbouring amenity issue. To the side elevation at first floor level, there is to be one window. Whilst this window would be 4m closer to the

property on Swaledale Avenue, this is not a residential building and is currently used by the Magistrates Court. As such, it would not result in an unacceptable impact upon neighbouring amenity. To the rear, there is to be one additional window to the first floor. This would be no closer to the neighbouring dwellings at the rear than the existing rear windows. To the ground floor the proposed single storey extension is to have a door and two small windows, rather than a larger glazed utility window. The existing utility extension is to be demolished as part of this proposed development, to make way for a single storey rear extension. The single storey rear extension has a greater projection (3.4m rather than 1.3m) than the existing utility room. However, there is a close boarded fence along the boundary with the property immediately to the rear. As such, there would be no unacceptable neighbouring amenity issue.

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

Highways

The proposal does result in an increase to the number of bedrooms. As such there is a requirement to increase the number of off-street car parking spaces. However, it is not possible to provide the correct size for sufficient car parking spaces to the property, post development. As such, the Highways Authority have objected to the proposals. There are already a larger number of parked vehicles on the roadsides in the immediate vicinity and the proposed development would result in further on-street parking, resulting in a danger to highway safety. This is contrary to paragraph 111 of the NPPF and Policy ENV4 of the Local Plan: Part 1 Core Strategy.

RECOMMENDATION: Refuse

Due to the following reasons:

1. The proposed development would result in an under provision of off-street car parking which in turn would have highway safety implications in the surrounding highway network, due to the level of on-street parked vehicles. The proposal is contrary to paragraph 11 of the NPPF and Policy ENV4 of the Local Plan: Part 1 Core Strategy.

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