

REPORT TO West Craven COMMITTEE ON 01.04.2025

Application Ref: 25/0074/FUL

Proposal: Full: Erection of a detached single-storey annex.

At Grange Hill, Skipton Road, Earby, BB18 6JL

On behalf of: Mr. P Andrews

Date Registered: 06.02.2025

Expiry Date: 03.04.2025

Case Officer: Negin Sadeghi

This application has been called in by a Councillor.

Site Description and Proposal

The application site is within the settlement boundary of Earby and falls within the Earby Conservation Area. The land is predominantly open in the centre, with trees lining the roadside. Situated at the northern edge of Earby, the site is bounded by the A65 and sits at the top of a hill, with a sloped access road running perpendicular to the main road.

Grange Hill is a semi-detached, two-storey residential property featuring a mix of random stone and render, UPVC doors and windows, and a blue slate pitched roof. The site includes parking space for at least three to four vehicles.

The proposal follows the refusal of planning application 24/0809/FUL and seeks to erect a self-contained annex to accommodate elderly parents. The annex would be positioned to the south of the main dwelling. The site lies to the rear of the property and faces a dwelling to the south, situated 13 metres from the shared boundary.

Relevant Planning History

24/0809/FUL; DC: REF: Full: Erection of a detached single-storey annex.

Consultee Response

Parish/Town Council: No comments received.

Highways

The National Planning Policy Framework (NPPF) states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable

impact on highway safety, or the residual cumulative impacts on the road network would be severe' (Paragraph 115). Having reviewed the documents submitted, which is an amended scheme to that previously refused under planning reference 24/0809/FUL, Lancashire County Council acting as the local highway authority does not raise an objection regarding the proposed development and concludes that there are no highway grounds to support an objection as set out by NPPF. Site planning history 24/0809/FUL - Erection of a detached single-storey annex. Refused. Proposal The proposed development is for the erection of a detached, single storey, two bed annex within the curtilage of the main dwelling, Grange Hill. Both the dwelling and annex would share the existing vehicular access from Skipton Road (A56).

Site access

The proposal includes amendments to the existing site access by widening it and removing an area of hard and soft landscaping to improve visibility to and from the access. The widening of the access will allow two vehicles to pass within the entrance so removing the need for vehicles to wait on Skipton Road, as currently occurs. The amended access shall be surfaced in a bound porous material and surface water from the hard surfaced area shall be collected and drained internally. No connection will be permitted to the highway authority's highway drainage system. This is to prevent loose surface material from being dragged onto Skipton Road or surface water from discharging onto the carriageway, both of which could pose a hazard to other users. Works to construct the amended access may also require the re-location of street lighting column 137 (not shown on any plans). This would be at the applicant's expense. In addition, the amended access will need to be constructed to properly tie into the existing carriageway edge on Skipton Road. This is to ensure that any works do not affect the structural integrities of the public highway network. The provision of such tie-in details should be controlled by condition if planning permission is granted. Visibility splays Skipton Road is subject to a maximum speed limit of 30mph outside the site access, for which visibility splays of 43m would be required in both directions (Manual for Streets). As there is no footway outside the property splays can be offset by 1m from the carriageway edge. The highway authority notes that the visibility splays in both directions are partially over third-party land and not within the applicant's ownership or control. Therefore, the measurements shown on Drawing 02 (remedial works to increase visibility splay) cannot be achieved. Furthermore, the hedge line shown by the green line Drawing 02 is outside the red development edge and also not in the applicant's ownership. Nevertheless, whilst the proposed remedial works cannot achieve the required visibility splays, they do provide a betterment to the existing visibility splays. The highway authority notes that there have been no collisions recorded over the last five years within 43m in either direction of the access which resulted in personal injury. Car parking Two car parking spaces should be provided for a dwelling with two bedrooms in line with recommendations in the borough council's Parking Standards. The number of bedrooms in the main dwelling is unknown. However, the highway authority assumes that the floor layout is similar to the adjoining property Grange Fell, which has four or more bedrooms, for which three car parking spaces would be required. The 1:200 Proposed Site Plan submitted for this application now shows five car parking spaces. The highway authority considers that an adequate level of off-road parking for the main dwelling and proposed annex can be provided within the site. However, as the annex is proposed to be used ancillary to the main dwelling (Planning Statement) its use as ancillary to the main dwelling should be controlled by condition to ensure that adequate levels of parking and manoeuvring are retained within the site. The highway authority also recommends that

an electric vehicle charging point is installed for the annex to support sustainable forms of transport. This shall be fitted in line with the Dept for Transport's guidance regarding Electric Vehicle Charging in Residential and Nonresidential Buildings, which states that charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles. If the local planning authority is minded to approve the application the following conditions and informative notes should be applied to any formal planning approval granted.

Conditions

1. The surface water from the approved extended driveway/hardstanding shall be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details. Reason: In the interest of highway safety to prevent water from discharging onto the public highway. 3 2. Prior to first occupation or use of the approved development appropriate measures shall be taken to construct a kerbed edge tied into the back of the adopted carriageway on Skipton Road in accordance with a scheme that shall be approved in writing by the Local Planning Authority in consultation with the Highway Authority to protect the structural integrity of the highway network maintained at public expense. Reason: In the interest of highway safety 3. Prior to first use of the amended access for vehicular purposes, the extended access and driveway shall be surfaced in a bound material in accordance with the approved plans. Reason: In the interest of highway safety to prevent loose surface material from being carried on to the public highway where it could pose a hazard to other highway users. 4. Prior to first occupation or use of the approved development visibility splays over land within the applicant's control shall be provided in accordance with the approved plan. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.9m above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free from obstruction at all times thereafter for the lifetime of the development. Reason: In the interest of highway. 5. Prior to first occupation of the approved development an electric vehicle charging point shall be provided in accordance with a scheme to be approved by the Local Planning Authority. Charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicle currently available. Reason: To ensure that the development supports sustainable forms of transport. 6. Prior to first occupation of the approved development the parking and manoeuvring areas shown on the approved plans shall be constructed, laid out and surfaced in bound porous materials and thereafter always remain available for the parking of vehicles associated with the dwelling and annex and shall be kept free from obstructions in perpetuity. Reason: In the interest of highway safety to ensure that satisfactory levels of parking and manoeuvring are provided within the site. 7. The detached annex hereby approved shall only be used ancillary to the enjoyment of the existing dwelling Grange Hill and shall not be used, including but not exclusively, by way of sale or sub-letting, to form separate residential accommodation. Reason: To avoid the creation of a separate dwelling which may be sub-standard in terms of vehicular access, parking provision and/or vehicular manoeuvring area.

Environmental Health

We have concerns about nuisance being caused, because of working unsuitable hours, we would therefore recommend that the informative below is used: To ensure that construction work is carried out at reasonable times. All construction work will be carried out within the hours of 8am – 6pm Monday – Friday, 9am – 1pm Saturday and no working Sundays and Bank holidays. Failure to work within these hours will result in a service of a notice under the Control of Pollution Act 1974, and potentially prosecution thereafter. Reason: For the amenity of the neighbouring residents

PBC Engineering: No comments received.

Yorkshire water services: No comments received.

Public Response

Notices were sent to the nearest neighbours and a site notice posted. One objection was received, raising the following concerns:

- Traffic & Highway Safety: Inadequate sightlines, increased risk due to road curvature, and speeding concerns. The objection argues that the proposed changes do not sufficiently improve visibility.
- Privacy Issues: The north elevation window overlooks a neighbouring bedroom.
- Legal & Planning Concerns: Reference to restrictive covenants preventing construction without written consent.
- Future Use: Concerns that the annex could be split from the main dwelling in the future, leading to substandard conditions. A request was made for a written assurance that it would remain ancillary.

Relevant Planning Policy

Pendle Local Plan Part 1: Core Strategy

- Policy SDP1 – Supports sustainable development with a focus on high-quality design.
- Policy ENV1 – Ensures that development maintains or enhances the character of the area while minimising environmental impacts.
- Policy ENV2 – Promotes high design standards that respect the local context.

Housing Policies:

- Policy LIV1 (Housing Provision and Delivery) – Sets out the required housing provision over the plan period. Until the adoption of the Site Allocations: Part 2 Local Plan, sustainable sites located outside but close to a settlement boundary will be considered to encourage early housing delivery.
- Policy LIV3 – Supports the provision of a diverse range of residential accommodation.
- Policy LIV5 – Emphasises the need for a balanced mix of dwelling types and sizes to diversify the housing stock. It also requires the inclusion of green spaces and open areas within developments.

National Planning Policy Framework (NPPF)

- Paragraph 8 – Supports the social objective of sustainable development by promoting adaptable housing solutions that enhance family cohesion.
- Paragraph 113 – States that development should only be refused if it would cause unacceptable harm to highway safety or severe impacts on the road network.
- Heritage Impact – Proposals should be assessed for their effect on the conservation area, considering factors such as scale and setting.

Officer Comments

Design, Materials, and Residential amenity

The site is within a defined settlement boundary, aligning with the Pendle Local Plan. The proposed annex is appropriately designed and intended for use by elderly parents. The development is acceptable in principle.

Grange Hill is a semi-detached house, bordered to the north by Grange Fell, to the east by the main road, to the west by green fields, and to the south by the Vicarage, separated by a 2m wooden fence.

The annex would be positioned between the gables of the Vicarage and the host dwelling. The Vicarage has windows facing the annex, but the proposed high-level windows on the annex would be obscured to maintain privacy. Given its single-storey nature and separation distance, the annex would not create an unacceptable impact on residential amenity.

The site is well screened from the south, west, and north, ensuring minimal visual impact. The rear of the site faces open fields with a footpath running diagonally in the distance. The annex would be positioned low on the site, appearing similar in scale to structures permissible under permitted development rights. The proposed materials match those of the existing dwelling, ensuring the annex blends with its surroundings.

The annex is a self contained dwelling. It shares access arrangements and facilities with the existing dwelling. Its use independent of the main house would not be acceptable so a condition needs to be attached to any approval tying the use and occupancy of the unit to being that of an immediate family member.

Heritage Assets

Although the site is within the Earby Conservation Area, the annex would have a neutral impact due to its location at the rear of the property and its limited visibility from public vantage points. The proposal does not affect any key elements of the conservation area's character.

Drainage

The site is not within a designated flood risk zone, and drainage concerns would be managed through appropriate planning conditions.

Biodiversity Net Gain (BNG)

The annex serves as accommodation for the applicant's parents, supporting multi-generational living within an established residential plot. This qualifies the development as self-build and aligns with current exemptions for BNG requirements.

Highways

The access into the site is currently substandard. It has limited visibility to the south and has a single width entry point.

The proposal is to widen the access and improve visibility to the north. Visibility to the south is limited but has been improved by the removal of part of a hedge and the lowering of a wall. The access is still substandard but has been improved from the position prior to the application being submitted. The improvements are also on land that is not owned by the applicant so the changes cannot be guaranteed into the future.

The improvements to the access need to be assessed against the increase in traffic that would be associated with an annex. There would be limited vehicular movements generated by the proposal. On balance the improvements to the access would outweigh the danger caused by the increase in vehicle movement generated by 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 housing development would accord with Local Planning Policy and would be compliant with the guidance set out in the Framework, subject to compliance with planning conditions. 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: 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. The development hereby permitted shall be carried out in accordance with the following approved plans:

DP (05 Feb 2025) PROPOSED PLANS, ELEVATIONS AND EXISTING; SITE PLAN (REMEDIAL WORKS TO INCREASE; TREE PLAN 1; TREE PLAN 2.

Reason: For clarity and to ensure proper planning.

3. The surface water from the approved extended driveway/hardstanding shall be collected within the site and drained to a suitable internal outfall in accordance with details to be submitted to and approved in writing by the local planning authority. The unit hereby approved shall not be occupied unless and until the drainage works have been completed in their entirety and thereafter retained.

Reason: To prevent water from discharging onto the public highway and ensure highway safety.

4. Prior to the first use of the amended access for vehicular purposes, the extended access and driveway shall be surfaced with a bound material in accordance with the approved plans.

Reason: To prevent loose surface material from being carried onto the public highway where it could pose a hazard to other highway users.

5. Prior to first occupation or use of the approved development, visibility splays over land within the applicant's control shall be provided in accordance with the approved plan. Nothing shall be erected, retained, planted, or allowed to grow at or above a height of 0.9m above the nearside carriageway level, which would obstruct the visibility splay. The visibility splays shall be maintained free from obstruction in perpetuity.

Reason: To ensure highway safety.

6. Prior to first occupation of the approved development, an electric vehicle charging point shall be installed in accordance with a scheme approved by the Local Planning Authority. The charge point must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles currently available.

Reason: To promote sustainable transport options.

7. Prior to first occupation of the approved development, the parking and manoeuvring areas shown on the approved plans shall be constructed, laid out, and surfaced with bound porous materials. These areas shall always remain available for the parking of vehicles associated with the dwelling and annex and shall be kept free from obstructions in perpetuity.

Reason: To ensure satisfactory parking and manoeuvring provisions within the site for highway safety.

8. The detached annex hereby approved shall only be used ancillary to the enjoyment of the existing dwelling at Grange Hill and shall not be separated, sold or used independently of the main dwelling.

Reason: To prevent the creation of a separate dwelling, which may be sub-standard in terms of vehicular access, parking provision, and vehicular manoeuvring area.

Informative Notes:

1. The alterations to the existing site access as part of the approved development may require the relocation of street lighting column 137, which would be at the applicant's expense.
2. This consent does not grant approval for a connection to Lancashire County Council's highway drainage system.