

Application Number:	2011/316	Application Type:	Full
Proposal:	Erection of First Floor Extension Above Garage and Other Alterations	Location:	Ash Cottage Residential Home 26/28 Crow Wood Road, Edenfield
Report of:	Planning Unit Manager	Status:	For Publication
Report to:	Development Control Committee	Date:	13 September 2011
Applicant:	Mrs A Zieme	Determination Expiry Date:	9 September 2011
Agent:	John Holt Architects Ltd		

Contact Officer:	Richard Elliott	Telephone:	01706-238639
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REASON FOR REPORTING

Tick Box

Outside Officer Scheme of Delegation

Member Call-In

Name of Member:

Reason for Call-In:

3 or more objections received **YES**

Other (please state):

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

	RECOMMENDATION(S)
	Approval, subject to the conditions detailed in Section 9 of the report.

APPLICATION DETAILS

1. SITE

The application relates to a Residential Home of longstanding which occupies a site to the west side of Crow Wood Road, near to its junction with Burnley Road/Bury Road (C701). The residential home is the result of conversion of a stone-built house and the substantial agricultural building that was attached to it.

The former house has a gable facing towards the highway and its front elevation facing south, towards a car park and a mature landscaped garden. The car park entrance is off Moorlands View, a narrow adopted road serving residential properties opposite and to the south. Attached to the rear of the house, with greater setback from the highway, is a converted agricultural building now providing living accommodation on 2 floors, with a lean-to garage at its north end. This garage faces towards, and takes access from, Crow Wood Road which at this point is unadopted and a public footpath.

The land slopes downwards to the west of the property where a detached house - Holcombe View - is located. The side elevation of Holcombe View faces the site and contains a number of windows, none of which are primary habitable room windows. On the opposite side of Crow Wood Road is 113 Burnley Road, a detached bungalow with a kitchen and lounge window facing the application site.

The site lies within the Urban Boundary of Edenfield, as designated in the Rossendale District Local Plan.

2. RELEVANT PLANNING HISTORY

1987/285 Change of use from dwelling and attached barn to 20-bed residential home
Approved

2007/106 Conversion of existing garage and laundry room to two additional bedrooms
Approved

2010/194 Extension of time on Permission 2007/106
Approved. This scheme for conversion of the garage into two bedrooms is un-implemented but will remain valid until June 2013

3. THE PROPOSAL

Rather than implement the permission for conversion of the garage into 2 additional bedrooms, the applicant seeks permission to :

- Re-locate the existing kitchen into the garage;
- Construct a first-floor extension above the garage to provide 2 additional bedrooms;
- Convert the space within the former house occupied by the existing kitchen and adjacent lounge to 4 additional bedrooms; &
- Re-configure the existing first-floor accommodation in a manner that increases the number of rooms here from 11 to 12.

The relocation of the kitchen will result in the garage door facing towards Crow Wood Road being replaced by 2 pedestrian doors. The proposed first floor extension will have a width to match the footprint of the existing garage, will be set back from the east elevation by 2.5 metres and have a pitched roof with a ridge 0.7m lower than the building to which it will be attached. The extension would be constructed in natural stone under a concrete tile roof, to match the existing building, with one window in the east elevation and one in the west.

Implementation of this scheme will increase the number of units of accommodation from the 17 now existing to 23. The applicant anticipates that the premises will then employ an additional two members of staff, making a total of 19 full-time equivalent.

Following comments received from the Highway Authority the applicant proposes amendments to the existing car park to the south side of the buildings, slightly increasing its area and thereby increasing its capacity to 6, to meet current parking standards. There are 2 further parking spaces within the service yard to the north-east of the buildings.

4. **POLICY CONTEXT**

National

PPS1 Sustainable Development
PPS3 Housing
PPS4 Economic Growth
PPG13 Transport

Development Plan

Regional Spatial Strategy for the NW of England (2008)

DP1-9 Spatial Principles
RDF1 Spatial Priorities
L 4 Regional Housing Provision
W1 Strengthening the Regional Economy
RT2 Managing Travel Demand
RT4 Management of the Highway Network
EM1 Environmental Assets

Rossendale District Local Plan (1995)

DS1 Urban Boundary
DC1 Development Criteria

Other Material Planning Considerations

Draft National Planning Policy Framework (2011)
RBC Submitted Core Strategy DPD (2010)
RBC Alterations and Extensions to Residential Properties SPD (June 2008)

5. **CONSULTATION RESPONSES**

LCC (Highways)

To accord with approved Parking Standards a residential home with 23 bedrooms would need to provide (as a maximum) 5 off-street parking spaces to meet the needs of staff. The property meets this requirement and has an additional space to the south side and a further 2

spaces in the service yard (although it would not encourage use of the latter by visitors).

Even though the development meets the standards there is a slight concern that there could be an increase in on-street parking. This is only likely to be a problem intermittently as visitors to residential homes tend to arrive sporadically throughout the day, however, there may be times when there are a high number of visitors.

To cater for peaks in visitor numbers it would be desirable if some additional off street parking spaces are created.

In reference to local residents' concerns that the development would make parking problems worse it is requested that the developer be required to provide LCC with a sum of £2,000 to allow it to pursue a Traffic Regulation Order after monitoring the situation for 6 months following the completion of the development; should LCC decide not to pursue the TRO the money would be returned.

RBC (Environmental Health)

No objection. However, it has commented that the lack of windows in the proposed kitchen area may require additional ventilation; this is unlikely to be in the form of a flue providing suitable extraction could be achieved at ground floor level to the side of the building.

6. REPRESENTATIONS

To accord with the General Development Procedure Order a site notice was posted on 26/7/11, a press notice was published on 22/07/11 and 12 neighbours were notified by letter on 18/07/11.

Three objections have been received from local residents. The following matters have been raised:

- The residential home already causes severe congestion and dangerous conditions on adjacent roads due to its traffic and parking, affecting residents access and access by emergency services.
- Suggest enlargement of parking area and access/egress made easier by widening the entry from the road.
- Double yellow lines along at least part of Moorlands view adjacent to Ash Cottage and along the south side of the entry road would from Burnley Road would virtually negate parking problems.
- Effect on view from kitchen and lounge windows of 113 Burnley Road.

7. ASSESSMENT

The main considerations of the application are: 1) Principle; 2) Visual Amenity; 3) Neighbour Amenity; & 4) Access/Parking.

Principle

The site is located within the Urban Boundary, where the Council seeks to locate most new development. Accordingly the application is considered acceptable in principle.

Visual Amenity

The extension would appear subservient to the existing building being set back from its east elevation and having a lower roof-ridge. The proposed materials are acceptable, matching those of the main building. The fenestration would be consistent with the property. The applicant's agent has advised that the repositioning of the kitchen would not require an external flue.

Taking all of the above into account, it is considered that the proposed extension will not be unduly prominent or intrusive and would not be an inappropriate addition to the building. Likewise, the extension of car park is considered acceptable in terms of visual amenity.

Neighbour Amenity

The extension would not unduly affect light, privacy or outlook of Holcombe View to the rear as no primary habitable room windows would be affected.

With respect to 113 Burnley Road, the separation distance between the resulting extension and the bungalow would be approximately 15m. The Council's Alterations and Extensions to Residential Properties SPD suggests a minimum distance of 20m between habitable windows that directly face each other. In this instance I am satisfied that the neighbour would not experience an undue loss of light or outlook. With regard to the affect on privacy of No.113, the proposed first-floor bedroom window will be well off-set from the neighbour's kitchen window and slightly off-set from the lounge window. The proposed bedroom window is no nearer to the neighbour than an existing bedroom window and the neighbours lounge has a second window in the gable permitting a degree of view from the adjacent highway. This neighbour has not objected on the grounds of a loss of privacy, their principal concern being with traffic/parking issues; the traffic/parking issues are addressed in the section below.

On balance, therefore, the application is considered acceptable in terms of neighbour amenity.

Access/Parking

Local residents have expressed concerns regarding dangers/inconvenience that the residential home presently causes due principally to the on-street parking it gives rise to (even when there are vacant spaces within its car park). However, the Highway Authority has not objected to the scheme stating that existing parking is adequate to accommodate staff/visitor vehicles generated by the residential home as now existing and as extended.

Notwithstanding the above :

- LCC(Highways) has suggested that the developer be required to provide LCC with a sum of £2,000 to allow it to pursue a Traffic Regulation Order after monitoring the situation for 6 months following the completion of the development; should LCC decide not to pursue the TRO the money would be returned.
- The Applicant has agreed to revise the car parking area to the south side to ensure 6 adequate spaces are provided which would exceed the requirements of the Highway Authority.

I do not consider it appropriate to require a TRO to provide double yellow lines if the residential home gives rise to on-street parking problems within 6 months of completion of the

extension. The visitor car park which now exists is not well sign-posted, nor utilised even when spaces are available within it. I consider it more appropriate to require by way of a conditions better sign-posting and management of the extended car park being proposed.

8. SUMMARY REASON FOR APPROVAL

The development is considered acceptable in principle within the Urban Boundary and subject to conditions would not unduly affect visual and neighbour amenity or highway safety. The scheme is therefore considered to accord with PPS1 / PPS4 / PPG13 / Policies RDF1 / L5 / RT2 / RT4 / EM1 / EM2 / EM5 of the Regional Spatial Strategy and Policies DS1 / DC1 / DC4 of the Rossendale District Local Plan.

9. CONDITIONS

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: Required by Section 51 of the Planning and Compulsory Purchase 2004 Act.
- 2) The development shall be carried out accordance with the drawings numbered 11/204.03, 11/204.04, 11/204.06 dated by the LPA 15 July 2011 and the revised parking layout submitted 30 August 2011, unless otherwise required by the conditions below or otherwise first agreed in writing by the Local Planning Authority.
Reason: To ensure that the development complies with the approved plans and for the avoidance of doubt.
- 3) The extension shall be constructed in natural stone and with a tile roof to match the existing building, unless otherwise first agreed in writing by the Local Planning Authority.
Reason: In the interests of visual amenity in accordance with Policy DC1 of the Rossendale District Local Plan.
- 4) The revised parking layout hereby approved shall be constructed and made available for use prior to first occupation of the extension hereby permitted and thereafter kept freely available for use as such. Furthermore, prior to first occupation of the extension hereby permitted this parking area shall be sign-posted in accordance with a scheme that has first been submitted to and approved in writing by the Local Planning Authority.
Reason : In the interests of highway safety and to accord with Policy DC1 of the adopted Rossendale District Local Plan.
- 5) No development shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:
 - Appointment of a Travel Plan Co-ordinator
 - Travel survey
 - Details of cycling/pedestrian/public transport links to the site.
 - Provision for parking/manoeuvring of cycles/cars/ambulance
 - SMART Targets for non-car modes of travel
 - Action plan of measures to be introduced, and appropriate funding
 - Details of arrangements for monitoring and review of the Travel Plan for a period of 5 yearsThe Travel Plan shall be completed and carried out in accordance with the details

approved and shall not be varied unless otherwise first agreed in writing by the Local Planning Authority.

Reason : In the interests of highway safety and promotion of sustainable transport, in accordance with Policy DC1 of the adopted Rossendale District Local Plan.

- 6) Any construction works associated with the development hereby approved shall not take place except between the hours of 7:00 am and 7:00 pm Monday to Friday and 8:00 am and 1:00 pm on Saturdays. No construction works shall take place on Sundays, Good Friday, Christmas Day or Bank Holidays.

Reason: To safeguard the amenities of neighbours, in accordance with Policy DC1 of the adopted Rossendale District Local Plan.