

Application Number:	2018/0154	Application Type:	Full
Proposal:	Demolition of garages / storage buildings and construction of 2 no three-bedroom detached bungalows, with associated landscaping and access works.	Location:	Rear of 85 Grane Road, Haslingden, BB4 5ED
Report of:	Planning Manager	Status:	For Publication
Report to:	Development Control Committee	Date:	10/08/2018
Applicant:	Mr and Mrs Curtis	Determination Expiry Date:	31/08/2018
Agent:	Mr Steven Hartley		

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REASON FOR REPORTING	
Outside Officer Scheme of Delegation	
Member Call-In Name of Member: Reason for Call-In:	
3 or more objections received	✓
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.

1. RECOMMENDATION

Approve subject to the conditions set out in section 11 of this report.

APPLICATION DETAILS

2. SITE

The site relates to a parcel of land to the rear of No. 85 Grane Road, accessed along Whittle Street, which runs between two rows of stone-built terraced houses on the west side of Grane Road.

The site is occupied by a number of garages and part of it is also used for the storage of caravans and motorhomes. The southern part of the site is a grassed lawn area. To the west of the site the land falls in level towards commercial units on Three Point Business Park, with a stand of trees along the embankment. On its east side, the site abuts a narrow back street which runs along the rear elevations of the terraced houses fronting Grane Road.

The site is located within the defined urban boundary and is designated as Greenlands.

3. RELEVANT PLANNING HISTORY

None.

4. PROPOSAL

Planning permission is sought for the construction of 2 no. three-bedroom single storey dwellings on the site. The dwellings would be sited in an L-shaped layout around a new porous tarmac surfaced access at the north eastern corner of the site. Each dwelling would be provided with two car parking spaces to its front elevation. The dwelling on Plot 1 would have a larger footprint, allowing for the integration of a single garage.

The dwellings would be of simple rectangular form (with canopies above their front doors), and would have pitched natural slate roofs. The dwellings would be of natural stone construction. Each dwelling would have four windows on the front elevation and a combination of windows and patio doors on the rear elevation. All windows and doors would be grey UPVC units.

Each dwelling would have its curtilage delineated by 2m high timber panel fencing to the sides and rear. No boundary treatment is proposed to the front elevation of the dwellings.

Since submission of the application, amended plans have been received following discussions between the case officer, the applicant's agent and the Local Highway Authority. The amended plans show that access would now be taken off Prospect Hill / James Street, rather than via Whittle Street as initially proposed.

5. POLICY CONTEXT

National

National Planning Policy Framework (2018)

Section 2 Achieving Sustainable Development

Section 4 Decision Making

- Section 5 Delivering a Sufficient Supply of Homes
- Section 6 Building a Strong, Competitive Economy
- Section 8 Promoting Healthy and Safe Communities
- Section 9 Promoting Sustainable Transport
- Section 11 Making Effective Use of Land
- Section 12 Achieving Well Designed Places
- Section 15 Conserving and Enhancing the Natural Environment

Development Plan Policies

Rossendale Core Strategy DPD (2011)

- AVP6 – Haslingden and Rising Bridge
- Policy 1 – General Development Locations and Principles
- Policy 9 – Accessibility
- Policy 17 – Rossendale’s Green Infrastructure
- Policy 18 – Biodiversity, Geodiversity and Landscape Conservation
- Policy 23 – Promoting High Quality Designed Spaces
- Policy 24 – Planning Application Requirements

Other Material Considerations

- RBC Alterations and Extensions to Residential Properties SPD
- National Planning Practice Guidance

6. CONSULTATION RESPONSES

Consultee	Comment
United Utilities	No comments have been received
LCC Highways	No objection subject to conditions
Ecology	No comments have been received
Contaminated Land	No objection subject to conditions

7. REPRESENTATIONS

20 neighbour letters were issued on 01/05/2018 and a site notice was displayed on 04/05/2018.

Neighbours were re-notified by letter of amended plans on 12/07/2018.

Four letters of objection have been received raising several concerns, including:

- Inadequate access
- Disturbance to neighbouring properties.
- Impacts on privacy and amenity of neighbours.
- Increased traffic, parking and highway safety issues.

8. ASSESSMENT

The main considerations in determining the application are: 1) Principle; 2) Visual Amenity; 3) Neighbour Amenity; 4) Access, Parking and Highway Safety

Principle

The site is sustainably located within the defined urban boundary, where Policy 1 of the Core Strategy aims to locate the majority of new development.

The scheme is considered appropriate in principle.

Visual Amenity

The site is designated as Greenlands – areas protected for to their amenity, recreation and nature conservation value, their positive contribution to landscape character, and the ‘breathing space’ that they provide between more built-up areas.

Policy 17 of the Core Strategy seeks to resist fragmentation of the green infrastructure network, and seeks to protect Greenlands. The site comprises an area used for the storage of caravans, a lawned area and the footprints of three garages.

Although it is bound by an area of woodland to the west and south, the site itself does not contain any mature trees.

The site is privately owned and is not accessible by members of the public. No public rights of way run through the site and it appears to have little in the way of informal recreational value.

Given the above, it is not considered that the proposed scheme would result in significant harm to the function of the wider Greenlands which surround the site in this case.

Paragraph 127 of the Framework aims to ensure that developments:

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

The proposed dwellings would be relatively small in scale and would not appear unduly prominent in views from Grane Road. The proposed use of natural stone in the construction of the elevations

and natural slate for the roofs are appropriate, and would reflect the palette of materials used on nearby buildings and the context of the site.

The proposed landscaping and boundary treatment are appropriate.

It is considered appropriate to include a condition requiring the submission of samples of the proposed facing materials for the elevations and roof of the dwellings to be agreed prior to commencement of development, in order to ensure a high quality finish to the scheme.

Subject to the above, the scheme is considered acceptable in terms of visual amenity.

Neighbour Amenity

The closest neighbouring residential properties are the dwellings to the east of the site at a slightly higher level along Grane Road, which have their rear elevations facing the site. The nearest neighbouring dwelling is located around 13m from the easternmost of the proposed dwellings.

Given the siting, height and level of the proposed bungalows in relation to the existing dwellings along Grane Road, and the fact that the proposed bedroom window on the east side elevation of the dwelling closest to Grane Road would not directly face the windows of any neighbouring property, it is not considered that the proposed scheme would result in significant harm to the privacy of neighbouring residential properties.

Similarly, it is not considered that the proposed scheme would result in any unduly significant impacts on the daylight or outlook enjoyed by occupants of any nearby residential properties.

The scheme is considered acceptable in terms of residential amenity.

Access, Parking and Highway Safety

The proposed level of off-street parking is acceptable, and the Local Highway Authority has no objection to the proposed scheme with the amended access arrangements.

The Local Highway Authority has requested the inclusion of several conditions requiring:

- The private driveway access shall be constructed in a porous bound material for at least 5 metres from its junction with Prospect Terrace.
- Prior to the first occupation, the bin store shall be provided in accordance with the approved plan and maintained thereafter.
- Prior to the first occupation the driveway access road, turning areas and driveways shall be constructed and maintained thereafter for that purpose.
- Prior to the first occupation each dwelling shall have a secure covered cycle store (except where a garage is present) and an electric vehicle charging point.

Subject to the above conditions, the proposed scheme is considered acceptable in terms of access, parking and highway safety.

9. RECOMMENDATION

Approve subject to conditions.

10. SUMMARY REASON FOR APPROVAL

The proposed development is located within the urban boundary and is appropriate in principle. Subject to conditions, the development will not cause undue harm to visual and neighbour amenity or highway safety and is in accordance with Policies AVP6, 1, 9, 17, 18, 23 and 24 of the adopted Core Strategy DPD and the National Planning Policy Framework.

11. 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 in accordance with the following unless otherwise required by the conditions below:

- Application form dated received 24th April 2018.
- Site Location Plan received 6th July 2018.
- Amended Site Layout Plan (drawing number GR-04-07-18-B) received 11th July 2018.
- Amended Plans and Elevations (drawing number GR-04-07-18-C) received 6th July 2018.

Reason: To ensure the development complies with the approved plans and details.

3. Notwithstanding what is shown on the approved plans and documents, no development shall take place until full details (including samples) of all materials to be used for the external elevations and roof of the development have been submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of visual amenity.

4. Notwithstanding any information submitted with the application, no development shall take place until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall comprise:

- a Preliminary Risk Assessment report, including a conceptual model and a site walk over survey.
- where potential risks are identified by the Preliminary Risk Assessment, a site investigation survey of the extent, scale and nature of contamination and;
- an assessment of the potential risks to:
 - human health,

- property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
- adjoining land,
- ground waters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;
- where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

The development shall thereafter be carried out in full accordance with the approved remediation strategy.

Reason: To protect future occupants of the development, and the wider environment, from hazards associated with land contamination.

5. Pursuant to condition 4 and prior to first occupation of either of the dwellings hereby approved a verification report, which validates that all remedial works undertaken on site were completed in accordance with those agreed with the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect future occupants of the development, and the wider environment, from hazards associated with land contamination.

6. Prior to first occupation of either of the dwellings hereby approved The private driveway access forming part of the development hereby approved shall be surfaced in a porous bound material for at least 5 metres from its junction with Prospect Terrace.

Reason: To prevent any loose debris being deposited onto the highway.

7. Prior to the first occupation of either of the dwellings hereby approved, the bin store shall be provided in accordance with the approved plan and shall be retained and maintained thereafter.

Reason: To enable adequate waste collection provision.

8. Prior to the first occupation of either of the dwellings hereby approved the access road, turning areas and driveways shall be constructed and shall be maintained thereafter for the purposes of vehicular access, turning and parking

Reason: In the interests of highway safety.

9. Prior to first occupation of either of the dwellings hereby approved, each dwelling shall be provided with a secure covered cycle store (except where a garage is present), and an electric vehicle charging point.

Reason: In the interests of promoting and facilitating sustainable modes of transport.

12. INFORMATIVES

1. The Local Planning Authority has a Core Strategy (adopted in November 2011) and a series of Supplementary Planning Documents, which can be viewed at:

http://www.rossendale.gov.uk/downloads/download/331/core_strategy_local_plan_part_1_adopted

The Council operates a pre-application planning advice service. All applicants are encouraged to engage with the Local Planning Authority at the pre-application stage. In this case the applicant did not engage in pre-application discussions.

The Local Planning Authority has considered the application and where necessary considered either the imposition of planning conditions and/or sought reasonable amendments to the application in order to deliver a sustainable form of development in accordance with the National Planning Policy Framework and the local planning policy context.