


Report to be read in conjunction with the Decision Notice.

Application Ref:	3/2018/0371	 Ribble Valley Borough Council www.ribblevalley.gov.uk
Date Inspected:	06/06/18	
Officer:	RB	
DELEGATED ITEM FILE REPORT:		REFUSAL

Development Description:	Proposed single storey extensions and new garage/annex
Site Address/Location:	Markhor, Eaves Hall Lane, West Bradford, BB7 3JG

CONSULTATIONS:	Parish/Town Council
No comments received within consultation period.	

CONSULTATIONS:	Highways/Water Authority/Other Bodies
N/A	

CONSULTATIONS:	Additional Representations.
1 letter received with the following comments <ul style="list-style-type: none">• Annex to be built towards Eaves Hall Lane which is completely out of sync with all other extensions• Sets a precedent that could change the look and feel of the lane• Annex should be built within building line	

RELEVANT POLICIES AND SITE PLANNING HISTORY:

Ribble Valley Core Strategy:

Key Statement EN2 – Landscape
Key Statement EN5 – Heritage Assets
Policy DMG1 – General Considerations
Policy DMG2 – Strategic Considerations
Policy DME2 – Landscape & Townscape Protection
Policy DMH 5 – Residential and Curtilage extension
Policy DME4 – Protecting heritage assets

National Planning Policy Framework (NPPF)

Relevant Planning History:

None relevant

ASSESSMENT OF PROPOSED DEVELOPMENT:

Site Description and Surrounding Area:

The application site relates to a detached bungalow that benefits from a single attached garage with

parking and private garden space to the front and a private garden to the rear. The property falls within the Open Countryside and is also located within the Forest of Bowland AONB. The property is adjacent to a Grade II Listed Building Eaves Hall with a bridleway (3-44-BW-3) along Eaves Hall Lane that is referred to on our mapping system as Moor Lane. For the purpose of this report I will use Eaves Hall Lane.

Proposed Development for which consent is sought:

Consent is sought for the demolition of the existing detached garage and replacement with a flat roof extension with the same foot print. It is also proposed to extend to the rear of the property projecting sideways 3.7 metres by 8 metres to provide a kitchen and utility .There is a gap of approximately 4.5 metres between the two extensions where it is proposed to have with a smaller infill extension that measures 4.5 metres and projects sideways by 1.7 metres to provide additional bathroom and bedroom space . The replacement of the garage with an extension is proposed to project forward of the dwelling by approximately 1.1 metre and will project side wards approximately 5.7 metres to provide a master bedroom . All new extensions will have a flat roof with a roof height of 2.6 metres with the kitchen and master bedroom having a velux centred in its roof.

Consent is also sought for the erection of a garage/ annex in the front private garden area of the property falling south of the existing driving area. The garage is approximately 6.5 metres by 6.5 metres with the ridge height at 5.7 metres. The garage is set approximately 2metres from the boundary of the neighbouring property Highfield, projecting approximately 6.5 metres forward of the front of the host dwelling.

Impact Upon Residential Amenity:

Policy DMG1 seeks to ensure that development proposals do “not adversely affect the amenities of the surrounding area” and “provide adequate day lighting and privacy distances”.

Due to the development of the proposed annex being sited forward of the building line the proposed annex will be forward of the adjacent property at Highfield. This neighbouring property has a garage close to the shared boundary and therefore the nearest windows are sited more than 10metres from the proposed building. At such distance it is considered that the development will not have an unacceptable impact on the residential amenity of the neighbouring dwelling Highfield in terms of loss of light of privacy.

It is considered that the single storey extensions will not have an unacceptable impact on the residential amenity of the adjacent property Cranbrook due to there being a distance of approximately 2.7 metres from the boundary and the existing hedge that provides a screen between the two properties.

Visual Amenity and impact on AONB:

One of the 12 core principles of the NPPF (para 17) is that new development should “always seek to secure high quality design...” and paragraph 64 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.”

Key Statement EN2 of the Core Strategy states “As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, features and building materials” and Policy DMG1 is used in the determination of planning

applications in terms of their general design and appearance.

Policy DMG1 requires development to be of a high standard of design and be sympathetic to existing and proposed land uses in terms of size, intensity and nature, as well as scale, massing and style.

One of the 12 core principles of the NPPF (para 17) is that new development should “always seek to secure high quality design...” and paragraph 64 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.”

This street is characterised by bungalows and the defining character of the lane is open with the houses being set back from the highway with front garden areas providing an attractive buffer between the built form and the highway.

It is considered that the single storey flat roof extensions to the side of the property are unlikely to cause harm to the visual amenity of the area due to the only element of the proposed extensions that are visible from the highway being a replacement of the already demolished garage that will have the same footprint.

Ministerial guidance on building lines is contained in paragraph 024 of the NPPG (Design section). It states that “There may be an existing prevailing layout that development should respond to and potentially improve. Designs should ensure that new and existing buildings relate well to each other, that streets are connected, and spaces complement one another. This could involve following existing building lines...” As the defining character of the lane is open with the houses being set back from the highway it is considered that the prominence of the annex and its siting beyond the established building line would result in harm to the visual appearance and layout of the area. The breach of this building line would be visually detrimental to the street scene and thus the proposal clearly fails to accord with the need of high quality design and careful integration of new proposals into the surrounding area as required by local and national policy.

It is considered that the visual impact of the breach to the building line is only exacerbated by the scale, size and height of the proposed garage/annex and which will increase its prominence when viewed from the highway and also the Bridleway of Eaves Hall Lane.

The LPA acknowledges that the property boundary is screened by trees however it is considered that the development will be highly visible throughout the winter months and as there is no restriction on the removal of these trees the development has the potential to be visible from Eaves Hall Lane at all times.

It is also considered that due to the proposed annex/garage being forward of the building line and the proposed scale being within close proximity of Eaves Hall that the development would be harmful to the setting of the grade II listed building.

Taking into account the above, the proposed works would in my opinion significantly detract from and dilute the rural character of the area and be viewed as prominent addition harming the visual amenity of the locality in direct conflict with Policies DMG1 and DMH5 of the Ribble Valley Core Strategy.

Other Matters:

A request was made for the siting of the garage to be behind the building line of the host dwelling. The applicant would not agree to this amendment and requested that the application be determined as submitted.

Observations/Consideration of Matters Raised/Conclusion:

Taking into account the above, it is considered that the proposed garage/annex due to its size, scale and siting that it would significantly dominate and harm the character and appearance of the area. It would therefore be contrary to Policy DMG1 and DMH5 of the Ribble Valley Core Strategy. This policy seeks to ensure, amongst other things, that new development is sympathetic to its context in terms of size, scale and design.

RECOMMENDATION:

That planning consent be refused for the following reason(s)

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The proposed two storey garage/annex building, by reason of its scale, height, massing, design, appearance and siting forward of the established building line, would result in incongruous feature that over dominates the street scene of Eaves Hall Lane. The building would be prominent and visible from public vantage points in the open countryside (mainly Eaves Hall Lane) and would fail to achieve high quality design that would adequately reflect the local character and vernacular of this location which would also cause harm upon the setting of the adjacent grade II listed building (Eaves Hall). The proposal is thus considered detrimental to the visual amenities of the area which is contrary to Policies DMG1, DME4, DMH5 and Key Statement EN2 of the Ribble Valley Core Strategy, as well as national guidance contained within the National Planning Policy Framework.