


Report to be read in conjunction with the Decision Notice.

Signed:	Officer:	EP	Date:	22/05/2025	Manager:	SK	Date:	23.5.25
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Application Ref:	2025/0242			 Ribble Valley Borough Council <hr/> www.ribblevalley.gov.uk
Date Inspected:	13/05/2025	Site Notice:	N/A	
Officer:	EP			
DELEGATED ITEM FILE REPORT:				APPROVAL

Development Description:	Proposed single-storey extension to the side and rear.
Site Address/Location:	31 Kenilworth Drive, Clitheroe BB7 2QN.

CONSULTATIONS:	Parish/Town Council

CONSULTATIONS:	Highways/Water Authority/Other Bodies
LCC Highways:	No objections.

CONSULTATIONS:	Additional Representations.
Several letters of representation have been received from one address raising the following concerns. <ul style="list-style-type: none">- Loss of access to rear garage- Impact on utilising side doors of vehicles.- Concerns over access for refuse bins- Damage to recently paved driveway.- Loss of parking provision.- Childminding business is being run from the application dwelling, potential parking implications.- Application form states car parking arrangements won't be affected, concerns that this is not the case.	

RELEVANT POLICIES AND SITE PLANNING HISTORY:

Ribble Valley Core Strategy:

Key Statement DS1: Development Strategy
Key Statement DS2: Sustainable Development

Policy DMG1: General Considerations
Policy DMG2: Strategic Considerations
Policy DMH5: Residential and Curtilage Extensions

National Planning Policy Framework (NPPF)

Relevant Planning History:

No recent planning history.

ASSESSMENT OF PROPOSED DEVELOPMENT:

Site Description and Surrounding Area:

The application relates to a semi-detached property in Clitheroe. The property consists of red brick, concrete roof tiles and UPVC doors and windows. The surrounding area is residential and is characterised by numerous semi-detached bungalow and two-storey properties.

Proposed Development for which consent is sought:

Consent is sought of the construction of a single-story side extension to accommodate two additional bedrooms and a bathroom at the property.

Impact Upon Residential Amenity:

The proposed single-storey extension is to be located to the north-eastern side of the application dwelling, where the neighbouring property, No.29 Kenilworth Drive, is adjacent. The proposed extension will measure the entire length of the dwelling and rear extension, with an eaves and ridge height of 2.6m and 3.6m respectively. Given the modest nature of the extension, it is not expected that there would be an adverse impact on residential amenity in respect of loss of light or overbearing impact to habitable windows or private garden resultant of the proposal.

For clarity, a similar side extension, albeit shorter in length, could likely be constructed utilising permitted development rights.

The proposed extension will comprise a hidden box gutter and therefore, despite the location of the extension right up to the shared boundary line, the gutter will not overhang onto neighbouring property. Whilst there are no grounds for refusal on the basis of the extension being located along the shared boundary line, this does not give the applicant the automatic right to build the extension should there be any breach of private right of access arrangements or any breach of the party wall act.

Visual Amenity/External Appearance:

Policy DMG1 of the RVCS states that development must

- 1. Be of a high standard of building design which considers the 8 building in context principles (from the CABE/English heritage building on context toolkit).*
- 2. Be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials.*
- 3. Consider the density, layout and relationship between buildings, which is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings, including impact on landscape character, as well as the effects of development on existing amenities.*

The proposed single-storey extension is located to the side of the application dwelling and as such hosts a visually prominent position within the street scene. Careful consideration must therefore be given in respect to the impact of the development on the character of the area.

In terms of scale, the proposal is modest, measuring just 2.4m in width. The extension is set behind the existing porch extension in line with the principle building line of the property. As such, the extension will take an entirely subservient position to the host dwelling.

In regard to materials, the extension will be constructed using red facing brickwork to the elevations, grey concrete roof tiles and white uPVC windows and doors. This is consistent with the application dwelling and properties in the surrounding area. In addition, similar development was observed in the area, on

Kenilworth Drive itself and the neighbouring Kemple View. As such, the proposal will integrate sufficiently into the street scene.

Highways and Parking:

LCC Highways were consulted in relation to the proposal and raise no objection subject to condition relating to the construction of the parking areas.

It is noted that letters of representation raised concerns over the detail within the application form and the parking arrangements. It has been demonstrated that there are 3 parking spaces at the front of the site and that these will be retained. Given the parking provided complies with parking standards for a 5 bedroomed dwelling, there are no grounds for refusal on this basis. LCC Highways have not raised any concerns on highway amenity grounds in respect to limited access to the neighbouring garage. Matters relating to rights of access are private civil matters and not grounds for refusal in planning terms.

It is noted that LCC highways have requested the below informative note be placed on the decision notice and that the lamppost be protected via the introduction of a boundary wall.

This consent requires the construction, improvement or alteration of an access to the public highway. A list of approved contractors only, can undertake the approved works under the Highways Act 1980 Section 171. Before any work begins at the site, please contact highways@lancashire.gov.uk for the list of approved contractors and to start the section 171 process.

It was observed on site that the highway works to amend the driveway/access have already taken place and are in use, as per the existing plans. The lamppost has already been removed. The above comments are therefore outdated and not considered relevant to the application.

Landscape/Ecology:

The development is exempt from having to achieve the mandatory Biodiversity Net Gain requirement as it is a householder application.

Observations/Consideration of Matters Raised/Conclusion:

As such, for the above reasons and having regard to all material considerations and matters raised that the application is recommended for approval.

RECOMMENDATION:

That planning consent be granted subject to the imposition of conditions.