

REPORT TO AREA PLANNING PANEL (KEIGHLEY)

**REPORT OF THE STRATEGIC DIRECTOR OF REGENERATION TO THE MEETING OF
THE AREA PLANNING PANEL (KEIGHLEY) TO BE HELD ON 10th July 2008**

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SUMMARY STATEMENT - PART THREE

Applications recommended for refusal

The sites concerned are:
13 Grafton Road, Keighley
Kensington Street, Keighley

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Suzan Hemingway, Assistant Director Corporate Services (City Solicitor)



KEIGHLEY AREA PLANNING SUB-COMMITTEE

DATE
10 July 2008



ITEM No.

12

LOCATION

13 Grafton Road
Keighley



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DATE: 10 July 2008

ITEM No: 12

WARD: Keighley West (ward 17)

RECOMMENDATION: To Refuse Planning Permission

APPLICATION No: 08/02499/FUL

Type of Application/Proposal & Address

Full planning application for construction of detached dwelling at 13 Grafton Road Keighley West Yorkshire BD21 1LE.

Item on Panel at request of Local Ward Councillor

Site Description

The site has an area of 0.01ha and forms the side garden of 13 Grafton Road, a two storey end of terrace residential dwelling. 13 Grafton Road has stone walling at ground floor level with render at first floor and the roof is natural blue slate. The garden is surrounded by a modern styled wood hit and miss fence with the slats running diagonally. The fencing is stepped and where it boundaries along Broomhill Way is approximately 1.5m in height. There is no off street parking provided presently for 13 Grafton Road.

The surrounding area is residential. On the same side of Grafton Road the development consists of Council and ex-Council two storey mostly terraced housing of a similar style and external appearance as the application site. Fencing however consists in the majority of cases of low wooden picket fencing, with very open aspects to the front and side gardens, especially on corner plots.

Across Grafton Road development consists of denser two storey private terraced housing with no appreciable front gardens or land to the front or side of them.

There exists on street parking occurring on Grafton Road.

Relevant Site History

07/09848/FUL – withdrawn application for construction of detached dwelling

Replacement Unitary Development Plan (RUDP) Proposals and Policies

Unallocated

[UDP1](#) Promoting Sustainable Patterns of Development

[UR2](#) Promoting Sustainable Development

[UR3](#) The Local Impact of Development

[UR4](#) The Sequential Approach to Accommodating Development

[H5](#) Residential Development of Land and Buildings not Protected for Other

[H7](#) Housing Density - Expectation

[H8](#) Housing Density - Efficient Use of Land

[TM2](#) Impact of Traffic and its Mitigation

[TM12](#) Parking Standards for Residential Developments

[D1](#) General Design Considerations

[D4](#) Community Safety

Town/Parish Council

To be orally reported

Publicity and Number of Representations

The application was publicised by individual neighbour notification letters. Publicity expired on 25.06.08. No representations had been received at the time of writing this report. Any representations subsequently received will be reported and appraised orally.

Summary of Representations Received

To be reported orally if received

Consultations

Drainage Services Unit: separate drainage system required within the site boundary.

Police Architectural Liaison Officer (Case conferenced for 08/02499/FUL): Would require the rear private amenity space to be enclosed by 1.8m high means of enclosure to decrease the vulnerability of the dwelling and its curtilage to crime.

Summary of Main Issues

1. Principle
2. Density
3. Design and external appearance
4. Residential amenity
5. Traffic flow and highway safety
6. Comment on representations

Appraisal

1. Principle

A brownfield site, within the built up urban area of the District. Within walking distance of local community facilities and near to bus routes although not the ten-minute bus routes. No objection in principle with redevelopment of this brownfield site for housing. It is considered the proposal will accord with Policies UDP1, UR2, UR4 and H5 of the RUDP in respect of a sequential and sustainable approach to development –in this case the development of an unallocated brownfield site within the main urban area of Keighley.

2. Density

The minimum density the Council would expect the site to be redeveloped at for housing would be a minimum of 30 dwellings / hectare. This equates to less than one dwelling, which means that the proposal would accord with Policies H7 and H8 of the RUDP.

3. Design and external appearance

The design of the proposed dwelling reflects the size and form of the surrounding area. The fenestration of the proposed dwelling would not appear out of keeping. The use of a hipped roof reflects architecture in the area.

The walling for the proposed dwelling will be natural stone on the ground floor with rendering to the first floor. This matches 13 Grafton Road and other properties in the immediate area. The roof is stated as being grey concrete tiles on the application form and as blue slate on the drawings. The best material for roofs in the surrounding area is blue slate but some of the nearby terraces have used brown concrete pantiles. It is considered that blue slate would be desirable however, taking into account the mix of existing roof materials on other dwellings in the area, artificial roofing materials could not, in principle be objected to on the proposed

dwelling. In conclusion, subject to conditions requiring samples of stone and roofing materials to be agreed, the external appearance of the proposed dwelling will accord with Policies D1 and UR3 of the RUDP.

The proposal includes replacing the existing unauthorised fencing with fencing that in terms of its height and design is more in keeping with fencing used in the surrounding area. The colour of the fencing could be controlled by condition.

With regard to the existing fencing a neighbour on site confirmed that the fence has only been there since last summer. There may be grounds therefore to take enforcement action to remove the fence on the basis of its detrimental impact on the street scene contrary to Policies D1 and UR3 of the RUDP.

Building lines, building forms, uniform house types and open spaces at the junctions of roads, form important standardising design features on this part of Grafton Road and the highways such as Broomhill Way that lead off Grafton Road at right angles. The proposed dwelling will be in line with the building line onto Grafton Road however, it would break the building line of Broomhill Way by 8m. It is considered that this breach of the building line is unacceptable in terms of the visual impact on the street scene of Broomhill Way and the surrounding area. Further, the development, including any proposals for means of enclosure (for privacy and/or security) would harm the open character at the road junction and area. The dwelling thus forms a jarring feature unacceptable under Policies D1 and UR3 of the RUDP.

4. Residential amenity

The position of the dwelling and fenestration will mean it will not cause unacceptable overlooking or overshadowing and in this respect is acceptable and would accord with Policies D1 and UR3 of the RUDP.

5. Traffic flow and highway safety

It is not considered that one additional dwelling would have a significant affect on traffic flows or matters of highway safety.

The proposal shows in the blue edged land two off street parking spaces provided in 13 Grafton Road's front garden for use of the existing dwelling. These parking spaces measure 4.2m, which is an inadequate length (see the Council's Revised House Extensions Policy, DB32 and the RUDP) to serve as a usable parking space without vehicles overhanging the footpath to the detriment of highway safety.

The proposal also shows an integral garage and driveway to serve the proposed dwelling. The driveway is only 4.7m in length and again is of an inadequate length to allow a vehicle to park on it without overhanging the footpath to the detriment of highway safety. This situation would be exacerbated by the garage door meaning the driveway should be a minimum of 5.6m long to allow a vehicle to park off the highway and the garage door to be opened.

In conclusion although the proposal would not have a significant affect on traffic flows or matters of highway safety it does not provide adequate or safe off street parking to the detriment of highway safety and contrary to Policies TM2, D1 and UR3 of the RUDP.

6. **Comment on representations**
To be reported orally if received

Community Safety Implications

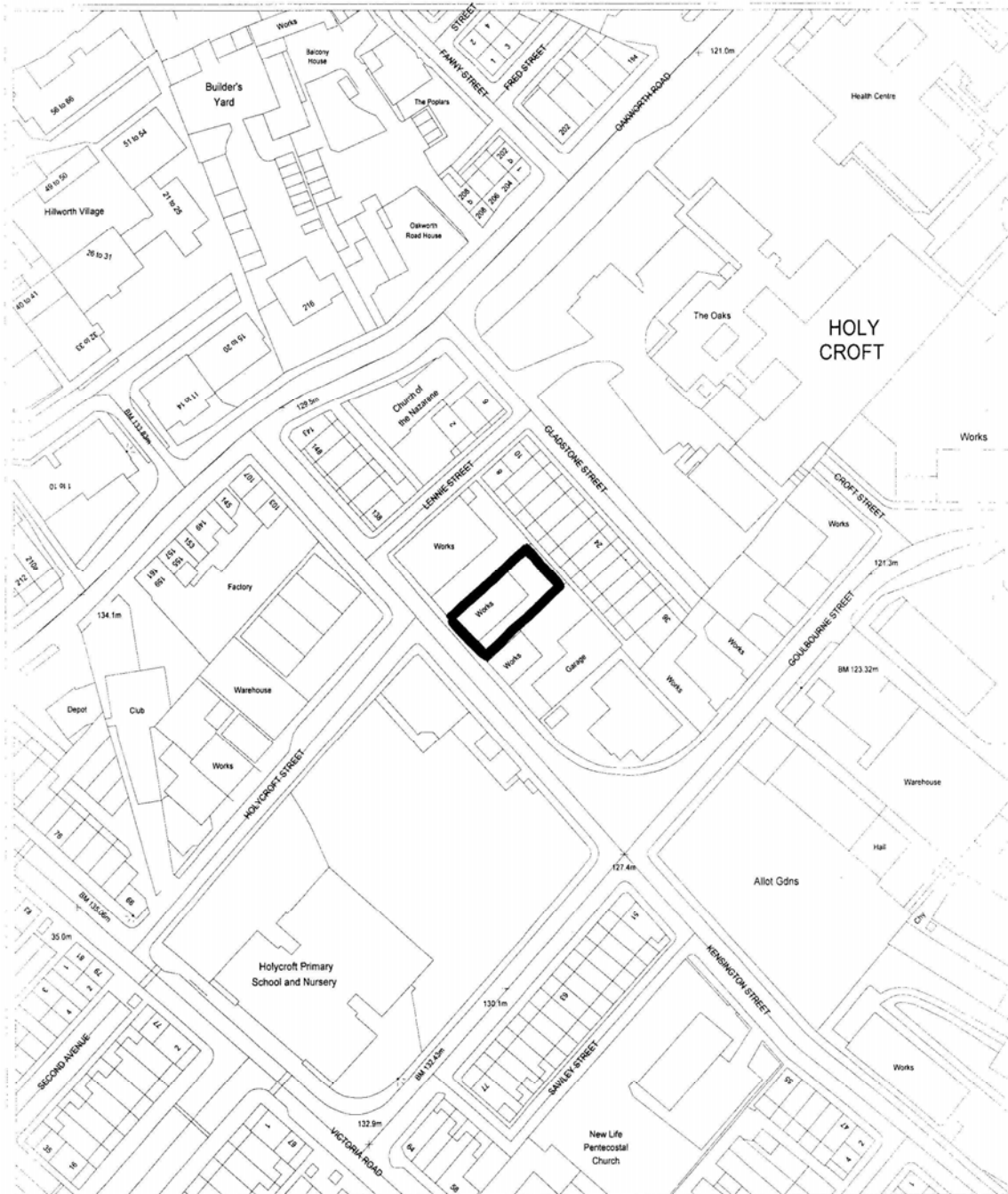
The proposal does not adequately address issues related to secure by design principles raised by the Police Architectural Liaison Officer and thus does not accord with Policy D4 of the RUDP.

Reasons for Refusal

1. The proposed development would, by reason of its scale, massing, form, height and siting, represent an unwelcome and strident feature, visually incongruous with existing development patterns in the vicinity which are characterised by open space at the junctions of roads and standardisation and uniformity of building type, and would therefore be harmful to the visual amenity and character of the street scene. For this reason the proposal is unacceptable when measured against Policies D1 and UR3 of the Replacement Unitary Development Plan.
2. The proposed development would, by reason of its scale, massing, form, height and siting forward of the established building line on Broomhill Way, represent an unwelcome and strident feature, visually incongruous with the existing buildings on Broomhill Way, and therefore harmful to the visual amenity and character of the street scene. For this reason the proposal is unacceptable when measured against Policies D1 and UR3 of the Replacement Unitary Development Plan.
3. The proposed development fails to provide sufficient and suitable provision within the site for the accommodation of motor vehicles as recommended within the Supplementary Planning Guidance contained within the Council's approved Car and Cycle Provision Guidelines. In particular the depth of the parking spaces is substandard. As such the proposed development would result in greater on-street car parking to the detriment of the safe and free flow of traffic on the highway. For this reason the proposed development is unacceptable when measured against Policies TM12, TM2, D1 and UR3 of the Replacement Unitary Development Plan and the Council's supplementary Planning Policy on House Extensions.
4. The proposal is unacceptable, as the Local Planning Authority does not consider that the proposed boundary treatment would adequately secure the proposed dwellings private amenity area and the development would therefore not be in accordance with Policy D4 of the Replacement Unitary Development Plan.

KEIGHLEY AREA PLANNING SUB-COMMITTEE

DATE
10 July 2008



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| ITEM No. | LOCATION |
| 13 | Light Industrial Unit Kensington Street Keighley |



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DATE: 10 July 2008
ITEM No: 13
WARD: Keighley Central (ward 15)
RECOMMENDATION: To Refuse Planning Permission
APPLICATION No: 07/09810/FUL

Type of Application/Proposal & Address

A change of use application to convert an existing light industrial unit to a community resource centre at Kensington Street, Keighley.

Item on Panel at request of a Local Ward Councillor

Site Description

The single storey warehouse/light industrial building is located in a mixed use area with mainly commercial properties in the immediate vicinity including a repair garage and other industrial units as well as a School on the opposite side of Kensington Street. To the rear is a small curtilage area, marked out for parking on the plans, and beyond this is a row of terraced housing. Kensington Street currently has no parking restrictions and is a link road between Oakworth Road to the North West and Goulbourne Street to the South East. It has been observed on numerous occasions that cars and vans are often double parked along Kensington Street during general working hours.

Relevant Site History

94/00765/FUL: partial rebuild of light industrial unit.

Replacement Unitary Development Plan (RUDP) Proposals and Policies

There are no proposals for the site on the RUDP Proposals Map.

Local Impact of the Development: UR3

Community Facilities: CF3

General Design considerations: D1

Community safety: D4

Inclusive Design: D3

Traffic impact and its mitigation: TM2

Car parking provision: TM19A

Town/Parish Council

Keighley Town Council: Recommended for refusal. If this is to be converted for education purposes there needs to be careful consideration that there are sufficient toilets for boys and girls and all necessary requirements. No space for children to play and exercise.

Publicity and Number of Representations

The application was publicised by neighbour notification letter in addition to a site notice. Expiry date 02.01.2008. No representations received.

Summary of Representations Received

N/A

Consultations

Highways: Case conference with highways who stated the change of use would result in an intensification of use which would result in further traffic problems along the road. The 3 spaces provided would not meet standards and in reality only 2 spaces would be usable. The opening hours for the use would be throughout the day when the other commercial properties were open and the school therefore the change of use would result in further on street parking which would be contrary to policies TM2 and TM19a of the Replacement Unitary Development Plan.

Summary of Main Issues

1. Impact on the local environment
2. Neighbouring Occupiers Amenities and Residential Amenity
3. Highway Safety
4. Community Safety
5. Inclusive Access

Appraisal

The proposal is to change an existing light industrial unit to a community resource centre which would be a change from B4 to D1 of the use classes order. The site fronts onto Kensington Street which is located off Oakworth Road which is one of the main routes into Keighley. The surrounding area consists of a number of repair garages and commercial premises in addition to a school and a church. To the rear of the industrial unit which is to the North East there is a row of terraced housing. Another community facility, serving the Bangladeshi community, is located nearby (in a former church building on Kensington Street and beyond Goulbourne Street) and for which planning permission was granted.

The purpose of the facility would be to provide adult language and literacy support, life skills, developing information technology skills and religious education facilities. The applicant states the adult activities will run from mid morning to 1600hrs after which the centre will provide, up till 1900hrs, activities for children between the ages of 9-16 years. The applicant further states that no such activities exist within the local area and the nearby existing community centre functions as a an advice/drop in centre, providing welfare benefit advice and with no activities in the evening or centred around learning support for children. The applicant considers the two facilities will complement each other. The facility is to serve the local community, within a quarter mile radius, and it is anticipated the majority of users will walk to the property. The project aims to address some of the social and anti-social issues of the area and is an identified local need community facility as envisaged in Policy CF3 of the RUDP..

Impact on the Local Environment

The proposal would involve slight alterations to the appearance of the building including a new door to the front elevation and a ramp to the rear in addition to a bin store. The proposed physical external alterations are not considered to have an adverse impact on the appearance of the street scene.

Neighbouring Occupiers Amenities and Residential Amenity

The proposed change of use would not result in any undue adverse affects in terms of residential amenity. No overlooking or overshadowing would occur as a result of the proposal. The proposal is considered to be acceptable in terms of residential amenity and complies with policies UR3 and D1 of the RUDP.

Highway Safety

The change of use would result in an intensification of use which would result in further traffic problems along the road. The 3 spaces provided would not meet standards and in reality only 2 spaces would be usable. The opening hours for the use would be throughout the day when the other commercial properties in the area were operating and the school therefore the change of use would result in further on street parking to the detriment of the safe and free flow of traffic on the highway and would be contrary to policies TM2 and TM19a of the Replacement Unitary Development Plan. Although the agent has sent in a letter stating the membership would be limited to 20 people and the majority would come via foot from the local community there would still be a sufficient number to generate a significant increase in vehicles parking along Kensington Street.

It is considered even if there is limited vehicular generation from the user the industrial nature of the area is not conducive to a community facility given the highway and parking issues on Kensington Street and potential conflict with pedestrian users, including children.

Community Safety Implications

No undue implications for community safety are foreseen (RUDP policy D4)

Inclusive Access

No undue implications are foreseen (RUDP policy D3)

Reasons for Refusing Planning Permission

The proposed change of use from B2 light industrial to D1 community centre would result in the introduction of a community use in a predominantly industrial area resulting in potential conflicts and pedestrian safety issues having regard to the nature of Kensington Street as a through route, service road for commercial properties and with on street parking. Additionally the proposal fails to provide sufficient and suitable provision within the site for the accommodation of motor vehicles as recommended within the Supplementary Planning Guidance contained within the Council's approved Car and Cycle Provision Guidelines. As such the proposed development would result in greater on-street car parking to the detriment of the safe and free flow of traffic on the highway. For these reason the proposed development is unacceptable when measured against Policies UR3, TM19A and TM2 of the Council's Replacement Unitary Development Plan.