

## **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 22<sup>nd</sup> October 2008**

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### **SUMMARY STATEMENT - PART TWO**

#### **Application recommended for approval**

The sites concerned are:

Keighley Town Hall, Bow Street, Keighley  
11 James Avenue, Eastburn, Keighley  
1 – 5 Bolton road, Silsden  
23 Dale View, Ilkley

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Regeneration

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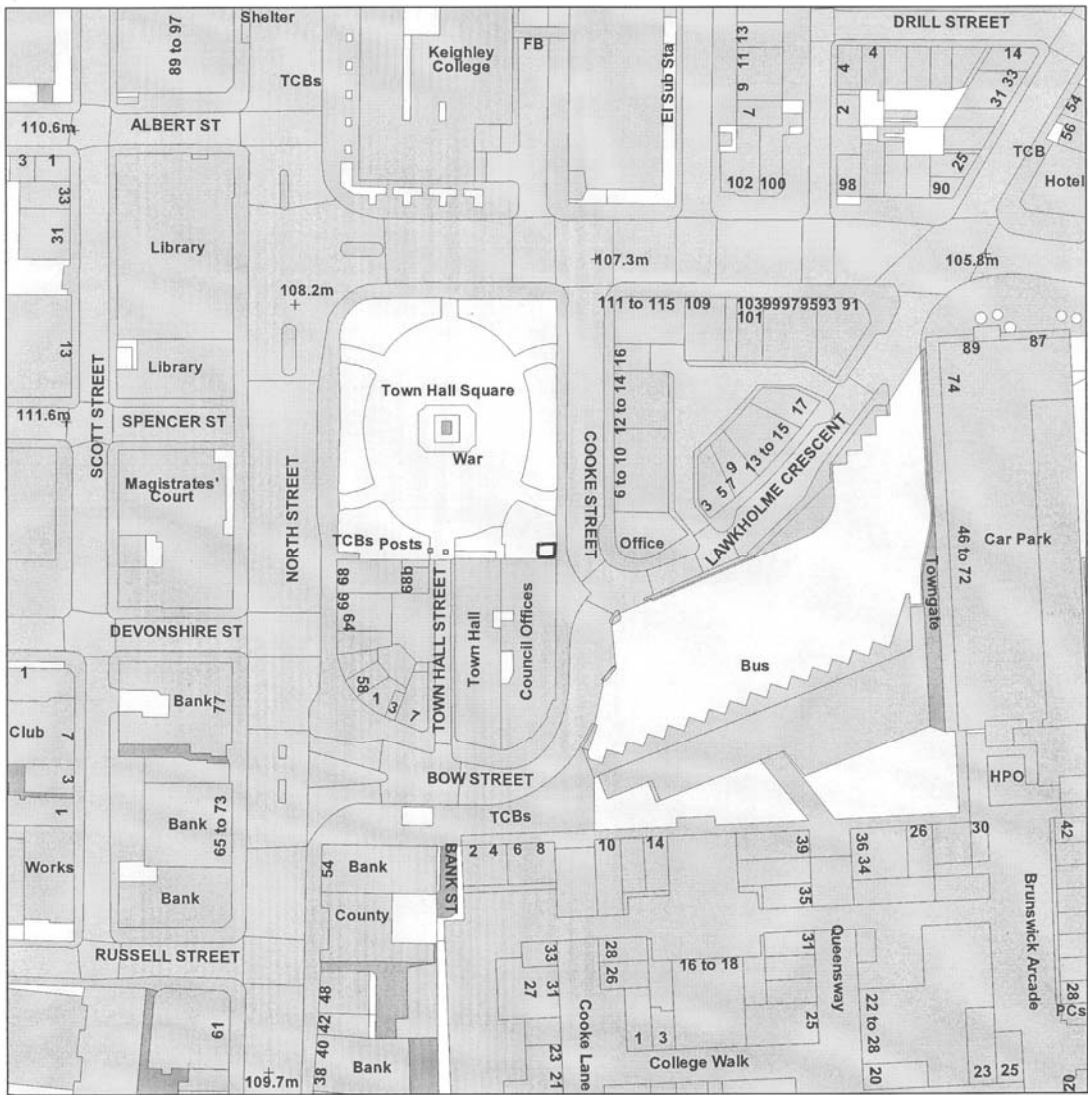


INVESTOR IN PEOPLE

Suzan Hemingway, Assistant Director Corporate Services (City Solicitor)



# Area Planning Panel (Keighley)



ITEM NO.

16

LOCATION

Keighley Town Hall Bow Street, Keighley



**DATE :** 22 OCTOBER 2008

**ITEM No :** 16

**WARD:** KEIGHLEY CENTRAL

**RECOMMENDATION:** TO GRANT LISTED BUILDING CONSENT WITH CONDITIONS

**APPLICATION No:** 07/03904/LBC

**Type of Application/Proposal & Address**

Application for Listed Building Consent for a new electricity sub station at Keighley Town Hall, Bow Street, Keighley

**Site Description**

Keighley Town Hall is a Grade II Listed Building finished in Ashlar stone and Westmorland slate.

The proposed site of the sub station is to the rear of the Town Hall in an area that currently forms a parking area for disabled people. Access to this car parking area is from Cooke Street. The car park is adjacent to the 'Shopmobility' premises which are located within the Town Hall Building and provides motorised scooters for people with restricted mobility.

The car park is an irregular shaped area of land measuring 12.5m deep by 12m wide at the widest and deepest points. The car park is marked out with two bays for disabled drivers at the site entrance. The site can accommodate 3 vehicles with adequate space for access and egress from vehicles by persons using wheelchairs. It does however, sometimes accommodate up to 6 vehicles as cars are parked in alternative layouts and closer than the standard layout for disabled bays.

**Relevant Site History**

07/03903/FUL – Companion full planning application for a new electricity sub station  
Pending Consideration

**Replacement Unitary Development Plan (UDP) Proposals and Policies**

BH4 - Extensions and alterations to Listed Buildings

**Town/Parish Council**

Keighley Town Council recommends refusal on the grounds that it is inappropriate to site a sub-station in a disabled car park. The Town Council suggests replacing the present skip by the sub-station.

**Publicity and Number of Representations**

Advertised by press and site notice. Expiry Date 29<sup>th</sup> June 2008.

**Summary of Representations Received**

No representations have been received in relation to the Listed Building application.

**Consultations**

English Heritage – No comments.

## **Summary of Main Issues**

Impact on the special architectural and historic character of the Listed Building

## **Appraisal**

### Proposal

This proposal is for the erection of an electricity sub station which will take the form of a single storey extension with lean to roof to the rear of the Town Hall. The building will be 3.8m by 3.6m and will be finished in stone with a slate roof. Timber louvred double doors will provide access to the building.

### Impact on the Local Environment

The Town Hall is a Grade II Listed building. There is a statutory requirement that local planning authorities have special regard to the desirability of preserving listed buildings and their settings and any features of special architectural and historic interest which they possess. This is reflected in Planning Policy Guidance Note 15 (PPG15) and the RUDP Policy BH4.

The proposed extension to Town Hall is modest in size and located in an area which is currently used for car parking. With the exception of the proposed UPVC rainwater goods, the building is considered to be of a scale, design and materials which will preserve the architectural character and appearance of the original building and will not detract from the Conservation Area. If consent is granted it should be conditional on the use of aluminium rainwater goods.

## **Community safety Implications**

None apparent.

## **Reason for Approval**

Due to its modest scale, the use of appropriate matching materials and its position on a side wall containing no features of architectural merit, the proposal will maintain the setting of the Listed Building and its features of special architectural and historic interest. It is therefore considered to be in accordance with Policy BH4 of the Replacement Unitary Development Plan.

## **Conditions of Approval**

Commencement within 3 year time limit

Use of materials to match the Town Hall - as specified on the submitted drawings.

Aluminium rainwater goods to be used

Colour of timber doors to be agreed with LPA prior to commencement of development.

# Area Planning Panel (Keighley)



ITEM NO.

17

LOCATION

**11 James Avenue, Eastburn**



DATE:  
PL

**22 OCTOBER 2008**

**ITEM No:** 17  
**WARD:** CRAVEN  
**RECOMMENDATION:** TO GRANT PLANNING PERMISSION WITH CONDITIONS  
**APPLICATION No:** 08/04500FUL

**Type of Application/Proposal & Address**

A full application for the construction of a two storey side extension and single storey sun room to the rear at 11 James Avenue, Eastburn, Keighley.

**Site Description**

The host property is an end-terraced dwelling situated within a predominantly residential area consisting of mostly terraced housing. A detached bungalow and semi-detached housing is situated to the west of the site. A row of terraced properties of the same design is sited opposite the site. An existing garage is sited to the side of the property and this would be demolished to build the two storey side extension.

**Relevant Site History**

No relevant history.

**Replacement Unitary Development Plan (UDP) Proposals and Policies**  
**Unallocated**

UR3: Local Impact of the Development

D1: General Design Considerations

back from the front of the property and the roof is not subordinate to the line of roof on the existing building. Cllr Thompson and Cllr Mullen will attend Planning Panel meeting.

**Publicity and Number of Representations**

The application was publicised by neighbour notification letter the publicity for this expired on the 20.08.2008.

**Summary of Representations Received**

No representations received.

**Consultations**

None deemed necessary except with Parish Council.

**Summary of Main Issues**

Impact on Neighbouring Occupants

Impact on Highway Safety

Community Safety

**Appraisal**

**Proposal**

The proposed single storey extension is 3m deep and 3m wide and would sit adjacent to the boundary with 9 James Avenue. The two storey extension is 3.35m wide and extends the full depth of the existing house. The side boundary is splayed and the extension would

be 0.88m from the boundary at the nearest point and 5.14m at the furthest point. The extensions are to be finished in natural stone and blue slate.

### **Impact on the Local Environment**

The single storey rear extension will not be visible from the street scene and is considered to be acceptable in terms of scale, design and materials proposed.

With regard to two storey side extensions the House Extensions Policy Document states that 'Two storey extensions to the side of end-terrace houses will normally be required to have a set-back to the first floor of 1m from the front wall of the property. This is to ensure that the extension does not detract from the character of the original terrace. However, there may be instances where an extension could be added to a property without the overall character of the terrace being harmed. Each case will therefore be considered on its individual merits. Where it is acceptable to add an extension flush with the front main wall care should be taken to achieve a satisfactory match of materials.'

However, the property at the other end of the terrace has had a two storey side extensions no set back and no lowering of the roofline. Due to the extension at No.5 James Avenue, which received planning permission in 2002, lowering the height of the roof and setting back the extension from the front of the property would harm the character and symmetry of the row of four terraced properties. The proposal would not be highly visible due to being located on a small cul de sac with a small number of properties located on it.

Again the materials, scale design and fenestration all match the host property and the character of the row is maintained.

### **Impact on neighbouring occupants**

The rear extension is of a modest size and will not project further from the house than the existing store buildings which it will replace and, therefore it is not considered to harm the outlook from the rear of the adjoining property. The side facing patio doors of the rear extension will be over 10.5m from the western site boundary and will not therefore result in overlooking.

The proposed two storey side extension will be located within 7metres of a neighbouring kitchen window. However, given the orientation of the kitchen window in relation to the extension – the direct view out of the window is not towards the extension – it is not considered that the development will result in any loss of light to this habitable room or be overbearing in relation to the outlook from the neighbouring dwelling.

There are two windows and a door proposed on the side elevation of the two storey extension but none of these are habitable room windows. The first floor window is to a bathroom, the ground floor window to a garage and door to a utility room. A condition can be imposed to ensure all glazing in these windows and door is obscure.

There are no properties to the front and rear which will be affected by the two storey side extension.

The proposal is therefore considered to be acceptable in terms of residential amenity and complies with policies UR3 and D1 of the RUDP.

### **Impact on Highway Safety**

The existing garage is to be replaced by a new garage incorporated into the side extension so the proposal will not result in any loss of off street parking and is not considered to raise any highway safety issues. The proposal is considered to accord with Policy TM19A of the RUDP.

### **Community Safety Implications**

There are no apparent community safety implications therefore the proposal complies with policy D4 of the RUDP.

### **Reasons for Granting Planning Permission**

The proposed two storey side extension and single storey rear extension are not considered to adversely affect the character of the host dwelling or street scene. It is considered that the proposal will not have any significant adverse effects upon the residential amenity of the neighbouring residents and is acceptable in terms of highway safety. As such the proposal is considered to be in accordance with policies UR3, D1 and TM19a of the Replacement Unitary Development Plan.

### **Conditions of Approval/Reasons for Refusal**

1. All glazing in the windows and doors in the side elevation of the two storey side extension hereby permitted shall be glazed in obscure glass prior to the first occupation of the extension and thereafter retained.

Reason: To prevent overlooking or loss of privacy to adjacent occupiers and to accord with Policy UR3 of the Replacement Unitary Development Plan.

2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any subsequent equivalent legislation) no further windows, including dormer windows, or other openings shall be formed in the single storey rear extension or the two storey side extension without prior written permission of the Local Planning Authority.

Reason: To safeguard the privacy and amenity of occupiers of neighbouring properties and to accord with Policy UR3 of the Replacement Unitary Development Plan.

3. The development to which this notice relates must be begun not later than the expiration of three years beginning with the date of this notice.

Reason: To accord with the requirements of Section 91 of the Town and Country Planning Act, 1990 (as amended).

4. The development hereby permitted shall be constructed of facing and roofing materials building as specified on the the existing submitted plans.

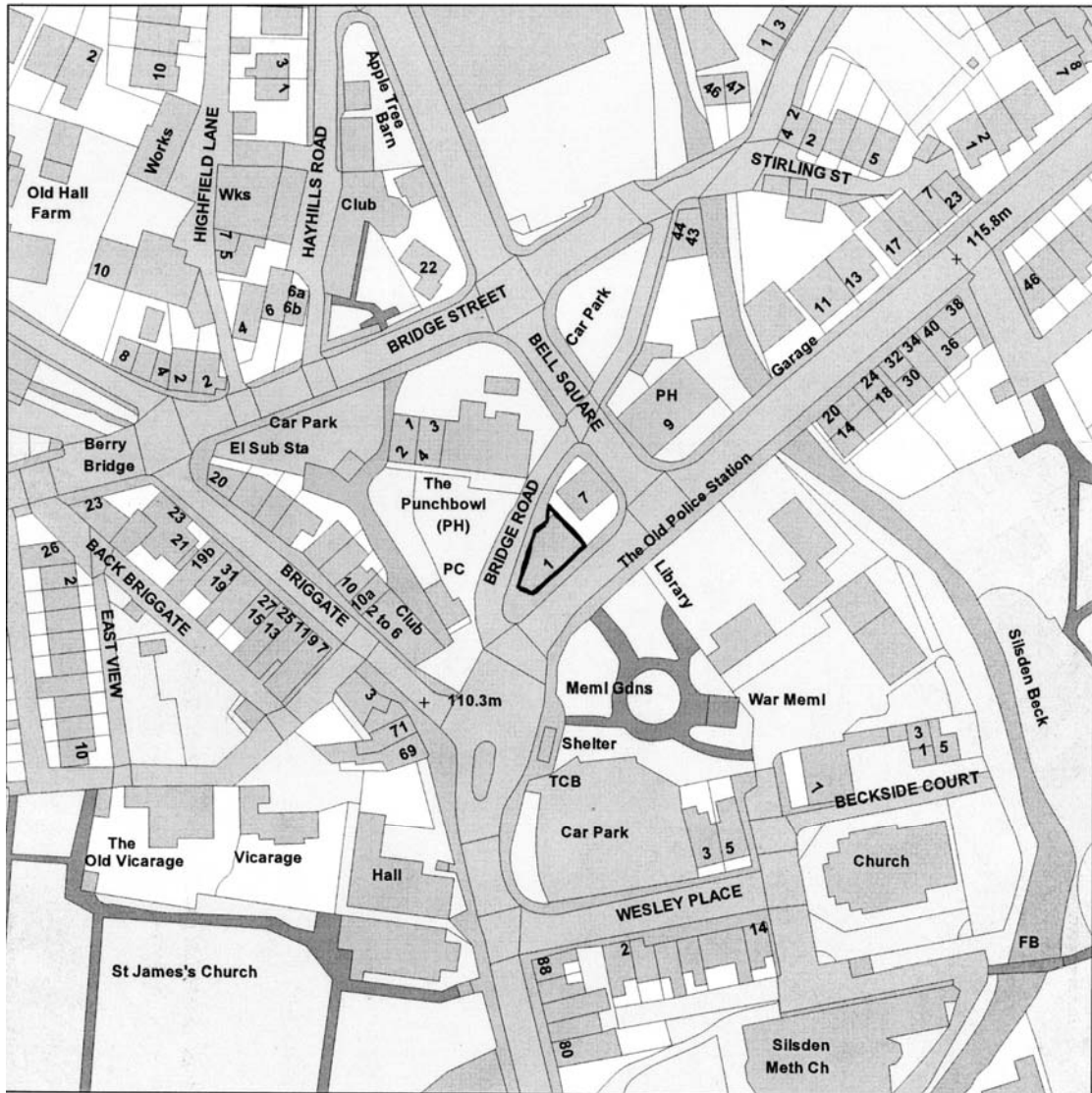
Reason: To ensure the use of appropriate materials in the interests of visual amenity and to accord with Policies UR3 and D1 of the Replacement Unitary Development Plan.to match TM19A: Traffic Management and Road Safety



**Town/Parish Council**

Steeton with Eastburn Parish Council: Recommends refusal as the proposed extension does not conform to the Bradford Council House Extension Policies in that the extension is not set

# Area Planning Panel (Keighley)



<p>ITEM NO.</p> <p><b>18</b></p>	<p>LOCATION</p> <p><b>1-5 Bolton Road, Silsden</b></p>	<p>▲</p> <p><b>N</b></p>
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**DATE:** 22 OCTOBER 2008

**ITEM No:** 18

**WARD:** CRAVEN

**RECOMMENDATION:** TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS

**APPLICATION No:** 08/03637/COU

**Type of Application/Proposal & Address**

Full application for change of use from Use Class A1 retail use to a mixed Use Class A5 hot food takeaway, with 2 x shops in A1 retail use and 3 flats at 1<sup>st</sup> floor level.

1 – 5, Bolton Road,  
Silsden,  
BD20 0JY

**Site Description**

This site comprises a short, stone built two storey terrace formerly comprising residential properties but which have been in retail use for some years. The premises are located on a prominent corner between Bolton Road to the south facing frontage, and Bridge Road to the immediate rear and are within the core of the village of Silsden.

To the immediate east of the site is an existing restaurant; whilst to the rear is a public house. To the west are retail and other commercial properties as well as a Conservative Club. The locality of the site is therefore essentially commercial in character, with little in the way of residential occupancy nearby.

However, the premises themselves are undergoing conversion works that involve the formation of residential flats within the upper floors.

**Relevant Site History**

98/02779/COU – COU from residential to retail. Approved 24.12.98

05/03499/FUL – Alterations to shop and formation of flats. Approved 1.7.05

08/01559/FUL – Change of use from off licence and newsagent's to hot food takeaway and shops. Refused 15 May 2008 after determination by Area Planning Panel.

Reasons :

1. Inadequate car parking at the site and in the surrounding area. This would result in short term parking/stopping on surrounding highways to the detriment of highway safety.
2. Inadequate arrangements for waste bin storage to serve the combined commercial uses on the ground floor and the 3 residential flats on the upper floor, particularly having regard to the need for space for recycling bins. This would result in a likelihood of bins having to be stored on the highway, giving rise to highway safety and visual amenity problems.
3. No provision for a litter bin for customers of the takeaway.

**Replacement Unitary Development Plan ("RUDP") Proposals & Policies**

Unallocated on RUDP except that site is located within Silsden Conservation Area.

Policies:

UDP3 – quality of development

UR3 – local impact of development

BH7 – Conservation Area

CR1A – local centre

D1 – design

TM2 – highway mitigation

TM19A – highway safety and traffic management

### **Silsden Town Council**

Objection to the application but does not wish to address Panel.

### **Publicity and Number of Representations**

Advertised by Press/Site Notices and neighbour letters. Expiry 24 July 2008

7 objection letters received.

### **Summary of Representations Received**

1. There is no parking and customers of the takeaway will park illegally outside the premises when collecting food, obstructing traffic and causing safety problems at the junction of Bolton Road and Bell square which is an accident blackspot.
2. Takeaway customers will use the public house car park and their tables and other nearby locations for food consumption, leading to noise nuisance and litter in the area for people living nearby.
3. Other takeaways in the town already cause problems.
4. Any change of use should respect the conservation area.
5. Silsden already has enough takeaways and chip shops within walking distance and doesn't need any more.
6. Insufficient bin storage facilities

### **Consultations**

Environmental Protection: The upper floors of the premises are being converted to flats, which do not appear to be tied to the proposed hot food takeaway use. Environmental Protection would have serious concerns regarding the takeaway use in these circumstances in view of likely night time disturbance and resulting complaints.

Highways – In view of existence of nearby car park, and short term stopping opportunities in nearby streets, there are no objections on highway grounds. Servicing arrangements for the development would reflect the arrangements for the pre-existing shops within this building.

### **Summary of Main Issues**

History – previous application

Impact on Conservation Area

Local amenity issues

Need for a litter bin

Adequacy of Waste Bin Storage Arrangements

Lack of parking and highway safety issues

### **Appraisal**

### **History – previous application**

The proposal is to convert the premises to form 2 retail shop units and one takeaway with 3 flats above. The two retail units would not require planning permission given that the premises were previously in use as a retail newsagent's/off licence. The main issues therefore revolve around the introduction of the Class A5 takeaway in the end unit of the premises.

The proposed change of use of these premises to a hot food takeaway was considered at the Area Planning Panel's meeting of 15 May 2008, when a recommendation to grant planning permission was made by Planning Officers. At that meeting Members resolved that planning permission should be refused for reasons of inadequate parking, inadequate bin storage facilities and lack of a litter bin.

Dealing with the question of principle, it remains the Officer view that having regard to the overall character of the location, the proposed change of use would be acceptable subject to conditions aimed at reducing any potential impact upon local amenity or highway safety and to safeguard the appearance and quality of the Silsden Conservation Area.

The agent claims to have resolved two of the Panel's reasons for refusal by clarification of the bin storage arrangements and offering to provide a litter bin, and, in respect of the car parking issue, argues that dedicated parking is not needed due to the presence of public car parks nearby.

### **Impact on Conservation Area**

The site is located within the Silsden Conservation Area and, whilst the building is not listed as being of specific architectural or historic interest itself, it makes a positive contribution to the character of this part of the Area. Generally the proposals would have no significant visual implications for the character or appearance of the Conservation Area and indeed present an opportunity for the buildings to be brought back to use.

The Council's Conservation Officer considers that the proposals will have an acceptable impact on the Conservation Area if care is taken over the detail. Members previously had no significant issues in terms of the impact of the proposal on the conservation area other than those relating to waste bin storage.

Proposals for hot food takeaways normally involve the installation of an exhaust flue for the dissipation of cooking odours. In this case, alternative arrangements involving an internal flue that exhausts from roof level have been made and this is acceptable in visual terms.

There is a need for the use of appropriate materials for new fenestration and doors. This may be dealt with by way of conditions in the event that planning permission is granted.

Signage on the building would require Advertisement Consent and again, the Conservation Area setting requires care with the scale, material and illumination of any new signs. The applicants have been advised to seek approval for any signs before ordering or purchasing them so that the appropriate fixtures can be agreed and approved.

Subject to insisting on the internal flue arrangement, and subsequent care over signage, the proposals would have no adverse implications for the Conservation Area and Policies UDP3, UR3, BH7 and D1 of the Replacement Unitary Development Plan are satisfied.

### **Impact on Local Amenity**

The site is within the core of the town of Silsden, which has a number of restaurants, takeaways and public houses and which as a consequence is relatively vibrant in the evening. Moreover, the main road passing the frontage of the site, the A6034 Bolton Road, is a well trafficked highway linking the Aire Valley Trunk Road with areas to the north, thus adding to the general levels of background noise.

The town centre is of mixed character with residential accommodation appears to occupy the upper floors of a significant proportion of the properties within the core of the town. It is considered unlikely that the proposed additional takeaway to replace the previous newsagent's and of licence store would so substantially increase local disturbance that a refusal of planning permission would be justified, particularly since it would be located between an existing public house and a restaurant.

The Environmental Protection Officer notes that whilst the premises are not located in a particularly sensitive area, the upper floors of the building are being converted to flats, whose occupants may find that late evening activity attracted by the takeaway would be a source of nuisance. Adequate sound insulation would substantially address the issue of sound transmission through the building, as would appropriate limitations on the hours of opening of the takeaway.

It is proposed to impose Planning Conditions to require details of sound insulation measures and to limit the opening hours of the takeaway to prevent sales to customers after 12 midnight. Consequently it is considered that these safeguards and Conditions, and subject to providing a litter bin and adequate bin storage arrangements as shown on the new drawing, the proposed takeaway would be an acceptable use in this location in terms of local amenity. Accordingly the proposals is considered to satisfy Policies UDP3, UR3 and D1 of the Replacement Unitary Development Plan

### **Need for a litter bin**

Members had sympathy with views of objectors that a takeaway would increase litter and used this as a reason to refuse the previous application. To address this concern, the agent has suggested that a requirement for the applicant to provide a litter bin would be reasonable and acceptable. Such a litter bin (precise details to be agreed) is now shown on the resubmitted drawings and the agent also says there are 3 Council litter bins already close to the site.

### **Adequacy of Waste Bin Storage Arrangements**

This was also a key concern of Panel members in May 2008. As the building abuts the pavement at the front, the space for bin storage is limited to a restricted triangular yard area at the back of the building. It was doubted that this could accommodate the bins required by the proposed 3 flats, one takeaway and one shop and that bins, including the domestic recycling bins for the flats would end up stored on the pavements or roads around the site.

To address this problem the new application includes a drawing showing how provision can be made to accommodate 2 wheelie bins for each of the 3 flats, two for the shop and a trade waste bin for the takeaway. The bins for the shop will be located internally within a

lobby at the back of the building. The remainder for the flats and takeaway will be in the triangular yard and the perimeter wall to this area will be raised to provide adequate screening of the bins.

The agent claims this overcomes the reason for refusal and Officers concede that the new drawing does indicate an acceptable and workable arrangement for bin storage for all the uses at the site.

### **Lack of parking and highway safety implications**

The operation of hot food takeaways is generally characterised by short period visits by customers, often involving short term parking of vehicles that can lead to adverse effects upon traffic safety or the free flow of traffic. Moreover, in the event the takeaway operated a delivery service, this can also result in short term on-street parking by delivery vehicles, which would likely affect Bridge Road to the rear of the premises.

However, the agent argues that it is rare for takeaways in such town/village centre locations to be required to have dedicated off street parking spaces and that there are 3 public car parks close to the site. He points out that Officers had not raised parking as an area of concern in the report to May Panel.

Although the views and the highway safety reason for refusal given by Members of Panel in May 2008 are acknowledged, Planning Officers consider that, in this case, the existing double yellow lining would mitigate against parking on the frontage and there is a public car park on Wesley Place, opposite the application site beyond Bolton Road. This is considered to be sufficiently close to the site to provide for the needs even of short-term visits to the takeaway. In addition the agent points out that this area is much quieter following closure of the previous newsagent's and off licence at the site which was a popular local facility attracting drivers.

In these circumstances, it is considered that there are no grounds to object to the proposals on highway grounds and the proposals would be acceptable in light of Policies TM2 and TM19A of the Replacement Unitary Development Plan.

### **Community Safety Implications**

There are no apparent community safety implications.

### **Reason for Grant of Planning Permission**

The site is within an area that is predominantly commercial in character and as a consequence, the proposed use would have no significant implications for neighbouring occupiers and is therefore acceptable in light of Policies UDP3 and UR3 of the RUDP. There are adequate car parking facilities in the vicinity of the site, and the proposals would have no significant implications for highway safety or the free flow of traffic. As such the proposals are acceptable in light of Policies TM2 and TM19A of the RUDP.

### **Conditions of approval**

1. Start development within 3 years
2. The hot food takeaway shall not be open to customers outside the hours of 12.00 noon to 12 midnight.
3. Prior to the commencement of the hot food takeaway use, adequate waste bin storage shall be provided and made available for use in accordance with the

resubmitted drawing referenced 02. These arrangements shall not be used for any other purpose and shall remain available whilst ever the uses are in existence.

4. A new litter bin shall be sited in a position and of a size to be agreed with the LPA prior to the hot food takeaway opening.
5. New doors and windows shall be of timber construction with painted finish, to a specification to be submitted to and agreed in writing by the Local Planning Authority.
6. Details of noise insulation measures between takeaway and flats to be submitted to and approved by the LPA prior to commencement of development.
7. Extractor to takeaway kitchen shall be installed internally and with the noise insulation measures detailed on the approved drawings.

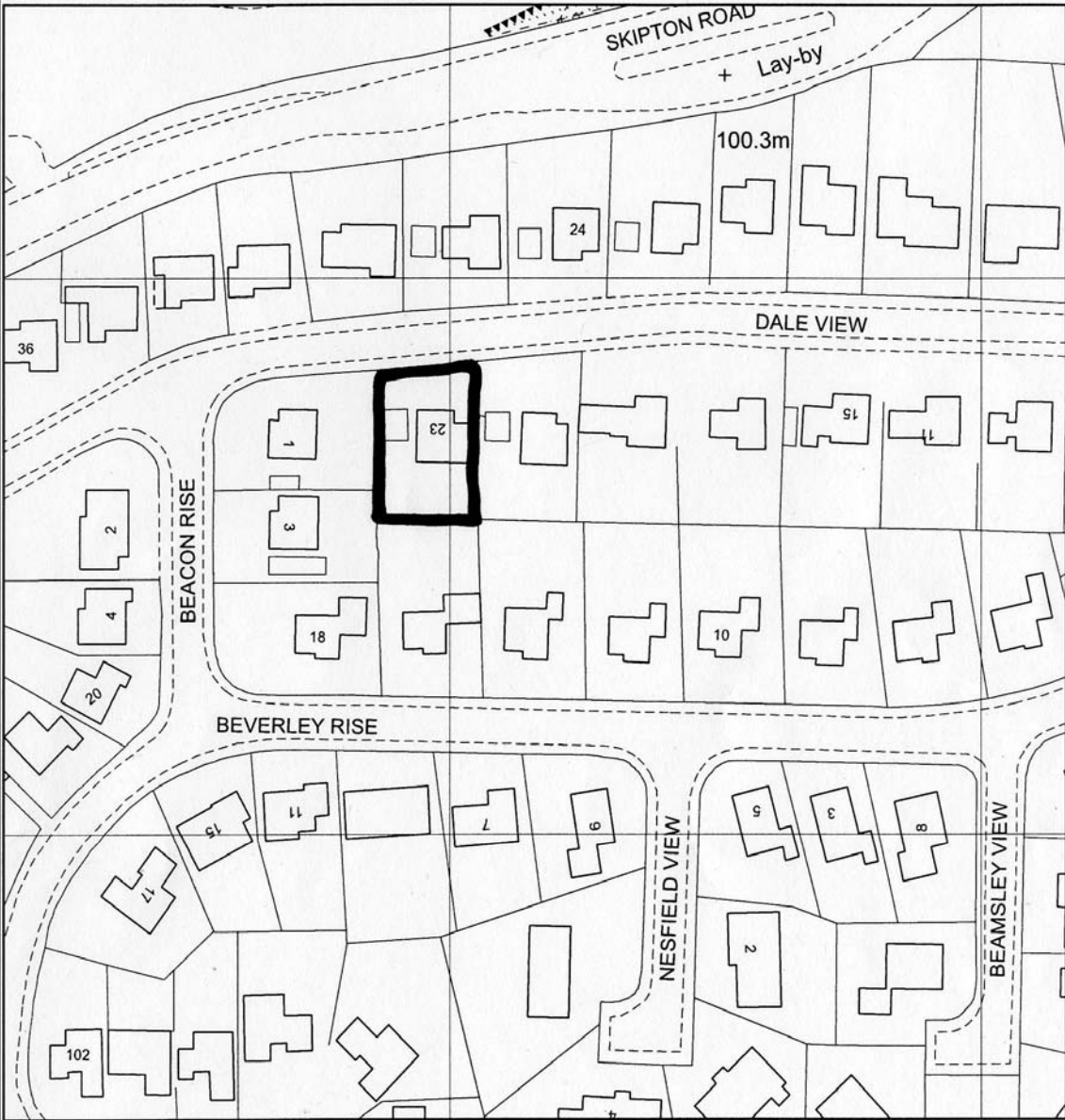
## **FOOTNOTES**

Consent is required for signs.

External shutters will not be permitted on this building.



# Area Planning Panel (Keighley)



ITEM NO.

LOCATION

**19**

**23 Dale View, Ilkley.**



**DATE:** 22 OCTOBER 2008

**ITEM No:** 19

**WARD:** ILKLEY

**RECOMMENDATION:** TO GRANT PLANNING PERMISSION WITH CONDITIONS

**APPLICATION No:** 08/04262/FUL

**Type of Application/Proposal and Address**

Full application for single storey extensions at front and rear, two storey extension to west side and dormer to front of 23, Dale View, Ilkley LS29 9BP.

**Site Description**

A detached, two storey, 4 bedroom house with a detached garage. It is a modern suburban house built in a mix of stone, brick, timber and render, with concrete tiles, on the south side of Dale View. The road is a relatively lightly trafficked through road in a residential area developed with many similar houses along the street. Levels here fall from south to north, so that houses to the rear of the site on Beverley Rise are on higher ground, and the houses opposite on the same road sit at a lower level than the street. The western boundary of the plot adjoins the rear gardens of two houses fronting a side road, Beacon Rise.

**Relevant Site History**

08/01094/FUL: Withdrawn, on 23.04.08, an application for larger extensions to the same property following advice of a likely refusal recommendation.

**Replacement Unitary Development Plan (RUDP) Proposals and Policies**

The site is unallocated on the RUDP.

**Replacement Unitary Development Plan (RUDP) Policies**

UDP3, UR3 and D1 are relevant for design, the environment and amenity.

Policy TM19A: Traffic management and road safety also to be considered.

**Supplementary Planning Guidance**

The adopted House Extensions Policy (HEP) and Dormer Windows Policy are relevant.

**Parish Council**

Ilkley Parish Council recommended refusal of the application as originally submitted on the grounds that a proposed front dormer would be out of scale and give a 3 storey appearance. In response to the amended plans (which retain the front dormer but reduce the scale of the first floor addition) the Parish Council commented that "they were an improvement" and confirms that it no longer objects.

**Publicity and Number of Representations**

By letters to 8 nearby properties. Neighbours have been notified of amended plans.

7 letters of objection from local residents had been received.

**Summary of Representations Received**

1. Front dormer and extra floor level of accommodation created in roof is out of character and intrusive and sets “bad” precedent.
2. Dormer would allow overlooking of houses opposite.
3. Loss of “spaciousness” loss of gap between houses and “crammed” appearance.
4. Some shadowing and overlooking of Beacon Rise houses and gardens is feared (although neighbours concede that the current application has less adverse effect on them than the withdrawn application).
5. Extension at front is too large and difficult to match to existing house.
6. Increased size (to provide for 5 double bedrooms in total) could generate on street parking in a narrow road used as a bus route.
7. Concern at water run off into road and possibly into drives opposite from increased hard surfacing to provide extra parking.
8. Request that permitted development rights for further extensions/alterations be removed if permission is granted.

**Consultations** None required.

### **Summary of the Main Issues**

- Impact on local visual amenity and character.
- Impact on the amenity of neighbours.
- Parking and road safety issues.

### **Appraisal**

#### **Application Details**

The application proposals have been considerably modified, not only since the application withdrawn earlier this year, but also during the course of consideration of the current application. The amendments have significantly reduced the scale of the extensions and impact on the street scene and neighbours. In particular, the width of the proposed first floor side extension has been reduced from 5.75 metres to 4.95 metres so that a greater gap of 3.6 metres would remain between the extension and the western boundary with the rear garden of 1 Beacon Rise.

The main feature will be a 2-storey extension to the side of the house. This would occupy the footprint of an existing flat roofed garage. At first floor level, the side extension would be set 1 metre back from the main front wall and it would also be set back from the rear wall of the house. It would incorporate a roof pitch matching that of the existing house but 1 metre lower in height.

The addition of a mono-pitch roof and a porch canopy projecting 1.35 metres along the front of the house is also proposed.

At the rear, the single storey part of the extensions would project out 2 metres from the rear wall of the house and would include a canopy style roof projecting out a further 0.5 metres across much of the rear wall of the existing house.

A single, 1.8 metre wide, pitched roof dormer is proposed at the front of the house serving a stairway leading into the roof space. The roof space is to be converted to a double bedroom. 5 front roof lights are also shown.

Specified materials are matching roof tiles, matching stone to most of the front ground floor elevation, white render to the remainder of the front elevation (1<sup>st</sup>. floor and part ground floor) and to the rear wall and west side wall, and timber cladding at ground floor to the

south-west rear corner of the extension. Existing “wavy” timber boarding to parts of the front elevation would be removed.

The existing double width drive is shown widened to 9 metres with an additional block paved area taking in part of the existing front garden.

### **Impact on local visual amenity and character**

As amended, the extensions would be subservient to the original house. Although the gap between the western side of the house and the plot boundary would be reduced, there would still be a gap to the boundary, and a reasonably generous space between the side of 23 Dale View and the next nearest house on Beacon Rise. The design, size and position of both the extension and the front dormer would be in accordance with the Council’s adopted supplementary guidance on House Extensions and Dormer Windows.

The rear extension is of modern design but this is appropriate to the style of the house and it would not be seen from the street.

It should also be noted that the applicant intends to render most of the house, retaining stone only at the ground floor. The architect considers that the render would simplify the appearance of the front elevation and make it easier to integrate the extension visually with the existing house. Whilst most houses immediately around the site are stone fronted, it is accepted that render is a common material in this part of Ilkley and the house could be rendered under permitted development rights.

In response to the objections, while the appearance of the house would change, the scale of the extensions are considered well balanced with the original house and none of the extensions and alterations, including the dormer and window lights, would detract significantly from the street scene or the character of the area. As they accord with adopted supplementary planning guidance none are considered to cause an unacceptable precedent.

### **Impact on the amenity of neighbours**

Although the ground floor rear facing windows of the extension would come within 8.3 metres of the rear boundary of the property, the combination of the higher ground levels of houses on Beverley Rise to the rear, and a high, coniferous hedge on the rear boundary would prevent undue overlooking of gardens or houses to the rear from ground floor windows. The first floor rear window of the extension would be further from the rear boundary than existing rear windows. Any overlooking to the rear would therefore be less serious than occurs from existing windows. It is not accepted that impact on neighbours to the rear could reasonably justify refusal of the application.

It is noted that the single storey extension at the rear has a flat roof. Although not specifically intended by the applicant, it is suggested that a condition be imposed to prevent this area being used as a balcony since this would permit overlooking of the neighbours to the rear and side of the property.

No windows apart from a frosted glass utility room window are proposed in the side wall of the extension so there will be no additional direct overlooking of properties on Beacon Rise, and the angle of any view from windows in the back wall of the extensions of the garden of 1, Beacon Rise would be extremely acute.

The impact of the side extension on light to the two adjacent gardens in Beacon Rise would be of limited effect and is mitigated by the way the first floor element of the extension has been amended so it is over 3.5 metres from the western boundary and 1 metre in from the front and rear of the house. The loss of views from windows of the houses opposite could not justify refusal. The extension would be over 25 metres from these houses and would not appear oppressive.

The proposed front dormer window, shown as serving a stairway, would face houses opposite, but the distance of at least 27 metres to nearest facing windows would not entail unacceptably close overlooking.

### **Parking and highway safety issues**

The property is on a fairly straight road with no parking restrictions, used by the circular local hopper bus service. Little on street parking has been observed during the day and most houses have ample parking off the street. The proposal includes a double garage and enough paved forecourt to accommodate 2 large cars (or 3 if the occupants did not mind blocking the garage access temporarily). This amount of off-street parking (space for 4 vehicles) is considered to be acceptable and to more than accord with RUDP maximum parking requirements. The property will remain in use as a single dwelling and, although obviously larger, it would be difficult to prove that this would give rise to additional pressure for parking on the street in a manner that would be prejudicial to road safety.

### **Other Matters and Conclusion**

The enlargement of the area of hard surface in the front garden could increase surface water run off to the drainage system and might also cause greater quantities of water to run down the slope on to the public highway. A requirement for permeable surfacing and an interceptor drain where the drive meets the back of pavement would resolve this.

The earlier withdrawn application included rear dormers which would have led to overlooking of gardens to the rear. It would be possible for such rear dormers to be installed lawfully as a “permitted development” exercise if carried out in advance of any work covered by a permission granted in respect of the current application. A condition removing permitted development rights should be imposed to prevent new windows or other openings being introduced to the extensions.

**Community Safety Implications** *No obvious implications.*

### **Reasons for Granting Planning Permission**

The development, as amended, will have no significant adverse effects on local amenity or neighbours, and is considered to comply with Policies UR3, TM12, TM19A and D1 of the Replacement UDP.

### **Conditions of Approval**

1. Three year time limit to start development.
2. Extensions shall be built in compliance with the amended plans PL11C and PL 10A reducing the scale of the side extension.
3. Matching roof tiles shall be employed - as indicated on amended plans.
4. Permitted development rights removed to prevent the rear extension roof becoming a balcony.

5. Permitted development rights removed for further openings on the side or rear of the extension.
6. The new hard surfacing to widen the existing car hardstanding shall be provided before the extension is brought into use. It shall be surfaced in permeable materials and with interceptor drainage for the extended driveway.