
Appeal Decision

Site visit made on 27 March 2017

by Matthew Birkinshaw BA(Hons) Msc MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 25th April 2017

Appeal Ref: APP/B2355/W/16/3165788

533 Holcombe Road, Helmshore, Rossendale, BB4 4LX

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Graham Bedward against the decision of Rossendale Borough Council.
 - The application Ref 2016/0176, dated 28 April 2016, was refused by notice dated 19 July 2016.
 - The development proposed is a new single-storey dwelling.
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Decision

1. The appeal is allowed and planning permission is granted for a new single-storey dwelling at 533 Holcombe Road, Helmshore, Rossendale, BB4 4LX in accordance with the terms of the application, Ref 2016/0176, dated 28 April 2016 subject to the conditions in the schedule at the end of this decision.

Procedural Matter

2. During the course of the planning application revised plans were submitted by the appellant (Refs FP/02a, FP/05b, FP/07 and FP/07a). The changes included reducing the footprint of the proposed dwelling, removing an integral garage and altering the position of some window openings. All of the plans were submitted prior to the Council's determination of the application.
3. At the appeal stage the appellant has suggested that he would like to revert back to the original plans, and that Refs FP/01, FP/02, FP/03, FP/04 and FP/05 should form the basis of the appeal. However, these are not the plans upon which the Council determined the planning application. Nor are they the plans that consultees understand the appeal has been made against. To revert back to the larger and materially different scheme, without prior notification, would disadvantage potentially interested parties. I have therefore determined the appeal on the basis of the plans determined by the Council, namely Refs FP/02a, FP/05b, FP/07 and FP/07a.

Main Issue

4. The main issue is the effect of the proposal on the streetscene within Holcombe Road.
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Reasons

5. The appeal property is a traditional 2-storey semi-detached house located on the corner of Holcombe Road and Alden Road. To the side is a large detached garage, hardstanding used for off-street parking and an area of planting. As part of the appeal proposal a new detached dwelling would be sited alongside the host property.
6. Along this part of Holcombe Road the elevated row of red brick and rendered semi-detached houses dominate the streetscene. Although some have been altered and extended, they all share a similar appearance with the same hipped roof design. I therefore appreciate the Council's concerns regarding the introduction of a smaller detached house constructed from stone with a pitched roof, gable-end fronting the street and noticeably different window openings.
7. However, by containing living accommodation within the roof space the size of the new dwelling would be limited. The Council confirms that it would be subordinate to the host property. In addition, following changes made to the plans the proposal would share roughly the same building line as no.533, and would be set-back from Holcombe Road behind the adjacent restaurant. The use of stone would also reflect the restaurant, houses to the rear and the existing boundary wall. The choice of materials would therefore be appropriate for the semi-rural setting of the site, and the scheme would not have a significant visual impact despite its elevated position.
8. Furthermore, beyond the short row of semi-detached houses there is a wide range of different residential properties on Holcombe Road. Within the vicinity of the appeal site this includes a stone terrace, detached houses with large pitched roofs and distinctive front-facing gables, dormer bungalows and a modern block of apartments. Several properties also extend almost the full width of their plots, and to the south-east the adjacent restaurant has stone outbuildings with pitched roofs and gables fronting the street. Thus, although the design and appearance of the scheme would be different to the immediate row of semi-detached houses, when viewed in the wider context of Holcombe Road I find no persuasive evidence that its contrasting style would cause any material harm to the streetscene.
9. In reaching this view I have taken into account that the new dwelling and its associated curtilage would occupy roughly 40% of the original plot at no.533. However, a substantial part of the appeal site currently consists of the large detached garage and raised area of hardstanding proposed for removal. Even after providing additional off-street car parking spaces, no.533 would continue to benefit from usable outdoor space and gardens to the front and rear.
10. Following amendments made during the planning application process a small area of private outdoor space would also be incorporated to the front of the proposed dwelling, in addition to an area sufficient to park two vehicles clear of the highway. Despite being small, the external areas would be commensurate with the size of the dwelling proposed and would provide space for potential future occupants to sit outside, hang out washing and incorporate areas of planting etc. In this location, on the edge of a rural area, the amount of outdoor space would be acceptable and the scheme would not result in a cramped form of development, or represent the harmful overdevelopment of the site.

11. I therefore conclude that by reason of its limited size and scale, and when viewed in the context of its varied surroundings the proposal would not detract from the streetscene within Holcombe Road. As a result, there is no conflict with *Rossendale Core Strategy Development Plan Document* Policy 1 which, amongst other things, states that the Council will seek to complement and enhance areas through the use of inclusive design and locally distinctive materials which enhance the character and heritage of Rossendale. For the same reasons the scheme also accords with Core Strategy Policies 23 and 24 which are concerned with promoting high quality design and ensuring that developments are compatible with their surroundings. Finally, in this regard there is no conflict with the approach to securing high quality design advocated by the National Planning Policy Framework.

Other Matters

12. The County Council's Highways Officer raised no objections to the proposal subject to the provision of two off-street car parking spaces for use by the occupants of no.533. Although only a single space has been shown on the submitted plans, the remaining area of garden is within the appellant's control. Both parties therefore concur that this could be enlarged to accommodate another vehicle, with the final details adequately controlled through the use of a suitably worded planning condition. Based on the evidence provided I find no reasons to disagree.

Conclusion and Conditions

11. For the reasons given above, and having had regard to all other matters raised, I conclude that the appeal should be allowed.
12. Other than the standard time limit condition it is necessary to list the approved plans, as this provides certainty. Whilst noting the appellant's comments regarding the revised plans, for the reasons set out above I have determined the appeal on the drawings submitted to, and refused by the Council.
13. It is also necessary to require the submission and approval of all external facing materials prior to construction starting. This is to ensure that the materials referred to in the appellant's submission are appropriate having regard to the context of the site and its surroundings. Because this relates to the construction of the dwelling the details should be approved before any work commences. The interests of the character and appearance of the site and its surroundings also necessitate the approval of landscaping and boundary details prior to the commencement of development.
14. Although the Council has proposed a condition stating that surface and foul waters should drain on separate systems, it does not specify how surface water should be dealt with. To ensure that the scheme does not increase the risk of localised flooding, and in accordance with the suggested wording from United Utilities, I have therefore expanded the condition to require the approval of a surface water drainage scheme based on an assessment of site conditions. Because this may require drainage solutions to be incorporated into the construction process it is necessary for the scheme to be approved prior to development starting on site. However, given that only a single dwelling is proposed I find no reasons to include a condition requiring details of a maintenance plan and funding mechanisms to be provided.

15. In the interests of highway safety a condition is required to ensure that the access is constructed as approved with a bound porous material, and that the car parking spaces are provided and retained for their intended use at all times thereafter. For the same reasons a condition is required to ensure that two off-street car parking spaces are provided to serve the host property following demolition of the existing garage and driveway. In addition, the interests of promoting more sustainable travel patterns necessitate a condition to ensure that secure, covered cycle storage is provided.
16. Finally, in the interests of the living conditions of neighbouring residents the Council's suggested condition restricting working hours during construction is necessary and justified.

Matthew Birkinshaw

INSPECTOR

Conditions Schedule

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: FP/02a, FP/04, FP/05b, FP/07 and FP/07a.
- 3) No development shall take place until samples of all external facing materials have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved sample details.
- 4) No development shall take place until a scheme of landscaping and boundary treatments has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved scheme. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the dwelling or the completion of the development, whichever is the earlier, and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
- 5) No development shall take place until a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance, with evidence of an assessment of site conditions has been submitted to and approved in writing by the local planning authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and no surface water shall discharge to the public sewerage system either directly or indirectly. Development shall be carried out in accordance with the approved scheme.
- 6) The parking spaces and access shown on the approved Block Plan (drawing number FP/05b) shall be constructed and surfaced with a bound porous material and made available prior to first use of the dwelling hereby permitted. The parking spaces and access shall be kept available for their intended use at all times thereafter.
- 7) The development hereby permitted shall not be occupied until space has been made available for the parking of 2 cars clear of the highway for use by the occupants of 533 Holcombe Road in accordance with details first submitted to and approved in writing by the local planning authority. The parking spaces shall be kept available for their intended use at all times thereafter.
- 8) The development hereby permitted shall not be occupied until a secure covered cycle store has been provided within the site boundary in accordance with details first submitted to and approved in writing by the local planning authority. The cycle store shall be retained for its intended use at all times thereafter.

- 9) Any construction works associated with the development hereby permitted shall only take place between the hours of 07:00 and 19:00 Mondays to Fridays and 08:00 and 13:00 on Saturdays. No construction shall take place at any time on Sundays or on Bank or Public Holidays.