



Appeal Decision

Site visit made on 11 March 2025

by N Teasdale BA (Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 27th March 2025

Appeal Ref: APP/W4705/W/24/3352210

3 Daisy Hill, Main Street, Addingham, Bradford LS29 0PN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant full planning permission.
 - The appeal is made by Mr Mark Dakin against the decision of City of Bradford Metropolitan District Council.
 - The application Ref is 24/00783/FUL.
 - The development proposed is demolition of detached garage, construction of single storey detached dwelling with access from School Lane.
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Decision

1. The appeal is allowed, and planning permission is granted for demolition of detached garage, construction of single storey detached dwelling with access from School Lane at 3 Daisy Hill, Main Street, Addingham, Bradford LS29 0PN in accordance with the terms of the application, Ref 24/00783/FUL, subject to the conditions in the attached schedule.

Procedural Matter

2. The description of development in the above banner heading has been taken from the decision notice and appeal form as this concisely describes the proposed development.

Main Issue

3. The main issue of the appeal is the effect of the proposed development on pedestrian and highway safety.

Reasons

4. The appeal site relates to land associated with No 3 Daisy Hill (No 3) which is a terraced residential property located to the north of Main Street in Addingham. The plot is long and narrow extending to School Lane to the rear. School Lane provides vehicular access and currently hosts an outbuilding/garage.
5. The proposed development seeks planning permission for the demolition of the existing outbuilding/garage and construction of a single storey, detached 1 bedroomed dwelling. The site can accommodate a single parking space off street which would be available for the proposed dwelling. As a result, this off-street parking space would no longer be available for the occupiers of No 3.
6. The appellant explains that the space currently off street does not provide suitable access through the site to the host property, given that the route from School Lane is dark and difficult. Based on my observations onsite, I have no reason to

disagree with this. This is because access is via a very narrow passage from the parking area between the outbuilding and the neighbouring boundary which would be difficult to navigate with shopping bags etc. There are several steep steps to go up/down when utilising the off-street parking space, and I did not see any form of rear lighting available meaning that this would be difficult/unsafe at certain times of the day. There is no rear elevation access for No 3 which means that occupiers would need to walk around the ginnel and to the front of the property. Again, this area would be unlit in the darker hours which contributes to it being an unwelcoming route.

7. On this basis and whilst the parking to the rear is currently available for occupiers of No 3 should they wish to utilise it; I find that it is unlikely to be the preferred option given the difficulties associated with access to and from this off-street parking space. Main Street is located close to the south of No 3 which is more accessible/convenient and thus would likely be the preferred parking option for occupiers of No 3. Parking already exists along Main Street and it is likely that occupiers of other properties along Daisy Hill would utilise this area for parking where needed.
8. I appreciate that some adjustments could be made to the route to overcome some of the difficulties such as lighting etc. However, I am not convinced that adjustments would overcome all of the issues as it would still be a difficult, inconvenient and unwelcoming route. Based on my observations onsite, I find that parking along Main Street would be the more convenient and uncomplicated option for occupiers and thus one which would likely be used over parking to the rear. Occupiers could walk along School Lane, down Chapel Street and onto Main Street for entry but this is a good distance and unlikely to be one which is convenient especially when occupiers have shopping bags etc.
9. I appreciate that parking on street at this site is in demand particularly given the limited capacity at existing dwellings. I also acknowledge that School Lane is limited to single traffic given that parking takes place on both sides of the street. However, occupiers of the proposed dwelling would benefit from the off-street parking space which I find to be appropriate provision given the small-scale nature of the dwelling and its accessible location. Additionally, I find that occupiers of No 3 would likely use Main Street for parking if needed. As this is likely to be the case already, the added pressure to park on street would be limited. Notwithstanding the above, I observed parking and access at my site visit and whilst I do not dispute the difficulties/demand for parking, there were several spaces available although this is only a snapshot in time. There is also a nearby car park on Main Street offering parking options. I cannot therefore agree that any additional pressure which would at best result in an additional one or two cars would result in an unacceptable harm to pedestrian and highway safety. Moreover, and as referred to above, the appeal site is accessible to nearby amenities and facilities including local bus routes which would indeed reduce reliance on private car.
10. For the above reasons, I conclude that the proposed development would not unacceptably harm pedestrian and highway safety. It would therefore accord with Policies DS4 and TR2 of the Core Strategy Development Plan Document, 2017 which together, amongst other matters, seek to manage car parking to help manage travel demand, support the use of sustainable travel modes, meet the needs of disabled and other groups whilst improving quality of place. For the same reasons, the proposed development would accord with section 9 of the National

Planning Policy Framework (the Framework) relating to promoting sustainable transport.

Other Matters

11. The appeal site lies within the Addingham Conservation Area (CA) and the surrounding buildings have strong, traditional character, with some nearby being listed. As such, I have a duty under Section S66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of the CA. It requires special regard to be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. I have also had regard to paragraph 212 of the Framework which states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.
12. The Council set out that the appeal site is at a good position and distance away from the nearby listed buildings and would not therefore impact their setting or character. The proposed development would demolish the existing building onsite with a modest scale building in a hidden position between built form set back from the highway. The Council explain that the form and design of the proposals raises no visual concerns, arguably an improvement to the setting in comparison to the existing garage. It would not result in a stark or incongruous feature in this setting with the proposed materials being subject to control via planning conditions. Based on the evidence before me and my own observations onsite, I have no reason to disagree and thus I do not raise any concern in this regard.
13. Concern has been raised by a third-party regarding drainage matters. However, I have conditioned such details which would require further assessment to ensure drainage is appropriate for the site.

Conditions

14. I have considered the Council's suggested planning conditions in light of the Framework and Planning Practice Guidance. As a result, I have amended these where necessary for clarity.
15. The standard time for commencement of development is necessary as well as a plans condition in the interests of certainty. Conditions relating to drainage are necessary in the interests of the amenity of future occupiers, pollution prevention and the effective management of flood risk. A condition relating to materials is necessary to ensure the use of appropriate materials in the interests of visual amenity. A condition relating to car parking is necessary in the interests of highway safety. Conditions relating to windows and roof lights/roof windows as well as removal of permitted development rights are necessary to prevent overlooking and safeguard privacy and amenity to occupiers of adjacent properties and in the interests of visual amenity and the character of the area. A condition relating to bat/bird habitat enhancement features is necessary to ensure the enhancement of the site for birds and bats.

Conclusion

16. For the above reasons and having had regard to the development plan as a whole, the appeal should be allowed.

N Teasdale

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) 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.
- 2) The development hereby approved shall only be carried out in accordance with the approved plans listed below:-

OS Location Plan 1:1250 Drawing No. 2309/110
Proposed Site Plan Drawing No. 2309/510
Proposed Elevations Drawing No. 2309/512
Proposed Plans Drawing No. 2309/511
Proposed Section Drawing No. 2309/513
- 3) The development hereby permitted shall be drained using separate foul sewer and surface drainage systems.
- 4) No piped discharge of surface or foul water shall take place from the development until details of a scheme for foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The scheme so approved shall thereafter be implemented prior to the commencement of the development.
- 5) Before development above damp-proof course commences on site, arrangements shall be made with the Local Planning Authority for the inspection of all external facing and roofing materials to be used in the development hereby permitted. The samples shall then be approved in writing by the Local Planning Authority and the development constructed in accordance with the approved details.
- 6) Before the development is brought into use, the off-street car parking facility shall be laid out, hard surfaced, sealed and drained within the curtilage of the site in accordance with the approved drawings.
- 7) The windows on the side elevation and side roof slopes of the dwelling hereby approved shall be glazed in obscure glass as shown on the plan ref: 2309/511. Thereafter, these windows shall be retained with obscure glazing.
- 8) Notwithstanding any details shown on the approved drawings, all new roof lights or roof windows to be installed in the building shall be conservation-type roof lights that are fitted flush with the roof, and these shall be retained in that form thereafter.
- 9) Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any subsequent equivalent legislation) no alterations comprising the addition of further windows, including dormer windows, or other openings shall subsequently be formed in the side elevations or roof planes of the dwelling hereby permitted without the express written permission of the Local Planning Authority.

- 10) The site shall include a minimum of one bat roost feature and one integral bird nest feature. All bat/bird habitat enhancement features shall be retained thereafter.

End of schedule