

## Application Recommended for Approval

Whittlefield with Ightenhill

HOU/2019/0186

Full Planning Application

Proposed two storey extension to side elevation

20 Bamburgh Drive BURNLEY

### Background:

The property is a semi-detached and is located on an estate of similar house types. The proposal is for a two-storey side extension to a property. A similar proposal was approved in (APP/2005/0785) 2005 that was not implemented.

The property is attached to No. 22 Bamburgh Drive, to the north is No.12 which is separated by the access road which serves 14, 16 and 18 Bamburgh Drive.

### The proposal

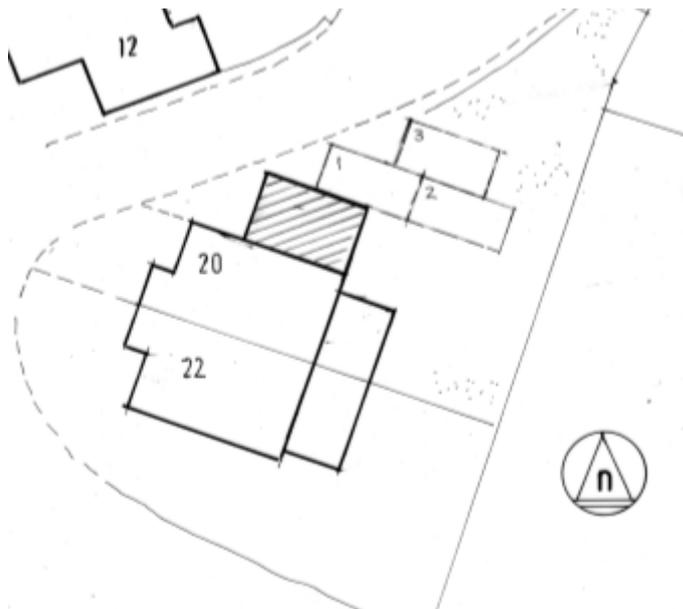
The two storey extension will extend out from the existing gable elevation by 3.8m and will be set back from the main building line by 3m. The extension will be 5.5m in length and will join the rear building line in which there is a conservatory.

The extension will meet the existing eaves height of the property and be 8.2m to the ridge, which is lower than the existing ridge line of the main dwelling. Proposed materials will be to match that of the main dwelling.

The main difference to the previous approval APP/2005/0785 is the ground floor of the current proposal is for a kitchen area rather than a garage. The existing 3 bedroom property will therefore become a 4 bedroom property which would trigger an additional parking space for the dwelling.



Proposed front and rear elevation



**Additional plan showing the location of parking spaces**

**Relevant Policies:**

Burnley's Local Plan 2018

HS5 – House Extensions and Alterations  
SP5 – Development Quality and Sustainability  
IC3 – Parking Standards

NPPF 2019

**Site History:**

**App/2005/0785** – 2 storey side extension Approved September 2005

**Consultation Responses:**

Highways: No objection but suggested the following condition

*'Before the area of hardstanding is used for vehicular purposes, the whole area intended for parking shall be appropriately paved in tarmacadam, concrete, block paviours, or other approved materials.*

*Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users. '*

Further clarity was requested on the proposed parking layout. An additional plan was received on the 10/6/19 and shared with LCC highways who commented that the parking was being met from within the existing curtilage and that the 3 spaces will meet the standards for parking spaces. The suggested condition noted above, has been requested to ensure the area is set out in the correct materials.

## **Publicity**

*Neighbour Objections 5 summarised as follows:*

- *Loss of parking spaces on a congested cul de sac*
- *Re-provision of parking will mean that some of the garden space with low level planting will be lost*
- *Impact on noise and amenity*
- *Impact on access to parking or other users in the cul de sac*

## **Planning and Environmental Considerations:**

### **The principle of development**

The site is located within the development boundary of the adopted Local Plan, as such policy SP4 states that development will be focused on Burnley and Padiham with development of an appropriate scale.

### **Main issues**

- Impact on the character of the area including design and appearance
- Impact on amenity of neighbours
- Impact on highways

### Design and Appearance

Paragraph 124 of the NPPF states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

### Impact on the character of the area

- The 2 storey extension will be visible from the street scene and will have some impact although as the extension is set back by 3m from the front building line which is considered to be a sufficient set back distance, and it is not considered to have a detrimental impact on the street scene
- The extension is considered to be proportionate to the existing dwelling by virtue of it being set back from the front building line and stepped down from the existing ridge line
- The proposal matches elements of the host dwelling by virtue of its pitched roof style and proposed use of matching materials.
- This development would be in keeping with the neighbouring character and is considered acceptable in accordance with Policies HS5 and SP5

### Residential Amenity

Policy SP5 of the adopted Local Plan seeks to ensure that there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reason of overlooking.

### Impact on the amenity of neighbours

- The scheme includes no windows on the side elevation (north) which looks onto the cul de sac. Given the orientation of property, there will be no issues in terms of loss of outlook from neighbouring properties
- The nearest property is No. 12 Bamburgh Drive which is located approximately 9m to the north. The side elevation only has a single window at 1<sup>st</sup> floor which is obscure.
- To the rear is No. 24 Bamburgh Drive which sits approximately 8m to the east for the rear elevation. As there is only proposed to be 1 obscure window on the rear elevation, I do not consider there to be a loss of light, privacy or overlooking
- This scheme would not be detrimental to the amenity of neighbouring residents in terms of overlooking, loss of privacy or overshadowing and as such complies with policy HS4 part 3.

### Impact on Highways

The area of existing driveway provides parking for up to 2 cars. To the side of the existing driveway is a small area of soft landscaping beyond which is a 1.8m high boundary fence which encloses the applicant's garden.

The creation of the extension will involve the loss of some of the existing garden space and also the removal of the part of the garden fence and landscaping area. Concerns have been expressed about the loss of this by neighbours. Whilst there will be a reduction in the garden space, there is still sufficient garden space left for the amenity of the applicant. The existing landscaping does help to soften the boundary edge within the cul-de-sac but it is within the curtilage of the property and could be removed without permission.

Highways have been consulted on the application and they have considered the comments received from neighbours. As the application puts forward 3 parking spaces which can be met within the existing curtilage and will not contribute to on street parking, then there are no highways objections to the application. The application is in compliance with policy IC3 of Burnley's adopted Local Plan.

**Recommendation:** Approve subject to conditions

1. The development must be begun within three years of the date of this decision.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans listed on this notice below: Proposed elevations and location

plan received 17/4/19 and additional site plan at 1:200 (showing parking arrangements) received 10/6/19

Reason: To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

3. All materials to be used in the approved scheme shall be as stated on the application form and approved drawings received 17/4/19 and shall not be varied without the prior written approval of the Local Planning Authority

Reason: To ensure that the development will be of a satisfactory appearance and to comply with policies SP5 and HS5 of Burnley's Local Plan 2018.

4. Before the area of hardstanding is used for vehicular purposes, the whole area intended for parking, as shown on site plan received 10/6/19 shall be appropriately paved in tarmacadam, concrete, block paviments, or other approved materials.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.



Existing front elevation



Existing side elevation showing the current driveway.

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