

Town and Country Planning Act 1990

Two storey side extension with single story rear extension (amended plans received 21 September 2020 reducing size of extension) (re-submission following HOU/2020/0083)

55 Grassington Drive Burnley Lancashire BB10 2SP

Briercliffe

**Background:**

The application site is located within the defined development boundary as designated in Burnley's Local Plan. The site comprises a three-bedroom two-storey semi-detached house within a corner plot. Ground levels rise to the north side. The plot is on the eastern side of the highway and adjacent a T junction, with the road continuing, parallel along the eastern side curtilage, with the properties to the north facing the site's side curtilage on an even higher elevation.

There is a flat roof detached garage situated at the north eastern boundary, accessed separately from the highway to the existing wide, paved driveway to the front and north side.

The house has facing brickwork walls, grey upvc windows and a side gabled, concrete tile roof. There is a conservatory to the rear elevation. The garden is enclosed by close boarded fencing together with a large evergreen hedge to the side, itself which provides a large visual screen from views from the north.

Adjoining to the south side is no. 53, whilst to the east is no. 57 which faces north. The Grassington Drive street scene is characterised by semi-detached properties of the same style, many of which have been extended to side and/or rear. The dwellings sited with some regularity, but not positioned on a definable building line, though all are arranged with their front façade facing the highway.



*Photo 1: Front of no. 55 (to left)*



*Photo 2: Side of no.55*



*Photo 3: Rear of no. 55 (right) and front of no. 57 (left)*



*Photo 4: Part of rear elevation of no. 55 (right), with no. 53 adjoining (left)*

**Proposal:**

Proposed plans have been amended following discussion with Officers. The latest plans have been through a further period of neighbour notification.

It is proposed to remove the rear conservatory and to erect a two storey side extension and single storey rear extension

The development is sought to add additional open plan living space on the ground floor and an additional bedroom, with en-suite, bringing the total up to 4 bedrooms.

The two storey side extension extends the host dwelling northwards by 4.9m, to the same width as the existing house. It's ground and first floor front elevations are set staggered behind the existing principal elevation, whilst the upper rear elevation is set flush in line with the existing rear elevation. The two storey part has a depth of 6.5 metres, together with an eaves line at the same height as existing and a ridgeline set down below and behind that of the existing house.

The single storey element extends a further 3.6 metres in depth and measures 9.8 metres in width, comprising the full width of the original house together with the side extension.

Following the development there would remain a 3.6 metres gap to the side boundary and a 6.2 metres gap to the rear boundary, itself forming the side boundary no. 57.

The rear extension has a shallower single pitched roof, whilst the side extension has a matching angle gable ended roof. A short pitched roof is also used to the front where the first floor is set back behind the ground floor. Three roof velux windows are sited within the single storey part, which is also designed with two sets of folding doors onto the rear garden. There are two windows of matching style to the front and rear walls of the side extension.

The materials proposed are to match existing, as are the window openings and framing dimensions and materials.





*Proposed plans and elevations*

**Relevant Policies:**

Burnley's Local Plan 2018

HS5 – House Extensions and Alterations  
 SP5 – Development Quality and Sustainability

NPPF 2019

**Site History:**

HOU/2020/0083 | Two storey side extension with single story rear wrap around – Refused 22 April 2020 for following reason:

*The proposed extension is considered to be a disproportionate addition to the host dwelling, it would fail to respect the existing host structure and, by virtue of position, result in an unduly prominent addition to the streetscene. Further, the sought development fails to respect the local defined character of the surrounding architectural vernacular and therefore contrary to Policies HS5 and SP5 of Burnley's Local Plan (July 2018).*

**Consultation Responses:**

**LCC Highways:** With respect to the proposed application we would wish to raise an objection to the development. However there is some concern regarding the off street parking. The dwelling is being extended to become a 4 bedroomed house and in line with Appendix 9 of Burnley's local plan there should be 3 car parking spaces. These should measure 2.4m x 5m, if a garage could be included it should measure 3m x 6m internally. A plan showing how 3 space may be accommodate on the premises should be provided.

**Neighbours:**

Objection from no. 57 on grounds of blocking of natural light and an unpleasant view, including when combined with impact of existing garage.

**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 the character of the area

Local Plan policy SP5 sets out requirements for the design quality of all types of development. Policy HS5 further sets out specific requirements for the design of house extensions and alterations:

- 'a) The extension is subordinate to the existing building, to allow the form of the original building to be clearly understood;
- b) The design respects the architectural characteristics, scale and detailing of the host building and its setting. High quality matching or complementary materials should be used, appropriately and sensitively in relation to the context. This would not preclude proposals that are innovative or contemporary where these are of an exceptional design quality;
- c) The proposal will not have a detrimental impact on the amenity reasonably expected to be enjoyed by the occupants of neighbouring properties through overlooking, lack of privacy or reduction of outlook or daylight, using the distances set out in Policy HS4 3)c);
- d) The proposal does not lead to an unacceptable loss of parking, both in curtilage or on street and does not create a danger to pedestrians, cyclist or vehicles; and
- e) The proposal does not lead to an unacceptable loss of useable private amenity space.'

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.

- The proposal, as amended, is now of a significantly reduced scale and improved design when compared to both the proposal refused under reference HOU/2020/0083 and that as originally submitted in this application. The side extension has been reduced by 1.1 metres in width, set further behind (subordinate to) the existing front elevation building line and now has suitably aligned front facing windows.
- Whilst the scheme would nevertheless still constitute a relatively large addition to the floorspace and massing of the original house, it is now considered that both the side and rear elements are satisfactorily subordinate to the existing in terms of their overall scale and appearance. The original form of the house will still be apparent as the larger mass in terms of its depth and height, whilst a spacious gap will be appropriately retained to the side boundary with the highway.
- The design of the scheme is furthermore now deemed to be of a good quality, with the proposed roof form, building lines, window placement and materials all respecting the existing appearance and helping to ensure a sensitive visual impact upon the street scene.
- First floor side or two storey side extensions are commonplace in the locality, and therefore within this context and given the merits of the scheme, as detailed above, there would be no adverse impact upon visual amenity of the street scene. The extension would no longer be unduly prominent / dominant, as was a concern with the previous application.
- There will be a reduction in the size of the enclosed rear/side garden area, however it is considered that a sufficiently sized space would still remain for the occupants to benefit from. It is not considered that the proposal would 'overdevelop' the site; the resulting building footprint would be comparable to many other properties within the road that have extended to the side and rear.
- No changes are proposed to the existing driveway parking provision and/or separately located garage. The comments of LCC Highways are noted, however these refer to parking standards for new residential development, of which this application is not. The proposal does not lead to an unacceptable loss of parking; there is existing and will remain space for 2+ vehicles to park within the property, which is a sufficient provision for this existing property.

- The proposal would therefore be satisfactorily in keeping with the existing form and character of the house and street scene and is considered acceptable in accordance with Policies SP5 and HS5.

#### Impact on the amenity of neighbours

Policies SP5 and HS5 seek to ensure that development does not result in an unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reasoning of overlooking, lack of privacy or reduction of outlook or daylight.

- No. 57 to the east has objected to the amended proposal for the reasons summarised above. These concerns have been carefully considered.
- It is considered that due to the respective positioning of the houses (as proposed), the separation distance between them and the differing facing direction of their habitable room windows, any adverse impact upon existing daylight and/or outlook/view would be only very minor. The impact would not approach the significant/unacceptable level of harm required to justify a refusal on the basis of neighbouring amenity impact. This assessment is consistent with that of HOU/2020/0083, which deemed the impact of the earlier wider proposed extension upon no. 57's (incorrectly identified as no. 66 in the officer report) amenity as acceptable. There would also be no material increase in overlooking, given that the new upper rear window serve the proposed en suite.
- There are therefore also no reasonable grounds to require the associated removal/reduction in size of no. 55's garage (which is sited adjoining the front of no. 57), as requested by the neighbour. Whilst the garage and extension would combine to limit outlook/view from the front garden/driveway of no. 57 in an westerly direction, it is not reasonable to conclude that this massing represents an unacceptable harm to their amenity. Loss of view itself is not a material planning consideration.
- This single storey rear extension would project 3.6 metres in depth, flush to the common boundary with adjoining no. 53. The existing boundary treatment between the two properties consists of a 1.8m high timber panel fence and, as existing, no. 55 does have a rear conservatory, again, positioned flush to the boundary. Taking this into consideration, the impact of the proposed rear, single storey element is not considered to be of particular detriment to the existing outlook conditions of no. 53 or no. 57. The resulting outcome would also not increase overlooking past the existing conditions, nor would the extensions appear unduly dominating from neighbouring gardens.
- As such the application complies with the above policy requirements as concern the protection of neighbouring amenity from unacceptable / significant levels of harm.

#### **Conclusion**

The proposed development is acceptable in principle, will satisfactorily maintain the character of the dwelling and area and will not have an unacceptable impact upon neighbouring amenity.

**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 shall be carried out in accordance with the approved plans listed on this notice below.

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 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 Policy SP5 of Burnley's Local Plan (July 2018).