

**Application Recommended for REFUSAL**  
**HOU/2021/0465**  
Lanehead Ward

**Site Address:** 18 Basnett Street, Burnley, Lancashire, BB10 3ET

**Proposed Development:** Demolition of existing garage and erection of a two storey side and single storey rear extension. Extension of driveway to accommodate 3 off-street parking spaces (re-submission of HOU/2021/0036).

**Applicant Name:** Mr Amer Rasool

This application is being presented to the Development Control Committee as it has been called in by the Ward Councillors.

**Background:**

This application relates to a semi-detached property sited on the eastern side of Basnett Street. The site is located within a predominantly residential area. It benefits from a detached garage to the north of the application dwelling and an existing single storey rear conservatory extension.



**Proposal:**

Planning permission is sought the demolition of the existing garage and erection of a two storey side and single storey rear extension and an extension of the driveway to accommodate 3 off-street parking spaces.

This application is a re-submission of the recently refused planning application HOU/2021/0036. The refused application was for a two storey side extension with a width of 3.569m and a length of 12m. The length of the extension would have projected by 3.2m beyond the existing rear elevation, resulting in a new longer two storey side gable and a two storey rear extension with pitched roof. The proposed extension had an eaves height set higher than the existing dwelling and a ridge height to match that of the host dwelling. A single storey element was also proposed which projected 3.2m from the rear elevation and connected to the two storey side element and had a mono-pitched roof. The application was refused on the grounds that it is considered to be an overdevelopment of the site that would adversely affect the amenity of amenities of the neighbouring property and would be out of keeping with the existing dwelling and the character of the area.

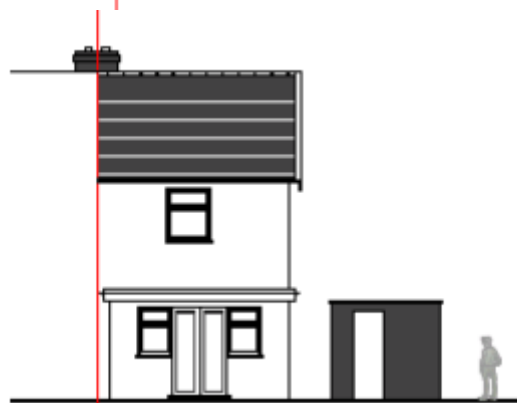
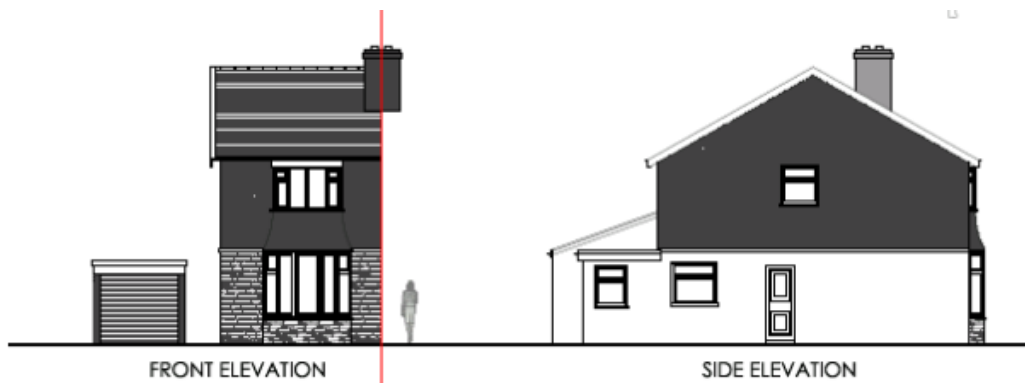
The current application seeks to address the previous reasons for refusal and proposes an amended scheme. The proposal is for a two storey side extension and single storey rear extension. The proposed two storey side extension would be 2.569m wide from 8.1m long with the first floor part set back by 1.0m from the front, creating a single sloping roof over the projecting ground floor element. The proposed two storey side extension would, however, have an eaves height higher than that of the host dwelling and a ridge height to match the existing dwelling.

A single storey rear extension is also proposed. This will project 2.309m from the rear elevation and have a width of 7.229m. The extension will project across the whole of the rear of existing dwelling and attach to the rear of the two storey side element. It will have a mono-pitched roof with an eaves height of 2.532m and a ridge height of 3.7m.

Existing Plans:

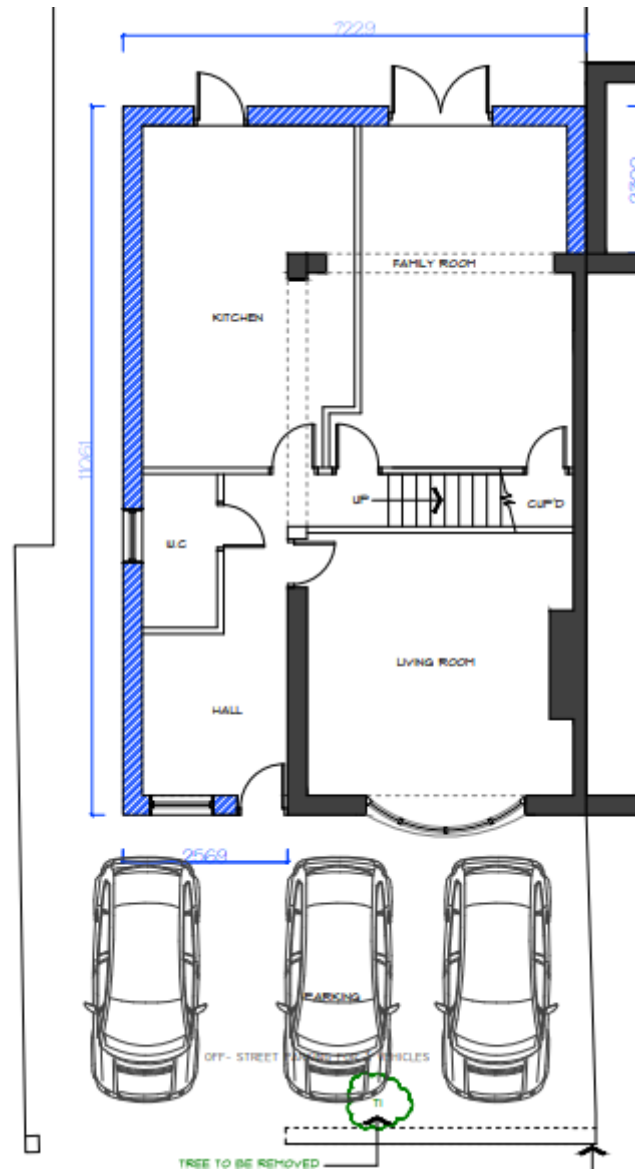


Existing Ground and First Floor Plans

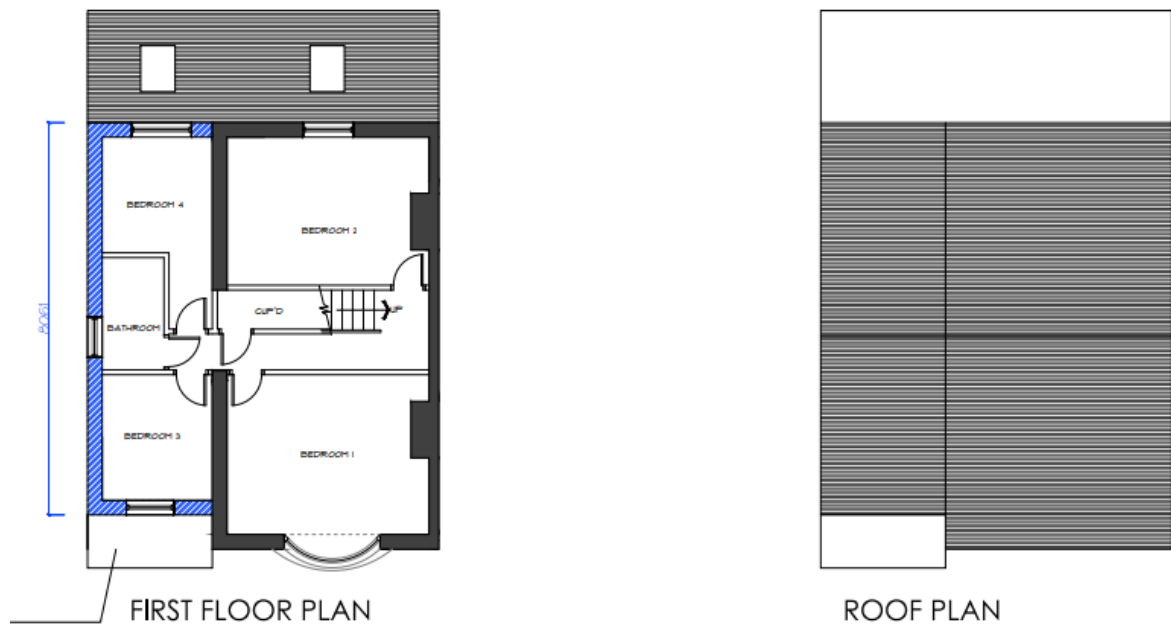


Existing Rear Elevation

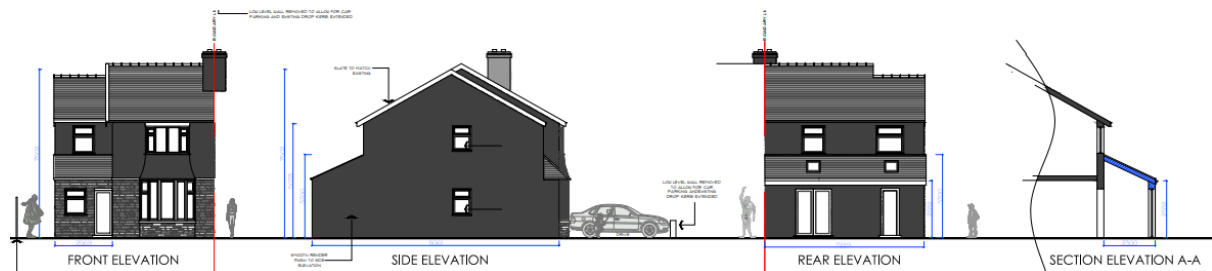
Proposed Plans:



Proposed Ground Floor Plan



Proposed First Floor and Roof Plan



### Relevant Policies:

#### Burnley's Local Plan (July 2018)

- SP1: Achieving Sustainable Development
- SP4: Development Strategy
- SP5: Development Quality and Sustainability
- HS4: Housing Development
- HS5: Housing Extensions and Alterations
- IC3: Car Parking Standards
- Appendix 9: Car Parking Standards

### National Planning Policy Framework (NPPF)

#### Site History:

HOU/2021/0036 – Removal of existing garage and rear structure and erection of a double storey side extension and single storey rear extension. New extended drive to accommodate 3 vehicle parking provision – Refused March 2021.

#### Consultation Responses:

##### LCC Highways

No objections. The alterations to the garden and driveway to provide additional off street car parking are as detailed in Burnley's Local Plan. Due to the extensive nature of the application it is expected that a charging point for electric vehicles shall

be included within the development to promote sustainable modes of transport. This shall be fitted in line with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings, which states that charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle.

Should you wish to support the application we would request that the conditions and note are included to require an electric vehicle charging point and the completion of the proposed driveway in a consolidated and porous bound material prior to the first occupation of the development

### **Public Consultation:**

Three letters of representation from the same objector have been received, making the following points:

- The objection submitted for the original application remain the same;
- A significant development that doubles the size of the property;
- Overbearing;
- Significant detriment to the character and appearance of the dwelling and surrounding area;
- Unacceptable level of amenity due to the size and siting of the proposal in close proximity to adjacent residential properties;
- Loss of privacy;
- Increase overlooking;
- Loss of sunlight;
- Increased shadowing;
- The design is not in keeping with the area;
- Increase noise and disturbance;
- Exacerbate highways issues;
- Recent application of a similar nature in close proximity to the application site was also recently refused (HOU/2020/0084).

### **Planning and Environmental Considerations:**

#### **Principle of development**

The site is located within the development boundary of Burnley 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. Given that the works will take place within the curtilage of an existing dwelling the principle of the development is considered acceptable. The main issues relate to the design and visual impact of the proposal, its effect on residential amenities and on car parking.

#### **Visual Amenity / Design:**

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 stating that the design, scale, massing and external appearance of development should harmonise with the existing building and should not have an adverse impact upon the character of the streetscene.

Paragraph 126 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.

Any extension should be well proportioned and sit comfortably alongside the original dwelling. It should respect the scale and proportions of the original dwelling and should not overwhelm. In order to emphasise a submissive relationship with the original dwelling extension should be set back and set down for the host dwelling for an easy understanding of what is original and what is extension.

The proposed two storey side extension is set back from the principal elevation at first floor and set down from the main ridge height of the application dwelling. Whilst, therefore, there have been improvements to the scheme in terms of reducing the length of the two storey extension across the gable elevation and setting back the first floor element at the front, it would by virtue of a higher eaves height and a lack of lowering of the ridge height, fail to appear subservient to the main dwelling and would appear discordant, overly dominant and out of keeping. The harm that would result from this is heightened by the fact that the property is a semi-detached dwelling, in which case the discordant and dominating features of the proposed extension would appear disproportionate and awkward and adversely imbalance the appearance of the pair of houses. This would be detrimental to the property itself, pair of semi-detached houses and the street scene.

The single storey rear extension would be screened from public view by the host dwelling and the two storey side extension and therefore would not be considered a prominent addition and, itself, would have a negligible visual impact.

However, the development as a whole is considered to result in the overdevelopment of the host dwelling that would be out of keeping with the existing dwelling and the surrounding area. The resultant size, scale, design and mass of the cumulative extensions would be detrimental to the host dwelling by virtue of the introduction of an overly dominant two storey side addition which would adversely affect the character and visual amenities of the property and its surroundings.

The development is, therefore, contrary to Policies HS5 and SP5 and the NPPF.

### **Residential Amenity:**

Policies SP5 and HS5 seek to ensure that development does not result in an unacceptable adverse impact on the amenity of neighbouring occupants of adjacent land users, with reference to issues including: loss of lights, privacy / overlooking and outlook.

A separation distance of no less than 20m should be maintained between facing windows of habitable rooms and where windows of habitable rooms face a blank gable or a wall with inlay windows to non-habitable rooms, a separation of no less than 15m should be maintained.

The reduction of the width of the proposed two storey side extension to 2.569m would increase the separation distance between the gable of the extension and the rear elevation of Nos. 99 and 101 Thursby Road to 13m. This would still be less than the 15m minimum separation distance between the rear of the adjacent houses at

Thursby Road and the side of the proposed extended property (which would be a blank elevation with the exception of bathroom windows).

The proposed development fails, therefore, to meet the minimum separation distance required, resulting in a development that would have an adverse impact upon the amenity of the occupiers of Nos. 99 and 101 Thursby Road by virtue of an overbearing impact and a loss of light. The use of obscure glazing to the first floor window proposed within the side gable of the two storey side element is not considered to offer sufficient protection to overcome the issue outlined above.

In conclusion, the proposed development would have a significantly detrimental effect on the residential amenities of the occupiers of Nos. 99 and 101 Thursby Road due to its size, scale, massing and siting. It fails to meet the minimum separation distance requirements in Policy HS4 and would lead to a loss of daylight and have a dominating and overbearing impact on the outlook from these neighbouring properties. The proposal, therefore, fails to satisfy Policies HS4, HS5 and SP5 and the NPPF.

### **Highways:**

New development should ensure that road safety and the safe, efficient and convenient movement of all highways users will not be compromised and provide adequate parking.

The proposed development would increase the property from a two bedroom to a four bedroom dwelling. The current parking standard for a four bedroom dwelling (as set out in Policy IC3 and Appendix 9) is three off-street parking spaces. The submitted parking layout shows the provision of three off-street parking spaces. Subject to a condition to require its implementation, It is, therefore, the proposal would comply with the requirements of Policy IC3 and Appendix 9 and provide sufficient parking to cater for the needs of the extended property.

### **Conclusion:**

The amended scheme does not overcome the full reasons for objection to the application. It would have an unacceptable impact on the character and appearance of the property and pair of semi-detached houses and would lead to an unacceptable loss of amenity for occupiers of neighbouring properties. For these reasons and having regard to all material considerations, the application should be refused.

### **Recommendation:**

That planning consent be REFUSED for the following reasons:

1. The proposed development, by virtue of its size and scale, represents an overdevelopment of the site; it would fail to appear subservient to the host dwelling and would create a discordant and inappropriate extension that would be out of keeping with the dwelling and disrupt the visual harmony of the pair of semi-detached houses, thereby adversely affecting the character and visual amenities of the site and the street scene, contrary to Policies HS5 and SP5 of Burnley's Local Plan (July 2018) and the National Planning Policy Framework.



2. The proposed development would, due to the close proximity of the proposed two storey extension, have an unacceptable impact on the residential amenities of the occupiers of nos. 99 and 101, leading to a loss of daylight and a dominating and overbearing outlook, contrary to Policies HS5 and SP5 of Burnley's Local Plan and the National Planning Policy Framework.

Rebecca Halliwell  
29 November 2021