

Application Recommended for REFUSAL
Lanehead Ward

HOU/2021/0465

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).

The application is before the committee following member call in.

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:

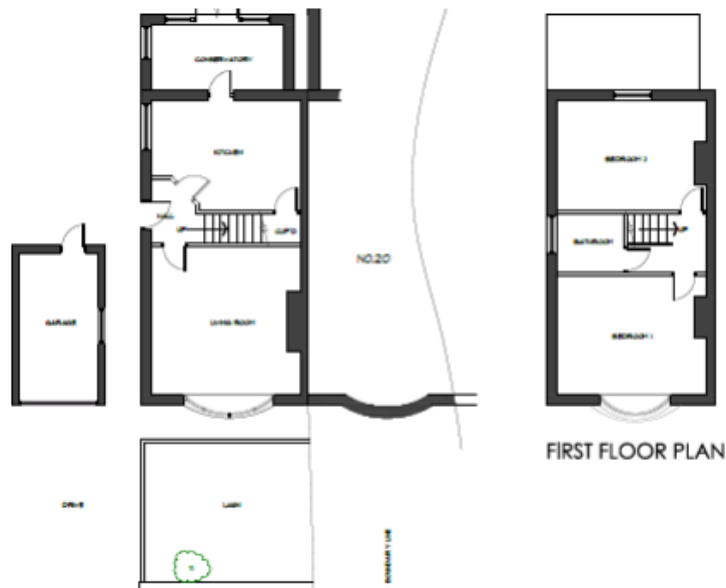
Planning permission is sought the demolition of the existing garage and erection of a two storey side and single storey rear extension. Extension of driveway to accommodate 3 off-street parking spaces.

This application is a re-submission of the recently refused planning application HOU/2021/0036. The previous application incorporated a two storey side extension which projected 3.569m from the side elevation and had a length of 12m. The extension projected 3.239m out past the rear elevation resulting in a 2 storey side gable and a 2 storey rear projecting gable. The proposal 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, it connected to the two storey side element and had a mono-pitched roof. The application was refused on amenity due to the development not meeting the required separation distances as set out within the Councils Local Plan and on visual impact / design grounds as it was considered that the development did not harmonise with the host dwelling but rather resulted in a form of development which undermined the inherent character of the existing building and surrounding area.

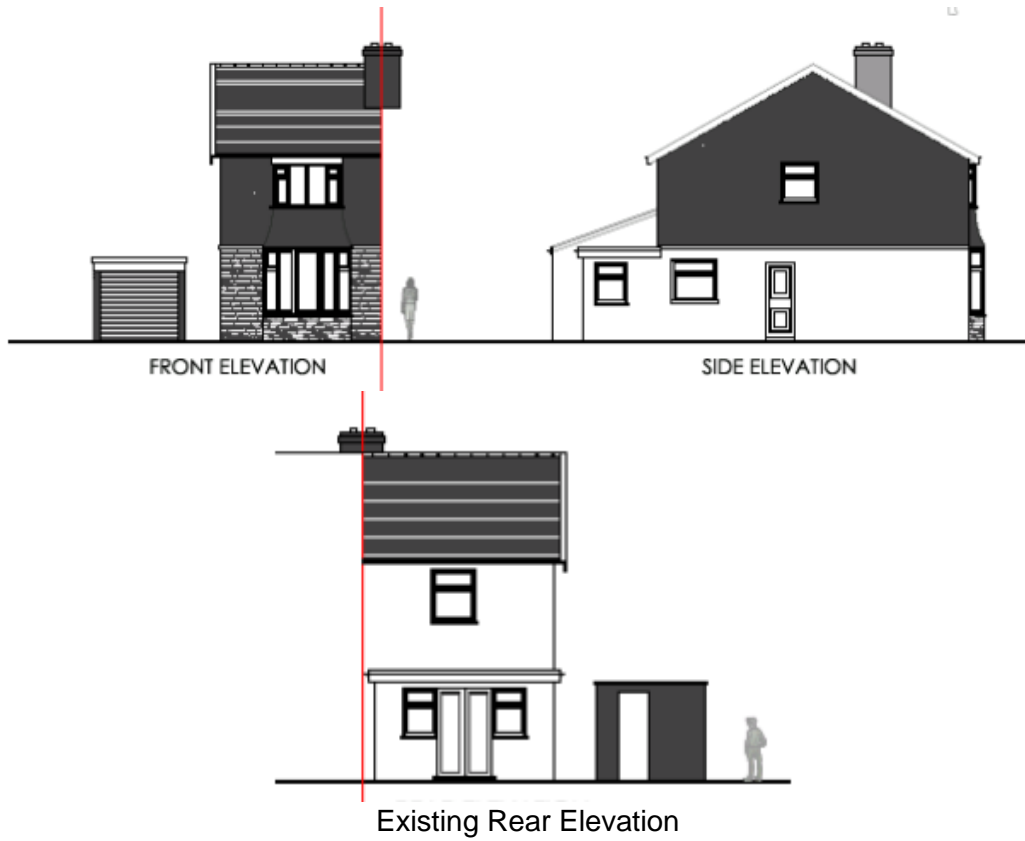
Amendments have been made to the proposal prior to the submission of this application. This application seeks consent for two storey side extension which projects 2.569m from the side elevation of the host property and has a total length of 11.061m (including single storey element). The development will be set back at first floor from the host property creating a mono-pitched front element. The proposed two storey side extension will have a matching eaves height of the host dwelling and a ridge lower than the existing dwelling.

A single storey rear extension is also proposed. This will project 2.309m from the rear elevation and have a length of 7.229m. The extension will project across the whole of the rear of existing dwelling and 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.

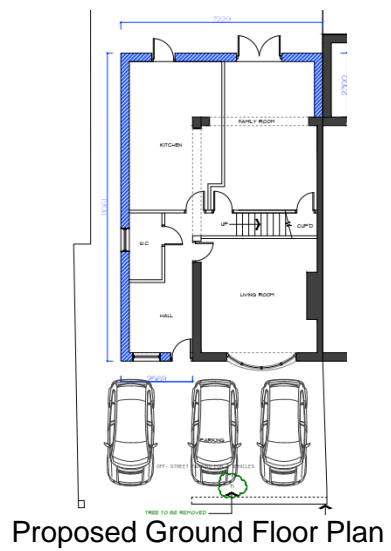
Existing Plans:

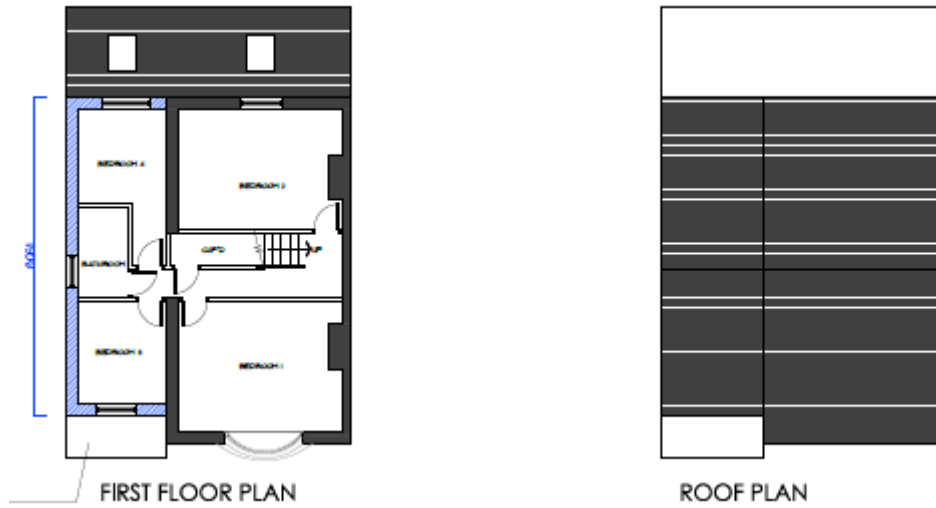


Existing Ground and First Floor Plans



Proposed Plans:





Proposed First Floor and Roof Plan



Relevant Policies:

Burnley Council Local Plan Policies:

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

Consultation Responses:

Highways: With respect to this application we would not wish to raise any objections to the application.

The alterations to the garden and driveway to provide additional off street car parking 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 with-in 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 :- 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 in your decision notice.

a) Electric vehicle charging points.

All garage facilities or off-street parking shall include provision of an electrical supply suitable for charging an electric motor vehicle.

Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

b) Off road parking

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and any associated turning space) shown on the approved plans has been completed. The parking (and manoeuvring) area(s) shall thereafter always remain available for parking of vehicles associated with the dwelling.

Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced in bound porous materials, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure satisfactory levels of appropriately constructed off-street parking are achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety

Public Consultation: 3 letters of representation from the same objector have been received, objecting to the proposed development for the following reasons:

- The objection submitted for the original application remain the same;
- A significant development that double 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 over looking;
- 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:

The key issues in relation to this application are:

- Principle of Development;
- Visual Amenity / Design;
- Residential Amenity; and
- Highways

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.

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 principle elevation at first floor creating a mono-pitched single storey front element. The eaves of the proposed extension matches that of the host dwelling and the extension ridge height is set below that of the host dwelling. The projection of the two storey side extension has been reduced by 1m from 3.569m to 2.569m since application HOU/2021/0036.

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.

The proposed development as a whole is now considered to be in keeping with the host dwelling and the surrounding area. The size, scale, design and mass of the extensions respect the characteristics of the host building and sit comfortably within the wider setting from a design perspective. On balance, the development is considered to be compliant with Local Plan Policies HS5 and SP5 and the NPPF.

Residential Amenity:

Both 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 two storey side extension to 2.569m only increases the separation distance by a further 1m resulting in an off-set distance from the gable of the proposed dwelling to the rear of No. 99 Thursby Road of 13m. The rear elevation of the aforementioned dwelling contains a window opening at first floor, further to this the proposed development also proposes the installation of a window at first floor in the gable elevation which faces towards the rear elevation of No. 99. The window at first floor will serve a bathroom and be obscured glazed, nevertheless, a separation distance of 15m would therefore, be required as per the requirements of the Local Plan.

Taking this into consideration it is considered that the proposed development fails to meet the required separation distance required, resulting in a development which would have an adverse impact upon the amenity of occupant and future occupiers of No. 99 Thursby Road by virtue of an overbearing impact on the aforementioned property resulting in a loss of light and privacy. 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. The same is said for No. 101 Thursby Road, this also contains a first floor window and would have an off-set distance of 13m to the side gable.

Taking into consideration the above, it is considered that the proposed development would be of significant detriment upon the residential amenities of the existing and future occupiers of No. 99 and 101 Thursby Road as a result of its size, scale, massing and siting which would result in a development which fails to meet the separation distance requirements resulting in a loss of privacy to the aforementioned dwelling, contrary to HS4, HS5 and SP5 and the NPPF.

Highways:

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

The proposed development would increase the property from a 2 bed to a 4 bed dwelling. The current parking standard for a 4 bed dwelling as set out in Policy IC3 and Appendix 9 of the Local Plan is 3 off-street parking spaces. The submitted parking layout shows the provision of 3 off-street parking spaces. It is, therefore, considered that the proposal would accord with the requirements of Policy IC3 and Appendix 9 of the Local Plan.

Conclusion:

The amendments made to the scheme do not overcome all of the original reasons for objection and therefore it is for the above reasons and having regard to all material consideration and matters raised that I recommend refusal of the application.

Recommendation:

That planning consent be REFUSED for the following reason:

1. The proposed development would lead to an unacceptable level of amenity for the adjacent occupiers No. 99 and 101 Thursby Road by virtue of the proposal not meeting the required separation distance standards as set out in HS4. Therefore the proposal would result in a loss of privacy, outlook and light, contrary to the requirements of Policies HS5 and SP5 of the Local Plan and the NPPF.