

**Application Recommended for Approve with
Conditions**

HOU/2022/0095

Lanehead

Town and Country Planning Act 1990

Single storey side extension with alterations to front lawn area.

7 Fairfield Drive Burnley Lancashire BB10 2PU

Background:

The application site relates to a detached bungalow that benefits from a driveway and attached garage to the side and a private garden to the rear.

The application has been brought to Development Control Committee as an objection has been received.

Applicant Details:

Mrs M Nawaz

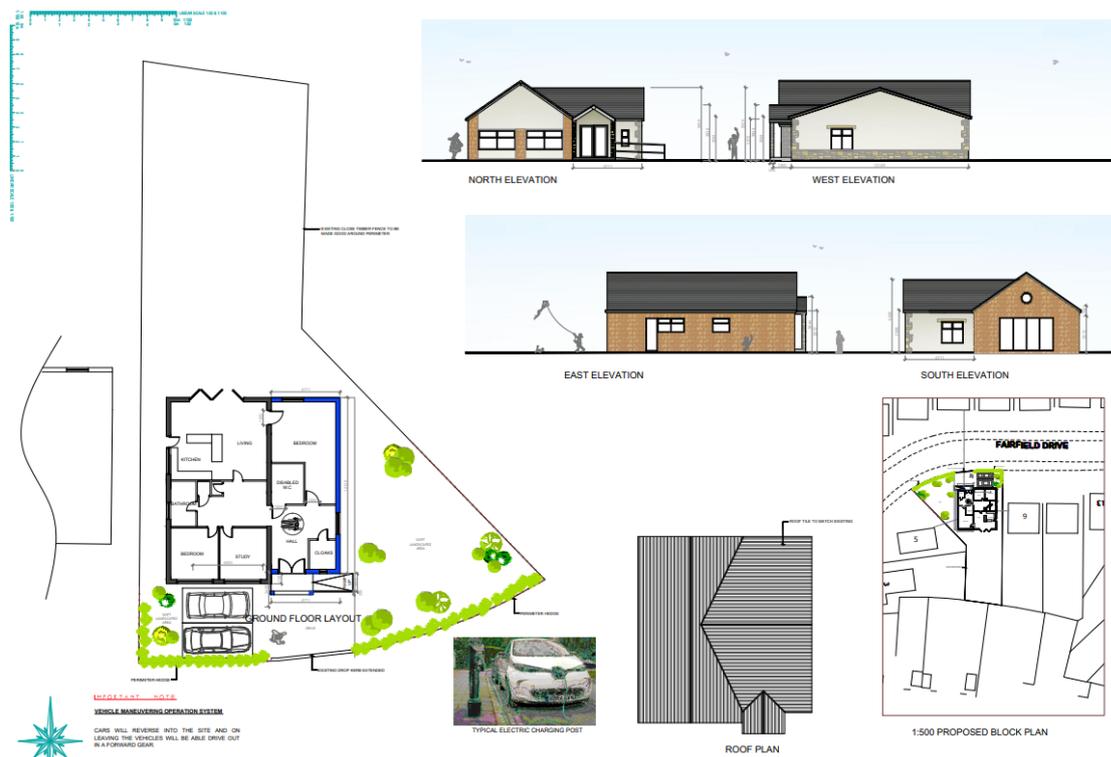


Proposed Development:

Consent is sought for the erection of a single storey side extension. The development involves an extension to provide an additional bedroom, w.c as well as a hallway and cloak room. To the front of the proposed side extension an entrance canopy is proposed with a ramped access.

The extension proposes to measure 4.7m in width by 12.1m in length. The extension will have a gabled roof measuring 2.9m at the eaves and 5m at the ridge. The canopy to the front will measure approximately 3m in width and will project forwards of the side extension by 1.25m. The canopy will form a north facing gable and will measure 2.8m in height to the eaves and 3.8m at the ridge.

Proposed Plans



Relevant Policies:

Burnley Local Plan

- SP1: Achieving Sustainable Development
- SP4: Development Strategy
- SP5: Development Quality and Sustainability
- HS5: House Extensions and Alterations

Site History:

App Number	Proposal	Status	Received Date	Decision Date
HOU/2021/07 15	Rear and side extension with loft conversion and dormer extension to create three bedroomed accessible dwelling.	WDN	26.11.2021	

Consultation Responses:

Highways - The Highways Depot (Burnley District)	No objections subject to conditions.
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Interested Party Comments:

Two letter of representation have been received from the same address objecting to the application for the following reasons:

- Increased level of traffic
- Proposed extension will create a dwelling that will be three times the size of the existing property

Planning and Environmental Considerations:

The key issues in relation to this application are:

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

Principle of Development:

The site is located within the development boundary of Burnley within 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 sited within the development boundary of Burnley 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 a requirement for the extension to remain subordinate to the existing building with appropriate building materials and that the extension should not have an adverse impact upon the character of the street scene. Also, the proposal should not lead to an unacceptable loss of useable private amenity space.

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.

The development proposes a single storey extension to the side of the property to provide additional living space. Although the side extension measures more than half the width of the property the dropped ridge ensures that the development remains subservient to the main dwelling. In addition, due to the personal circumstances of the applicant a greater internal floor space is required and therefore the additional width of the extension can be justified.

The property benefits from a large garden to the front and the parking area and driveway would result in the loss of some of this garden area. The application originally proposed three parking spaces in separate locations within the front garden. It was requested that the parking area be kept to one area of the garden and as a result the parking is shown to the front of the property. This is considered to have an acceptable impact on visual amenity

Impact on 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 light, privacy / overlooking and outlook.

The extension relates to the west side of the property and therefore the only neighbour with the potential to be impacted by the development is the neighbour to the south west, no 5 Fairfield Drive.

Due to the orientation of both properties neither property directly faces the other, but they share a boundary along the rear of no 5 and side of no 7. The proposed extension would result in a 3m high wall being erected within close proximity of the shared boundary. In terms of loss of light or overbearing impact, the extension is sited adjacent to the neighbour's garage and therefore the loss of light would not warrant refusal of the application. No windows are proposed on the side elevation to face this neighbour therefore the development does not result in an unacceptable loss of privacy.

Highways:

The development creates a two-bedroom dwelling, and two parking spaces are proposed to be retained within the curtilage of the site. The highways technician considers the development to be acceptable on highway grounds subject to conditions. The conditions relate to the driveway being appropriately paved, the installation of an electrical supply and a visibility splay.

Recommendation:

That planning consent be granted subject to conditions.

Conditions

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

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

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Existing Plans and Location Plan: Dwg no 2110 - 01

Proposed Plans: Dwg no 2110-02-REV D amended plan received 18th July 2022.

Reason: For the avoidance of doubt and to clarify which plans are relevant to the consent.

3. The external facing materials, detailed on the approved plans, shall be used and no others substituted.

Reason: To ensure that the materials to be used are appropriate to the locality.

4. 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 is achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety.

5. The 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.

6. 45° visibility splays shall be provided between the highway boundary and points on either side of the drive measured 3m back from the nearside edge of the footway. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To protect pedestrians passing the drive and ensure adequate intervisibility between drivers and pedestrian traffic, in the interests of highway safety.