

Lanehead Ward

Full Planning Application

Proposed 2 storey extension to side and rear (re-submission of APP/2017/0198)

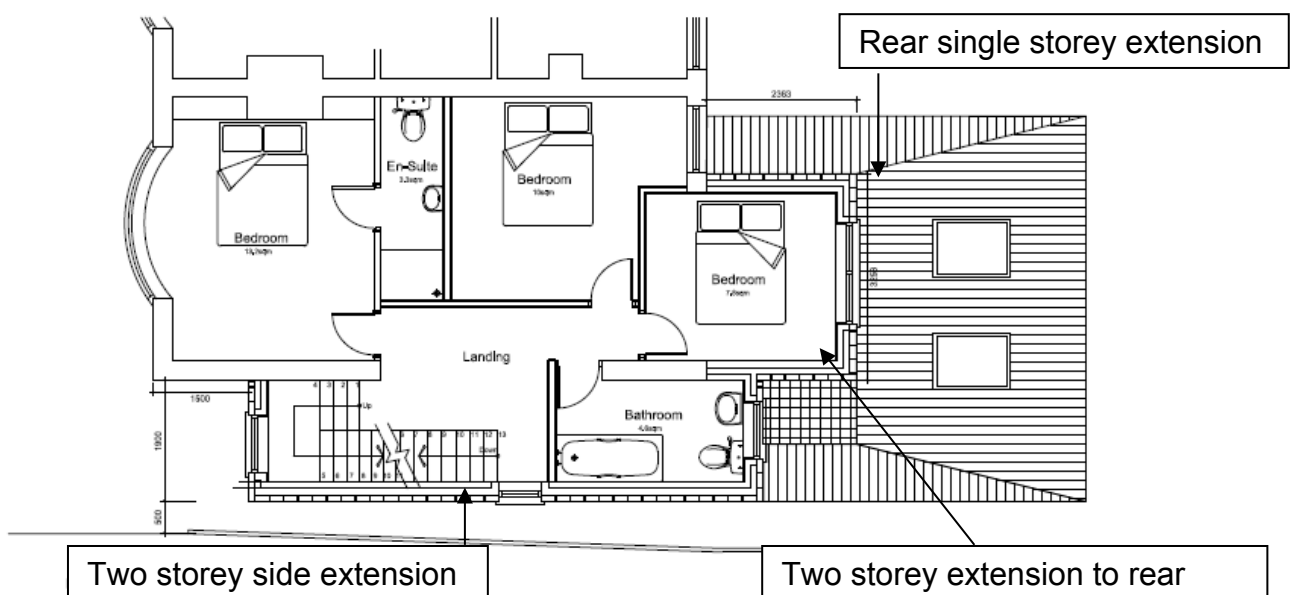
111 THURSBY ROAD BURNLEY

**Background:**



This application is a resubmission of an application for extensions to the semi-detached dwelling which was withdrawn to allow negotiations to take place to achieve an acceptable design. The proposal has been amended and reduced in size since it was originally submitted and further amendments have been made during the course of the application.

It is proposed to demolish the existing car port and construct a two-storey side extension to the property, with a two storey and a single storey extension at the rear. A new rear dormer is also proposed.



First Floor Layout

The elevations would be in render, with a grey tile roof to match the existing. The dormer would be slate hung in grey tile to match the existing roof.

### **Relevant Policies:**

National Planning Policy Framework

Burnley Local Plan Second Review

GP1 - Development within the Urban Boundary

GP3 - Design and Quality

H13 - Extensions and conversion of existing single dwellings

TM15 - Car parking standards

Burnley's Local Plan – Proposed Submission Document, July 2017

SP4 - Development Strategy

SP5 – Development Quality and Sustainability

HS5 – House Extensions and Alterations

IC3 – Parking Standards

### **Site History:**

APP/2017/0198 – Proposed two storey extension to side and rear - withdrawn

### **Consultation Responses:**

1. Lancashire County Council (Highway Authority) – The development will increase the number of bedrooms from 2 to 4 there would be a parking requirement for 3 cars.  
The amended plan showing a parking layout for three vehicles is not achievable. There is scope to provide 2 spaces but these would need to be perpendicular to Thursby Road which will require the removal of the front wall and the extension of the vehicular crossing. Subject to a plan being submitted showing an amendment to the car parking in accordance with the above no objections are raised on highway grounds.
2. Letters from 4 neighbouring residents have been received, objecting to the proposal on the following grounds:
  - The extensions by virtue of their size and scale are overbearing and out of scale, they would destroy the residential amenity of the neighbourhood and would have detrimental impacts on the street scene.
  - The appearance and materials of the proposal would be out of keeping with the rest of the properties on Thursby Road.
  - The proposal will result in a high density development.
  - The proposal would not satisfy the privacy/outlook distances set out in the Local Plan. There would be a drastic reduction on daylight entering the side windows of No. 109 Thursby Road and privacy would be adversely affected.
  - The extension would cause overshadowing and loss of light to No.113 Thursby Road.

## **Planning and Environmental Considerations:**

The proposal is considered having regard to the policy H13 of the Burnley Local Plan and Policy HS5 of the Burnley Local Plan Submission Document July 17. The current saved Local Plan is under review at the present time and the emerging new Local Plan was submitted to the Secretary of State for examination in July 2017. The house extension policy of the emerging plan has no outstanding material objections to it and the Inspector has not suggested modifications to it. The policy can, therefore, be given significant weight in determining applications.

Policy H13 of the Burnley Local Plan sets out that proposals for extensions and alterations to existing houses will be permitted where:

- a. the proposal is in keeping with the existing house and the surrounding buildings with regard to scale, size, design and materials;
- b. the proposal will not adversely affect -
  - i. the residential amenity of neighbouring properties through overlooking, lack of privacy or reduction of outlook or daylight
  - ii. the visual amenity and character of the locality
- c. the proposal provides an adequate residential amenity for its occupants;
- d. the proposal does not lead to an unacceptable loss of private open space or parking space; and
- e. the proposal does not threaten highway safety through the obstruction of visibility for pedestrians and road users.

Policy HS5 of the Burnley Local Plan Submission Document July 17 is set out as follows,

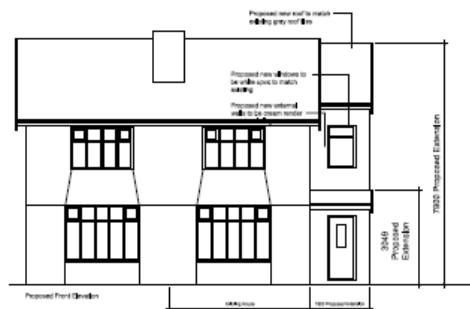
- 1) Alterations and extensions, including roof extensions and the erection of buildings and structures within the curtilage of dwellings, should be high quality in their construction and design in accordance with Policy SP5. The Council will permit extensions and modifications to existing residential properties where:
  - 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 occupants of neighbouring properties through overlooking, lack of privacy or reduction of outlook or daylight using the distances set out in policy HS4 3c;

- d) The proposal does not lead to an unacceptable loss of parking, both in curtilage or on the street and does not create a danger to pedestrians, cyclists or vehicles; and
- e) The proposal does not lead to an unacceptable loss of useable private amenity space.

Taking account of the above criteria, the issues for consideration relate to the design of the extension in relation to the dwelling and the surrounding area; the impact of the extension on the amenities of the neighbouring dwellings by way of outlook, privacy, overlooking and light; and the impact of the proposal on parking provision.

### Design Issues

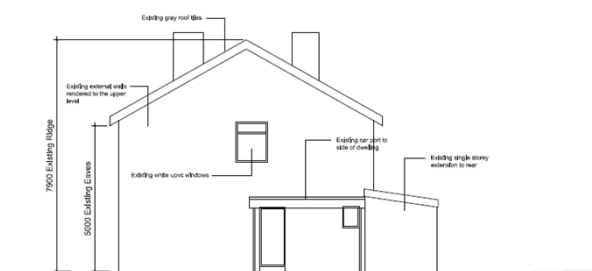
The property is within a residential street of similar semi-detached properties. The extension has been designed so that it does not dominate the front elevation of the dwelling. It would extend from the side elevation of the house by 1.9 metres, set slightly away from the boundary wall by 0.50 metres at the front and 0.8 metres at the rear, taking account of the angled boundary. It would be set back from the front elevation by 1.5 metres at first floor level and the ridge line of the extension would be set lower than the existing roof



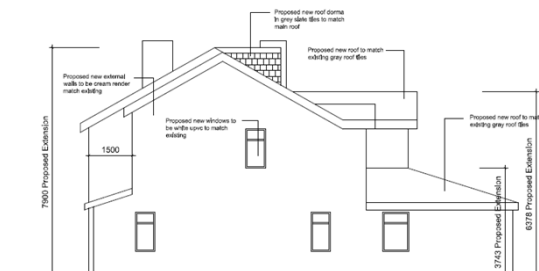
Proposed front elevation

The main part of the extension at the rear is single storey and this would extend 5.963 metres from the rear of the dwelling. The two storey side extension extends slightly beyond the rear elevation of the house by 1 metre and the two storey section over the existing ground floor kitchen extension would extend from the rear by 2.363 metres.

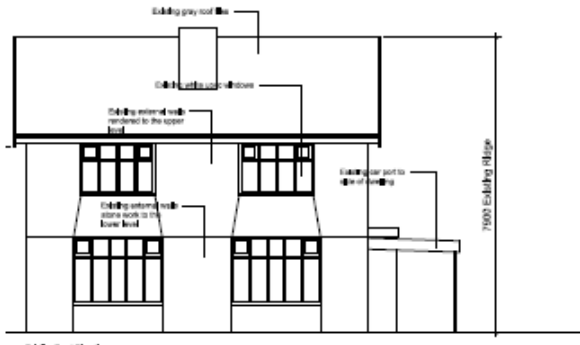
The mass of the extensions at the rear are broken up by the introduction of separate pitched roofs and single and two storey elements.



Existing side elevation facing No. 109



Proposed side elevation facing No. 109



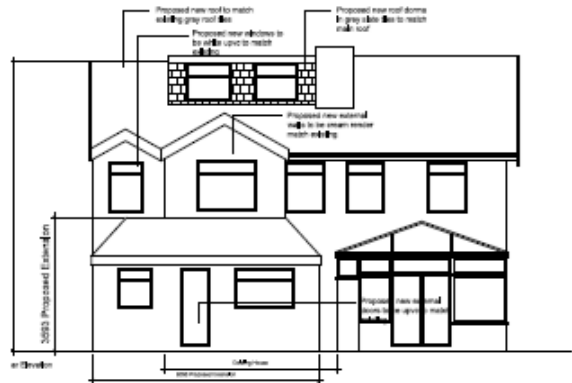
Existing front elevation



Existing rear elevation



Proposed front elevation



Proposed rear elevation

A new dormer on the rear elevation would serve an additional bedroom in the roof space. The dormer would normally be permitted development. It would be slate hung and is acceptable at the rear of the dwelling. It is relatively modest and does not project above the roofline.

In terms of design it is considered that the proposals will not dominate the main dwelling, particularly from the street. The design and materials are acceptable and the application is considered to be in line with the saved Local Plan and the new Local Plan Submission Document.

### *Impact on the amenities of the neighbouring dwellings*

The extension will have some impact on the neighbouring properties but it is considered, that provided the extension is modified to reduce its length by one metre, the impact is not sufficiently detrimental to warrant refusal of the application.

No. 111 Thursby Road is the attached semi to the application property. There is an existing conservatory at the rear of No. 111 which extends from the rear elevation by approximately 3 metres.



Relationship of No. 111 to 109

If the proposed single storey extension to No. 111 was reduced in size by 1 metre it would extend beyond the conservatory by 4 metres, which is acceptable and should not have an unacceptable impact on the outlook from No. 109. The privacy of No. 109 would not be affected. There is a high level window proposed in the single storey extension directly on the boundary to provide light to the dining room but this would not cause privacy issues. There would be some loss of sunlight to the ground floor windows of No. 109 in the late afternoon but this would not be significantly detrimental to warrant refusal of the application.

No. 113 Thursby Road has two kitchen/dining room windows in the side elevation of the dwelling and a kitchen window facing towards the rear garden. The kitchen window facing towards the garden will not be affected significantly. There is a garage at the property which already obscures the outlook towards the proposed extension. The two small side windows will be affected to some degree by the proposed two storey side extension.



Looking from the application site towards No. 113.

The two storey extension would come within 2.8 metres of the windows. As the windows are side windows and to some extent secondary windows to the kitchen / dining room, close to the boundary with the application property, the impact on outlook from the windows would not be so detrimental to warrant refusal of the application.

It would be possible to construct a single storey extension on the side which would have some impact on the outlook from the windows.

There would be three non-habitable room windows in the side elevation of the proposed extension facing No. 111, a hall, landing and w.c window, but these would not cause privacy issues and it is suggested that a condition requiring these windows to be obscurely glazed is imposed.

On balance, the proposal is acceptable in terms of residential amenity.

### *Parking provision, Private Amenity Space and Refuse Storage.*

The proposal would result in the loss of parking provision to the side of the house and as the dwelling would increase from two bedrooms to four bedrooms, the parking requirement would be for three car parking spaces.

The applicant has indicated that 3 spaces can be accommodated in front of the dwelling. The Highway Authority confirms that these spaces are not feasible but advises that 2 spaces set perpendicular to the dwelling with the front garden wall removed and the vehicular crossing widened be removed, would be acceptable. The space on the street in front of two parking spaces would be available for the use of the applicant. On this basis the Highway Authority recommends that a new parking layout is provided to demonstrate this.

This would result in the front garden being lost to a hard standing area which would have an impact on the visual character of the area. There is some scope for a small amount of landscaping to compensate for the loss of the garden and this should be incorporated into any scheme. The surface should be of a permeable material to avoid surface water run-off.

In terms of private amenity space there is adequate space in the rear garden remaining after the extension is built. There is adequate provision for refuse storage in the rear garden and enough space to be able to bring the bins around the front of collection day.

### *Other Issues*

There is a slight discrepancy in the measurements on the application plans. This would not have an impact on the above considerations but the plans should be amended to clarify the position.

### **Summary**

The proposal is satisfactory in terms of design, impact on the amenity of neighbouring residents, private amenity space provision and refuse storage provision. The alterations and extensions are acceptable in terms of Local Plan policy.

The amended parking arrangements should be submitted for approval as set out above, before permission is granted.

**Recommendation:**

That the Head of Housing and Development Control be delegated to determine the application subject to the submission of an amended car parking and landscaping layout and clarification of the measurements on the submitted drawings, subject to the following conditions (together with any further conditions/amendments which are required following the submission of the parking/landscaping scheme and the clarification of the measurements).

**Conditions**

1. The development must be begun within three years of the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: Drg.Nos. 173101/A3/1.000; 173101/A3/1.001; 173101/A3/1.002; 173101/A3/1.003 received 20 December 2017. Drg.No. 173101/A3/3.001C received 5 February 2018; Drg. Nos. 173101/A3/2.0028; 173101/A3/3.000D; 173101/A3/2.005B received 13 March 2018.
3. The car parking provision shown on Drg. No. xx shall be provided as approved before any part of the extension hereby permitted is brought into use.
4. All windows on the side elevations of the extensions hereby permitted shall be obscurely glazed before the extensions are brought into use. The obscure glazing shall thereafter be maintained to the satisfaction of the local planning authority.

**Reasons**

1. 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. To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.
3. To ensure that adequate parking provision is in place in the interests of highway safety.
4. To protect the amenities of the adjoining residents having regard to Policy H13 of the Burnley Local Plan and Policy HS5 of the emerging Burnley Local Plan.

CMR