

Application Recommended for Approval

HOU/2023/0315

Whittlefield With Ightenhill

Town and Country Planning Act 1990

Single storey extensions to side and rear

63 Castlerigg Drive Burnley Lancashire BB12 8AT

Background:

The application site relates to an open positioned semi-detached bungalow constructed from buff brickwork, with marley modern slate grey tiles to a dual pitched roof. A shed has previously been positioned between the rear elevation and the boundary edge of No. 83 Castlerigg Drive. To the front of the dwelling is a loose pebbled area with a red brick herringbone drive to the front side. To the side of the gable elevation contains a flagged pathway leading to the rear garden. Furthermore, a large tarmac parking area is positioned to the side elevation. The rear garden boundary defined by wooden panelled fencing with concrete post and base panels. Conifers positioned between the applicant's property and No. 61 Castlerigg's detached garage to the side elevation.

The dwelling is located off Castlerigg Drive, with other properties constructed of similar materials with various house types including a mixture of bungalows and two-storey houses, which also have various types of outbuildings and extensions. The neighbouring properties to the pair of semi-detached bungalows are two storeys.

The property is within the development boundary limits of the Principal Town of Burnley as defined by the Adopted Local Plan.

The Proposal:

The proposal involves the removal of the existing rear shed and the applicant seeks planning permission to construct a single storey extension to the side and rear elevations of the property with dual pitched roof. The proposal would result in the loss of one parking space; however, it is noted the proposed driveway would accommodate off road parking for two vehicles.

The side extension is proposed to be set back from the front elevation by 1.650 metres and run to the existing rear wall. A maximum width of 4.325 metres, height to eaves 2.450 metres with a maximum height to ridge of 4.300 metres. The front of the side extension to have a window opening, the gable elevation contains an obscure glazed window opening to the ensuite.

The rear extension set in from the boundary with No. 65 Castlerigg Drive by 0.150 metres, project by 3.000 metres from the existing rear elevation wall, with a width of 3.250 metres. Height to eaves to match the host dwelling with a maximum height to ridge of 3.400 metres. To the rear elevation the formation of a window opening. Patio doors to be installed to the side elevation providing access to the rear patio/garden area.

The extensions to be constructed from matching materials to the host dwelling with windows and doors to be anthracite grey upvc as opposed to the existing white upvc.

Bin storage within the side garden area with access to the front driveway for refuse collection.

Proposal to create additional living accommodation comprising 2nd bedroom with ensuite, an office, and internal reconfiguration.

Relevant Policies:

Burnley's Local Plan July 2018.

HS5 – House extensions and alterations

HS4 – Housing development

IC3 – Parking standards

SP1 – Achieving sustainable development

SP4 – Development strategy

SP5 – Development quality and sustainability

Residential Extensions Supplementary Planning Document (SPD) October 2022

National Planning Policy Framework 2021

Site History:

No relevant site history

Consultation Responses:

Highways – no objection with the following comment:

“The Highway Development Control Section of Lancashire County Council has no objections to the planning application and is of the opinion that the proposal should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site.

The parking area shall be properly consolidated and surfaced in bound porous materials, not loose stone, gravel or grasscrete to prevent debris from being dragged onto the highway.

Additionally, due to the 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 and be fitted with a universal socket that can charge all types of electric vehicles. It is also expected that new dwellings include secure cycle storage of a minimum of two secure cycle spaces for each two-bedroom dwelling to support social inclusion and promote sustainable forms of transport.

If the Planning Authority is minded to approve this application Lancashire County Council Highways requests the following condition to be appended to the decision notice:

1. The parking and manoeuvring area 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."

Objections/Comments:

After consulting nearby neighbours, no comments/objections have been received during the neighbour notification period.

Planning and Environmental Considerations:

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, sited within the development boundary of Burnley, the principle of the development is considered acceptable.

Principle:

The main issues for consideration are the visual amenity and design of the extension and the impact upon the neighbouring amenity. The proposal does not result in loss of parking and does not impact highway safety.

Visual Amenity and 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.

Section 12, Paragraph 126 of the National Planning Policy Framework states that 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 we live and work and helps make acceptable to communities.

Whilst the proposed side extension to the property may be considered large in terms of its scale, the size of the plot, and in particular, the side and rear garden, are considered to be of a sufficient size to provide adequate garden amenity space. The extension is set back and down from the host building and complements the original building in term

of its design, with matching materials and roof design. The introduction of grey anthracite upvc windows and doors would not justify a refusal in this instance as the existing are currently white upvc. Overall, the proposal would achieve a subservient appearance to the host dwelling and is not considered to be of a scale that would dominate the existing property to an unacceptable extent.

The proposed rear extension would reflect the style and character of the original building with the use of matching materials and roof design.

Overall, the proposed extensions would appear subordinate to the host dwelling and would positively contribute to the overall appearance of the original dwelling through the design and use of matching materials. It is considered acceptable in terms of its impact upon visual amenity and design of both the host property and the surrounding street scene and is therefore compliant with Section 12 of the National Planning Policy Framework, Policy SP5 of the adopted Local Plan and the guidance contained within the Council's residential extensions SPD.

Neighbouring Amenity:

Both national and local policies aim to protect the amenity of all existing and future occupants of land and buildings. Policy HS5 of the adopted Local Plan and the residential extensions SPD seeks to ensure that there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including reasoning of overlooking, lack of privacy or reduction of outlook or daylight.

Owing to their scale, siting, orientation, and distance from neighbouring properties, it is not considered that the proposed extensions would have any significantly detrimental impact on the amenity of neighbouring properties. After consulting nearby neighbours, no comments/objections have been received during the neighbour consultation phase providing the applicant with a strong fall-back position in relation to erecting a large, rear extension under Class A Part 1 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015. The projection of the rear extension in this instance is considered acceptable with the impact of the development upon Nos. 81 & 83 Castlerigg Drive being reduced by the substantial boundary fencing between the properties. It is also noted that the ground levels of Nos. 81 & 83 Castlerigg Drive are much higher than the applicants, and therefore no loss of daylight or overlooking would occur due to the topography of the land.

The bungalow is adjoined to No.65 Castlerigg Drive. The proposed rear extension is to be located adjacent to the boundary between the two properties, however, the measurements of the extension meet the permitted development requirements. As well as being 3 metres from the original rear wall, there are no window or door openings on the side elevation facing the neighbouring property and is therefore considered acceptable on balance.

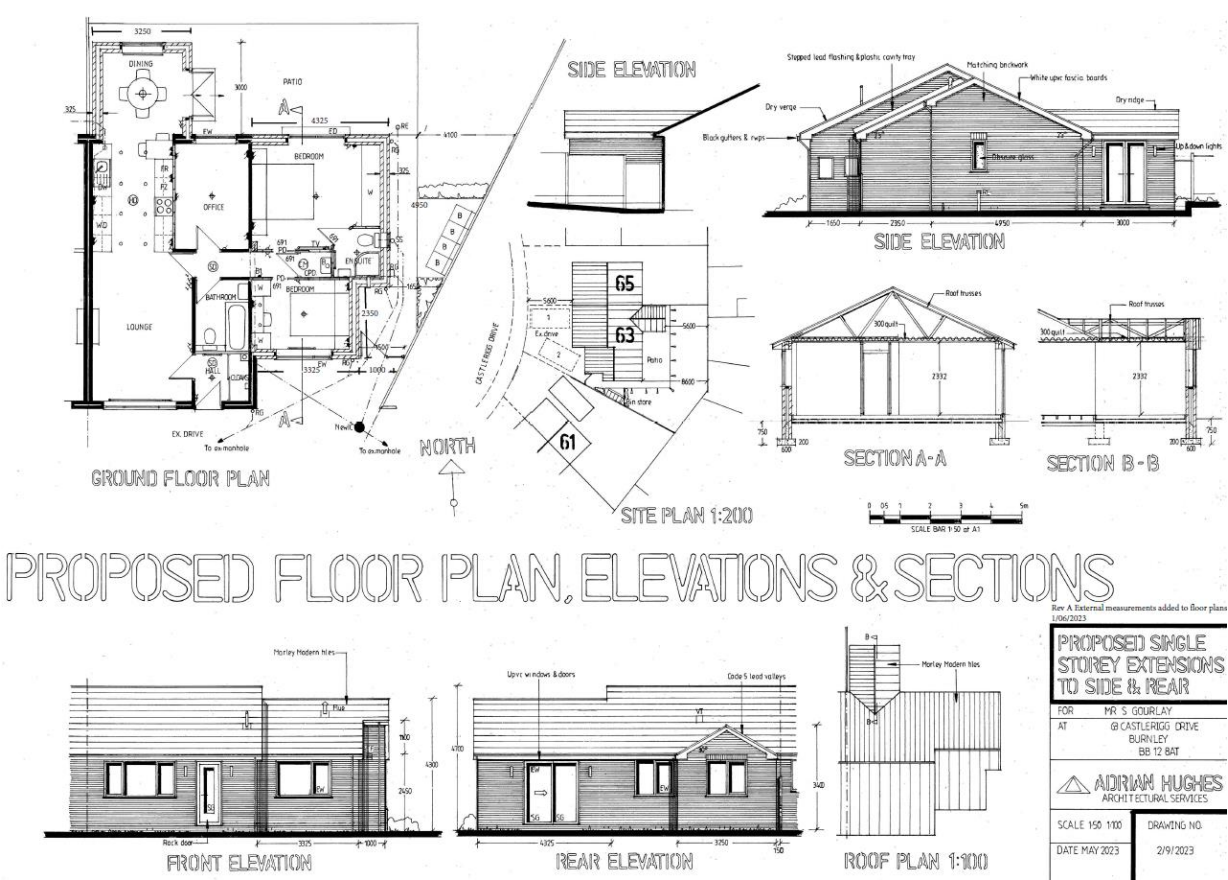
The proposal is also considered acceptable as one small, obscure glazed window opening to be inserted within the side elevation of the proposed side extension; therefore, ensuring the privacy of neighbouring residents of No. 61 Castlerigg Drive will be protected.

Overall, taking into account the size, form and orientation of the development, the proposal would not significantly harm the outlook, privacy or reduce the amount of daylight and sunlight enjoyed by the neighbouring residents, and is therefore compliant with Section 12 of the National Planning Policy Framework, Policies HS4 & HS5 of the adopted Local Plan and the guidance contained within the Councils residential extensions supplementary planning document.

Location plan:



Proposed floor plan, elevations, section and roof plan:



Proposed front/side elevation (showing relationship to Nos. 61 & 65 Castlerigg Drive):



Conclusion:

The proposal is considered to be acceptable and in accordance with the National Planning Policy Framework, the adopted Local Plan and the guidance contained within the Councils residential extensions supplementary planning document listed above.

Recommendation:

That planning permission be granted subject to the following Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

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 submitted application form received 25th May 2023 and the following submitted Drawings:

Site location plan, received 25.05.23

Drawing No. 1/9/2023 – Existing floor plans, elevations, section & roof plan, received 25.05.23

Drawing No. 2/9/2023 Rev A – Proposed floor plans, elevations & section, received 01.06.23

Reason: To ensure continued compliance with the Development Plan.

3. No new window or doors shall be installed in the side elevations without a further planning permission being granted.

Reason: To protect the privacy of the occupiers at Nos. 61 & 65 Castlerigg Drive and in the interest of residential amenity, and to accord with Local Plan Policies SP5, HS4 and HS5.

4. No materials shall be used on the external elevations or roof of the proposed development other than those referred to on the submitted application form and the approved plans, and so retained.

Reason: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy SP5 of the Local Plan, and the NPPF.

5. The parking and manoeuvring area 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

Article 35 Statement:

The Local Planning Authority has acted positively in determining this application, in accordance with paragraph 38 of the National Planning Policy Framework by assessing the proposal against relevant planning policies and all material considerations. The nature of the proposal has not necessitated any liaison with the applicant prior to determining to grant planning permission in accordance with the presumption in favour of sustainable development.

Informative Notes:

1. The proposed development lies within an area that has been defined by the Coal Authority as containing coal mining features at surface or shallow depth. These features may include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at:

www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

2. May I also bring to your attention the requirements of the Building Regulations 2010 which is a separate statutory approval that may relate to your development. The Council's Building Control Team can offer advice on your project and will provide you with detailed guidance in relation to all Building Regulation matters. They will also provide a fee proposal for undertaking a formal submission. Please refer to:

[Building Control - burnley.gov.uk](http://Building%20Control%20-%20burnley.gov.uk)

Melanie Jackson
03rd July 2023