

HYNDBURN BOROUGH COUNCIL - COMMITTEE REPORT	
APPLICATION REF:	11/25/0504
APPLICATION ADDRESS:	58 Station Road, Rishton, BB1 4HF
DEVELOPMENT DESCRIPTION:	Householder: Erection of first floor rear extension and single storey side and rear extension.
DATE REPORT WRITTEN:	30th January 2026

Description of the Site and the Proposed Development

The application site relates to end of terrace dwelling 58 Station Road, Rishton. The proposal would involve the erection of a 2.3-meter extension to the first floor, which would extend to be coterminous with the length of the ground-floor (excluding the attached garage).

The existing garage and conservatory would be converted into a united garage, slightly increasing the height from 2.4 metres to 3 metres and maintaining a flat roof design. The proposed materials of render and mixed stone would be in keeping of the existing elevations of the original dwelling, which incorporate a mixed stone design. Similarly, the Welsh tiles of the existing dwelling would be used in the proposed matching pitched roof of the first-floor extension.

Consultation Responses/Representations

Hyndburn Borough Council (HBC) Environmental Health- No responses.

Sports England- No responses.

Neighbour Consultations

There have been 10 objections to this application. The objections consist of concerns over the impact on parking arrangements on Station Road as well as how this will affect busy times impacted by the local school and nearby Rishton cricket club. Furthermore, issues over the materials and scale of the design and the impact this may have on the terraced row that the application property resides. The impact on the amenity of nearby residents has also been noted, with the risk of loss of light and privacy to those nearby. Other matter such as loss of property value and possible change of usage have also been pointed out, however these will not be considered as material considerations due to property values being a private matter and the potential use as a HMO considered as another application.

Relevant Planning History

There is no relevant planning history.

Relevant Policies

Hyndburn Core Strategy (CS)

Policy Env6 High Quality Design

Policy Env7 Environmental Amenity

Hyndburn Development Management Development Plan Document (DMDPD)

Policy DM10 New Residential Development

Policy DM26 Design Quality and Materials

Policy DM29 Environmental Amenity

Policy DM31 Waste Management in all new development

Policy DM32 Sustainable Transport, Traffic and Highway Safety

Material Considerations

Hyndburn Householder Design Guide Supplementary Planning Document (SPD)

National Planning Policy Framework

National Planning Policy Guidance

DMDPD GN3 Materials and colour

DMDPD GN7 Waste Management

DMDPD GN8 Car Parking, access standards and transport assessment/travel plan thresholds

The Hyndburn 2040: Local Plan (Strategic Policies and Site Allocations) (the Emerging LP) has been subject to public hearings, and the Examining Inspector has issued a post-hearings letter, which does not raise any fundamental concerns. It is at an advanced stage of preparation. Therefore, in accordance with paragraph 49 of the Framework, the policies of the Emerging LP generally attract moderate weight. However, as the relevant policies would not significantly alter the policy background, they have not been referred to in this report.

Observations

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Hyndburn include the Core Strategy (2012) and Development Management DPD (2018).

1. Impact on the Character and Appearance of the Area

- 1.1. The proposed development would utilise much of the already existing space of the original dwelling. The current garage and conservatory, with a small bathroom, would be converted into a united garage and utility room. This conversion would include an increase of 0.6 meters and maintain a flat roof design, which is incorporated in all of the rear elements of the properties on Station Road. Flat roof elements are confined to less prominent elevations, as such, they do not detract from the visual quality of the street scene.
- 1.2. The enlargement of the dwelling would take place on the first floor of the property, with the rear bedroom extending by 2.3 meters. This is considered to be in keeping with the original dwelling as the proposed extensions would be sited to the side and rear of the existing dwelling and would not result in an over dominant or visually intrusive form of development when viewed from the local street scene. The scale, massing and proportions of the proposed extensions are subordinate to the host property ensuring that the host dwelling remains visually legible.
- 1.3. The first-floor extension extends to match the length of the ground-floor extension, creating a coherent and balanced form that avoids awkward roof junctions or incongruous elevations. The use of matching stone, together with complementary render, ensures the development integrates well with the existing building and reflects the established character of the area. Additionally, the pitched roof to the first-floor extension, matching the existing dwelling, ensures visual continuity and reinforces the extension as a subordinate and sympathetic addition. It is also noted that other end of terrace properties in the vicinity incorporate designs where the first-floor element extends to the same depth as the ground floor, establishing a local precedent for this form of development.
- 1.4. While it is acknowledged that none of the immediately neighbouring properties have extended to the same extent, the rear of the terrace is characterised by an eclectic mix of single and double storey rear projections, resulting in an informal and varied rear building line. As such, there is no consistent pattern that would be undermined by the proposal.

1.5. In conclusion, due to the materials and the design of the proposed extension, this application does not provide any negative impacts on the character and appearance of the area. It complies with Policy ENV6 of the CS and Policy DM26 of the DMDPD insofar as they seek to achieve well-designed places.

2. Impact on the Living Conditions of Nearby Occupants

2.1. The proposed development would result in significant and unacceptable harm to neighbouring residential amenity, specifically in respect of loss of light and an overbearing impact to the neighbouring property at 56 Station Road.

2.2. While the drawings demonstrate that the existing outlook from the neighbouring property already intersects the host dwelling when assessed against the 45-degree guideline, this does not justify a further encroachment. In this instance, the proposed extension would materially worsen the existing situation by increasing the length of the built form within the neighbours established outlook. This would exacerbate the current degree of enclosure, leading to a demonstrable increase in the overbearing effect on a further reduction in perceived openness and daylight to neighbouring habitable rooms/rear yard space.

2.3. Policy DM29 of the DMDPD states that development will not be permitted where it results in an unacceptable loss of amenity to nearby occupiers, including through loss of light or an overbearing impact. The proposal, by virtue of its siting and scale, fails to safeguard these amenity considerations and would therefore conflict with this policy.

2.4. In conclusion, the proposal would lead to a deterioration in the living conditions of neighbouring occupiers, through both reduced natural light and an increased sense of enclosure. As such, the development conflicts with Policy DM29 of the DMDPD and Policy ENV7 of the CS insofar that it seeks to achieve environmental amenity for all.

3. Impact on Highways and Parking Provision

3.1. The proposed development is not considered to result in any adverse impact on highway safety or parking provision. The development would not increase the number of bedrooms within the dwelling and, as such, would not lead to an increase in vehicular movements or parking demand beyond the existing situation.

3.2. Existing off-street parking would be retained as part of the proposal, with the garage maintained and remaining fully functional. Adequate space for parking and manoeuvring will continue to be available within the site.

- 3.3. Given that there are no intensification of use and no loss of parking facilities, the proposal is considered to be acceptable in highway terms. The development would not prejudice highway safety, impede pedestrian or vehicular movement, or result in on-street parking stress, and therefore complies with Policy DM32 of the DMDPD.

Conclusion

In conclusion, the proposal would have an acceptable impact on the character and appearance of the area and parking provision. However, the scale and form of the extension would result in harm to the residential amenity of neighbouring occupants.

For these reasons, the proposal is considered to conflict with the policies of the Core Strategy, the Development Management DPD, the emerging Local Plan and the National Planning Policy Framework. Accordingly, the application should be refused.

Recommendation:

Refuse for the following reasons:

1. The proposed development, by virtue of its scale, mass and proximity, would result in a loss of light and have an enclosing and overbearing impact on the adjoining property. This would be detrimental to the residential amenity of the neighbouring occupants and would be contrary to Policy ENV7 of the Hyndburn Core Strategy, Policy DM29 of the Hyndburn Development Management Development Plan Document, Policy SP20 of the emerging Hyndburn 2040 Local Plan (Strategic Policies and Site Allocations) and the National Planning Policy Framework.