

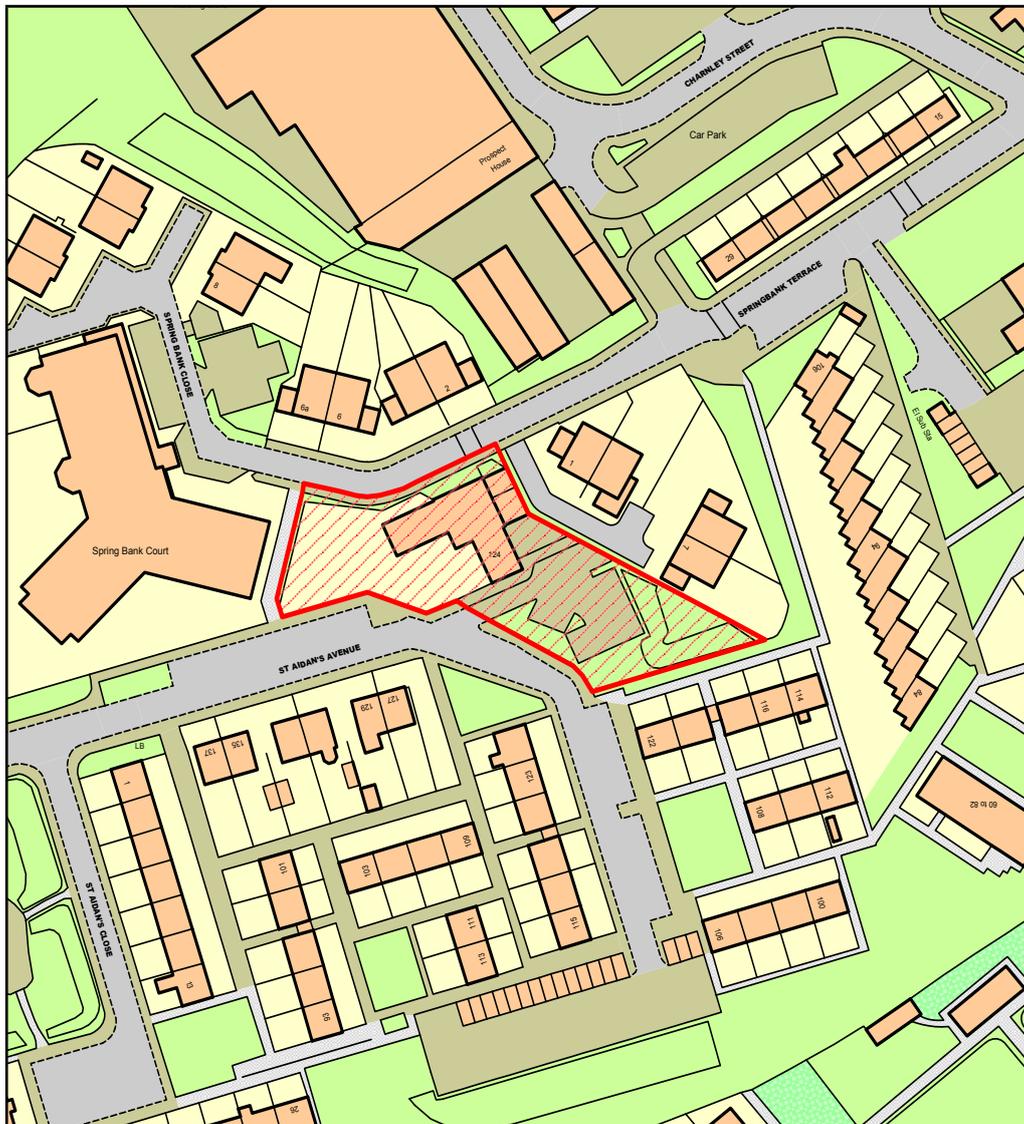
**Proposed development: Single storey side extension and new front porch, creation of new vehicular access and off street parking and replacement boundary fencing**

**Site address:  
St Aidans Respite Centre,  
124 St Aidan's Avenue,  
Blackburn, BB2 4EY**

**Applicant: Blackburn with Darwen Borough Council**

**Ward: Mill Hill & Moorgate**

<b>Councillor</b>	<b>Damian Talbot</b>
<b>Councillor</b>	<b>Julie Gunn</b>
<b>Councillor</b>	<b>Jim Smith</b>



## **1.0 SUMMARY OF RECOMMENDATION**

**1.1 APPROVE – subject to the recommended conditions set out in section 5.0 of this report.**

## **2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE**

2.1 The proposal will deliver a high quality development. The proposal is also satisfactory from a technical point of view, with all issues having been addressed through the application, or capable of being controlled or mitigated through planning conditions

## **3.0 RATIONALE**

### **3.1 Site and Surroundings**

3.1.1 The application site comprises a detached dwelling located on the northern side of St Aidan's Avenue. The property is currently used as an Adult Respite Centre

### **3.2 Proposed Development**

3.2.1 Permission is sought for:

- The formation of a new porch to provide an independent entrance
- Erection of a single storey side extension to create an additional living room
- The remodelling of the existing self-contained bedroom and bathroom
- The creation of off-street parking with automated gate off Spring Bank Close
- The creation of a pedestrian gate off Spring Bank Close
- The replacement of the existing metal fencing and extending wall in brickwork

3.2.2 The proposed single storey extension will be located on the western facing side elevation. It will project 3.3m from the side elevation and have a total length of 7.1m. Attached to this extension will be a further porch extension which will project 1.62m from the extension and have a width of 2.24m. The proposal will have a hipped roof with an eaves height and ridge height which will match the roof form the element the proposal will be attached too.

3.2.3 The proposed vehicular access will be 3m wide and will include a turning head and a disabled parking space. The pedestrian access point will be aligned with the new porch extension.

### **3.3 Development Plan**

3.3.1 The Development Plan comprises the Core Strategy and adopted Local Plan Part 2 – Site Allocations and Development Management Policies. In

determining the current proposal, the following are considered to be the most relevant policies:

### **3.3.2 Local Plan Part 2 (2015)**

Policy 7: Sustainable and Viable Development

Policy 8: Development and People

Policy 10: Accessibility and Transport

Policy 11: Design

## **3.4 Other Material Planning Considerations**

### **3.4.1 Residential Design Guide SPD**

This document provides targeted advice to ensure high quality new homes. It aims to ensure that new development reflects the individual and collective character of areas of the Borough and promotes high standards of design. The document also seeks to ensure a good relationship between existing and proposed development in terms of protecting and enhancing amenity.

### **3.4.2 National Planning Policy Framework (NPPF)**

The National Planning Policy Framework (Framework) is a material consideration in planning decisions. The Framework sets out a presumption in favour of sustainable development in Paragraph 7, which is the “golden thread” running through both plan-making and decision-taking. It identifies at Paragraph 8 that there are three overarching objectives to sustainable development. These are Economic, Social and Environmental. Paragraph 11 of the Framework explains that for decision taking, this means approving development proposals that accord with the development plan without delay.

## **3.5 Assessment**

3.5.1 When assessing this application there are a number of important material considerations that need to be taken into account. They are as follows:

- Visual Amenity;
- Residential Amenity; and
- Highways.

### **3.5.2 Visual Amenity**

Policy 11 of the Local Plan requires development to present a good standard of design, demonstrating an understanding of the wider context and make a positive contribution to the local area. The policy sets out a list of detailed design requirements relating to character, townscape, public realm, movement, sustainability, diversity, materials, colour and viability. This underpins the main principles of sustainable development contained in the NPPF.

The proposed extensions would be attached to the existing property and therefore would be read in association with the existing building within the curtilage. Therefore the proposal would have no impact upon the character and appearance of the host building or the surrounding area. The proposed extensions will be set back away from the adjacent Highways and therefore would be no closer, or prominent, than the other buildings within the business park.

The proposed development is appropriately designed in terms of roof formation, scale, design and detailing to harmonise with the other buildings in the immediate area. It would be similarly proportioned and clad with matching materials which would maintain coherence with the existing buildings present at site.

The creation of a new vehicular access and pedestrian access will be softened by the landscaping scheme proposed as part of the development; further to this the proposal includes the removal of the existing boundary treatments which will be replaced. It is therefore considered that the proposed works will have no adverse impact upon the host property and the surrounding area. In terms of visual impact, I am of the opinion that the proposed access points would not adversely impact upon the character and appearance of the application site and the immediate area.

Therefore it is considered that the proposed development accords with Policy 11 of the LPP2.

### **3.5.3 Residential Amenity**

Policy 8 supports development which have no unacceptable impact on the amenity of surrounding uses.

The proposed extension will include the insertion of habitable windows, therefore consideration must be given to the separation distances between the proposed development and the neighbouring properties.

The current offset distance between the existing side elevation of the host property and the side elevation of Spring Bank Court which is located west of the application site is approximately 23m. Therefore the proposed development will reduce this to approximately 20m. Taking into consideration, the existing boundary treatments of both properties and the fact that the two properties are divided by cut through walkway which connect Spring Bank Close and St Aidan's Avenue it is considered that the impact the proposed development will have will be negligible.

The nearest residential dwelling is located approximately 100m away from the proposed development. It is therefore considered that the development would have a negligible impact upon the amenity of the occupiers of the nearby residential dwellings. Further to this, the proposed development is located within an established business park and therefore would have no greater impact than the existing commercial units.

To the north of the application property lies a number of single storey bungalows along Spring Bank Court. This currently have an offset distance of 20m. The introduction of the single storey extension and porch element will decrease the offset to 17m. Given that a porch is not a habitable room, it is considered that there is sufficient distance between the proposed development and the aforementioned dwellings. It will therefore have limited impact upon the amenities of the occupiers of the dwellings.

The creation of the vehicular access and pedestrian access will be located adjacent the residential dwellings located on Spring Bank Close. Given that the proposed vehicular access be used infrequently due to the creation of just one disabled parking space and the existing vehicular access point off St Aidan's Avenue is remaining it is considered that the proposed would not have any undue impact on nearby residential properties.

Compliance with Policy 8 of the LPP2 is therefore achieved.

#### **3.5.4 Highways and access**

Local Plan Policy 10: Accessibility and Transport, aim to ensure that new developments provide appropriate provision for access, car parking and servicing so as to ensure the safe, efficient and convenient movement of all highway users is not prejudiced.

The Highways Officer raised initial concerns to the scheme however through the submission of an amended scheme and details these have been addressed accordingly.

The Highways Officer confirmed in principle that they were supportive of the scheme subject to the issues being addressed prior to a decision being made.

Therefore it is considered that the proposed development would have a negligible impact on highway safety and highway capacity in the immediate vicinity of the site.

#### **4.0 CONCLUSION**

Taking into account the above, the proposed development will not result in any significant harm to the character and appearance of the existing dwelling or the surrounding area nor will it cause any significant harm to the amenity of neighbouring residents. The proposal will not have an unacceptable impact on highway safety.

#### **5.0 RECOMMENDATION: Approve subject to Conditions which relate to the following matters:**

- Commence within 3 years
- Materials as stated on the submitted drawing/details
- Bat Survey compliance
- Plans compliance

**6.0 PLANNING HISTORY**

N/A

**7.0 CONSULTATIONS**

7.1 Highways: In principle we are supportive of the scheme, there are however a number of outstanding matters that require further consideration.

**8.0 CONTACT OFFICER: Rebecca Halliwell - Planner**

**9.0 DATE PREPARED: 05<sup>th</sup> April 2019**

**10.0 SUMMARY OF REPRESENTATIONS**

N/A