

<u>APPLICATION NO:</u>	25/00131/FUL	<u>CASE OFFICER:</u>	Reece Black
<u>WARD:</u>	Prescot North	<u>PARISH:</u>	Prescot Town Council
<u>LOCATION:</u>	23 Derwent Avenue, Prescot, Knowsley		
<u>PROPOSAL:</u>	ERECTION OF A PART SINGLE STOREY PART TWO STOREY SIDE EXTENSION TOGETHER WITH THE ERECTION OF PART TWO STOREY PART SINGLE STOREY SIDE AND REAR EXTENSION AND DEMOLITION OF EXISTING CONSERVATORY		

Site Description

The application site is located at 23 Derwent Avenue, Prescot and is situated within a Primarily Residential Area as allocated within the Local Plan Policies Map. The application property is located to the head of a turning circle within the highway of Derwent Avenue and is a two-storey, semi-detached dwellinghouse and is predominately render facing (with a section of brick) on its front elevation and brick facing to the side and rear elevations together with white UPVC openings and grey, concrete, flat roof tiles.

The property benefits from a rear conservatory and an adjoining garage and kitchen projection to the side and rear. The front garden area is shared with the adjacent property (No. 21 Derwent Avenue, located to the north/north-east of the application property) with no physical boundary treatment between the shared driveway.

The rear garden area consists of an elevated patio area immediately adjacent to the rear elevation of the dwelling and deeper / lower into the garden comprises of grass and vegetation. There is 1 no. detached outbuilding adjacent the boundary treatment shared with No.21 and a timber pergola structure. External access to the rear garden is taken via a timber fence and gate to the side of the dwelling. Refuse bins are currently stored within the front garden area.

The application site is located within a Coal (Low-Risk Area) and Indicative Radon Affected Area (Class 5).

Proposal

The proposal is for the erection of a part single storey, part two-storey side extension together with a part single storey, part two-storey rear extension. The proposal would include the demolition of the existing conservatory.

The proposed side extension (ground floor) would be 2m wide from the gable elevation of the main dwelling, with a dog-legged section before projecting out again by 1.4m (3.4m at its widest). The front elevation of the side extension would be set-back by 1.7m from the front elevation of the original dwelling. The first-floor would project out by 3m; set-back from the front elevation of the dwelling by 3.8m. The proposed side extension at its furthest would

have a depth of 17.2m (which would include the furthest rear projections of the proposed development – in which from the original rear elevation the projection would be 3m). The width of the ground floor rear extension would be 8.2m and the first-floor rear extension would have a width of 3.5m. The rear extensions would have a depth of 3m.

The proposed development at the two-storey element would be served by an 'L-shaped' hipped roof, in which the eaves would measure at a height of 5.2m and the ridgeline would measure 6.5m. The part single storey element of the side extension would be served by a mono-pitched roof, which would measure 2.4m at the eaves and 3.2m at the tallest point. The part single storey element of the rear extension would be served by a mono-pitched roof, which would measure 2.4m at the eaves and 3.5m at the tallest point.

Fenestration would be installed to the front and rear elevations. The ground floor rear extension would contain 3 no. rooflights.

Consultations

Highway Authority: – No objections received.

Prescot Town Council: – No comments received.

Representations

This application has been publicised by letters sent to 6 neighbours. There have been no letters of objection and one letter of support.

The representation is summarised as '*in support of the plans and proposal*'.

Planning History

No relevant recorded planning history.

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

**SAVED POLICIES - KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT PLAN
(ADOPTED JUNE 2006)**

H5 - Development within Primarily Residential Areas
H8 - Extensions and Alterations to Residential Properties

In addition, the Householder Development SPD (2016) is a material consideration for the purposes of this planning application and provides additional guidance in relation to householder development within Knowsley Borough.

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

Saved Policy H8 in the Replacement Unitary Development Plan states that proposals for extensions to dwellings will be permitted provided that:

- a) The proposals would not (due to their scale and massing) result in a disproportionate addition to the original dwelling
- b) The design and materials used would reflect those used on the original dwelling
- c) The proposal would not adversely affect the amenity or privacy of occupiers of adjacent dwellings
- d) The proposal would not create potential hazards for highway users by obstructing visibility for pedestrians or drivers of motor vehicles; and
- e) Adequate parking and garden space would remain in use by the residents of the extended property

DESIGN AND RESIDENTIAL AMENITY

Rear extensions

The Householder Development SPD (7.4) states that *rear extensions should be designed to avoid causing overshadowing, loss of outlook or loss of privacy to the neighbours, or appear unduly dominant to neighbours*. The SPD furthers that *a single storey rear extension located on or immediately adjacent to the party boundary with a neighbouring dwelling will normally be acceptable if it does not project more than 4m from the rear elevation of the existing dwelling*.

The proposed single storey rear extension would project 3m at the boundary with the attached neighbour of No.25 which would accord with the SPD's guidance of 4m. No residential amenity concerns are raised given that the proposed single storey rear extension would be erected with a marginal projection beyond the existing rear extension of No.25 and therefore would mean any impact would be negligible.

The SPD outlines that *two storey extensions of up to 3 metres will normally be acceptable*.

The proposed two-storey rear extension would comply with this projection parameter, given that the rear projection would be 3m. The proposed two-storey rear extension would also comply with the SPD as it would not come within 7 metres of the boundary and would be served by a pitched (hipped) roof.

This element of the rear extension would be erected 5m away from the party boundary of the paired property (No.25) which further reduces any impact. The proposed two-storey rear projection would not be considered to raise any significant residential amenity concerns on the occupants of No.21, particularly on their side/rear extension. The Local Planning Authority's records evidence this room serves a lounge and is a habitable room (approved under 25/00296/FUL) although the approved plans for the extension at No.21 did not include a window to the side elevation. Notwithstanding this, the proposal would not result in an unacceptable obstruction of light to this room, particularly, from the south facing window, given the oblique relationship between the two properties. A partial loss of light may occur; however, it would not be the opinion that this would be to an unacceptable degree. The window to the side elevation of the extension at No.21 is not the only source of light as there are patio doors to its rear elevation and also a rooflight to the rear roof slope, which further ensures that the proposed development would not result in any unacceptable amenity impacts.

There is a line of residential dwellinghouses located to the south-east of the application property, in which the rear elevation of the application property is orientated at an oblique angle to the rear and side elevations of the properties on Rydal Avenue. The proposed two-storey rear extension would retain over 20m interface distance between these properties, which would be acceptable to satisfy the LPA that no amenity or privacy concerns are raised and given the arrangement to face the properties at an oblique angle, this further reduces any direct overlooking between the rear elevations of these properties.

Side extensions

The Householder Development SPD outlines *that single storey extensions should be designed so that they preserve the street scene, protect light and privacy of neighbours and provide sufficient parking spaces*. The proposed side extension (single storey element) would be set-back by 1.8m and appear subordinate in the street scene, given the single storey and small scale would not adversely impact on light to the occupants of No.21 with no windows to the side elevation and consequently no privacy or visual intrusion concerns are raised.

The Householder Development SPD states that *two storey side extensions (and provision of first floors over existing single storey side extensions) should be designed to avoid having an overbearing effect or causing unacceptable loss of light or privacy for neighbours. They should also avoid creating a terracing effect, either by themselves or in conjunction with similar extensions which may exist or potentially be proposed for adjacent properties in the future*.

The SPD outlines that set-ins or set-backs of two-storey side extensions can be relaxed if, *because of a staggered or irregular arrangement of the dwellings in the street or corner location, the construction of the extension would not create an actual or potential terracing effect*. The relationship between the application site and its adjacent semi-detached dwellinghouse means the properties are situated at an oblique angle to one another to account for the turning circle the properties orbit. Notwithstanding the relaxations allowed within the SPD, the proposed side extensions feature sufficient set-in from the party boundary and the front elevation of the proposal is set-back from the front elevation to prevent a potential or actual terracing effect. This also presents the proposal as a subordinate addition to the dwelling.

The SPD also requires that *the roof of the extension should normally be at a lower level than the original*, in which the submitted plans evidence the proposal would comply with this guidance as the roof would be set 1.1m lower than the original dwelling.

The Householder Development SPD (6.14) stipulates that *the extension should leave adequate room around the dwelling to avoid a cramped appearance within the plot. It should also leave adequate garden areas for sitting out, the storing of refuse bins, etc.*

The proposal would not remove external access to the rear garden and refuse bins could be housed and stored to the rear garden. The proposal would be set-in from the party boundary by 0.7m at its closest and not result in a cramped appearance.

Materials

The submitted plans show that the front elevations combination of brick and render treatment would be emulated and carried over to the front elevation of the proposal; the plans and application form also outline that the brick base to the front elevation would be replicated. Furthermore, the proposed plans also demonstrate that the brick corner detailing of the front elevation of the dwellinghouse would be replicated to the front elevation of the two-storey side extension. The application would use matching materials for fenestration and roof materials to harmonise with the existing dwelling.

The window of the first-floor front elevation of the side extension, would present slightly different in style, however, given it would be sufficiently set-back and would display similar proportions with matching materials, its impact would be limited and consequently acceptable. These considerations demonstrate that broadly, the proposal would comply with the SPD for the reasons outlined above.

HIGHWAYS

Existing parking provisions available to the property are situated to the front garden area (this is a shared driveway with No.21 with no physical separation between the driveways) and can accommodate 2 no. vehicles within the curtilage of the dwelling.

The Local Highway Authority were consulted on the proposed development and no objections were raised.

The proposed development would not impact on the existing parking provisions at the property or reduce the available parking by the proposed extensions nor would the proposal increase the number of bedrooms at the application property. As parking would remain materially unaltered the proposal would comply with the Householder Development SPD (6.16) and the Ensuring a Choice of Travel SPD, which both require properties with 2-3 bedrooms to be able to have 2 no. parking spaces in-plot. The existing parking provisions would accord with this and this view is also supported by the Local Highway Authority.

The submitted plans also contain an annotation which outline the existing pedestrian gate would be removed, which would allow greater access and manoeuvrability of the full driveway. The full driveway does not consist of dropped kerbs with the existing parking appearing to take unlawful access to access the driveway. An informative will be added should the application be granted with instruction on widening the vehicular access.

OTHER ISSUES:

SITE CONSTRAINTS (COAL / RADON)

The application site is identified as both a low-risk area for previous coal mining activity and also as an Indicative Radon Affected Area (Class 5). Two informatives relating to these matters will be included on the decision notice for the attention of the applicant should the application be granted.

Conclusion

The proposal would be acceptable in terms of design, residential amenity and highways. The proposal also complies with the relevant Core Strategy, Replacement UDP policies and guidance in the NPPF and is therefore recommended for approval subject to Conditions.

Recommendation

That Planning Permission be granted subject to the following condition(s):-

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

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2) The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 3) The materials to be used on the external surfaces of the extension hereby permitted shall match those of the existing building in type, size, colour and texture.

Reason: In the interests of visual amenity and to comply with Saved Policy H8 of the Knowsley Replacement Unitary Development Plan, adopted in June 2006, Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
13/05/2025	25002-06	REV C	PROPOSED FIRST FLOOR PLAN
13/05/2025	25005-05	REV C	PROPOSED GROUND FLOOR PLAN
13/05/2025	25005-04	REV C	SITE PLAN & 3D
07/05/2025	25005-01	REV B	LOCATION PLAN & EXISTING SITE PLAN
13/05/2025	25005-07	REV B	PROPOSED ELEVATIONS
28/02/2025	-	-	APPLICATION FORM

Signed Case Officer¹: Reece Black

Signed Authorising Officer²: Jo Sheridan

Date: 19/05/2025

Informatives

- 1 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

Standing Advice valid from 1st January 2025 until 31st December 2026

- 2 The applicant should be made aware that some parts of the application site are identified in bands of elevated radon potential. Maximum radon potential is 10-30%. In areas where it is estimated that 10% or more properties will be affected by high levels of radon, 'full protection' will be required. Please discuss further with the appointed building surveyor when obtaining the building regs.

Further information available at: <https://www.ukradon.org/information/buildingregs>

- 3 It is an offence to drive over a footway without dropped kerbs and it is also an offence to carry out any works within the public highway without the permission of the Highway Authority. Only the Highway Authority or a contractor approved by the Highway Authority can carry out works within the adopted highway. The applicant should contact the Council's Maintenance Contractor Tarmac on Knowsley.highways@tarmac.com should they be minded to extend their dropped kerb to improve access.

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

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