

<u>APPLICATION NO:</u>	22/00782/FUL	<u>CASE OFFICER:</u>	John Fleming
<u>WARD:</u>	Halewood North	<u>PARISH:</u>	
<u>LOCATION:</u>	38 Lydiate Lane, Halewood, Knowsley, L25 9RZ		
<u>PROPOSAL:</u>	ERECTION OF TWO STOREY SIDE EXTENSION		

Site Description

The application property is situated on a residential street within a Primarily Residential Area. The property is brick facing with white UPVC openings. The property accommodates a gable roof incorporating front and rear dormer at first floor level.

The property has been previously extended in the form of a porch located at the front elevation together with a single storey lean to extension located at the side of the application property.

The property benefits from hardstanding to accommodate multiple vehicles.

Proposal

The proposed development consists of a two-storey side extension following the demolition of the existing lean-to extension. The extension would span a width of 2.2m from the existing side elevation and project a depth of 7.8m.

Two windows are proposed at ground floor level to both front and rear elevations. The proposed extension would include one roof dormer to each of the front and rear elevations and would include 1 window respectively. The front dormer would measure 2m in width, 1m in height and 1m in depth. The rear dormer would measure 2m in width, 2m in height and 2m in depth. The roof would extend the existing gable roof and measure 2.5m at the eaves and 7.3m at its highest point.

The proposals would provide a new extended kitchen, utility and wc at ground floor level. At first floor an additional bedroom and extended bathroom is proposed.

Consultations

Highways – No objection.

Representations

This application has been publicised by letters sent to 8 neighbours. No representations have been received.

Planning History

Reference: 74/04269/HIST – Car port and porch extension. Granted 21st August 1979.

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that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear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.

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

H5 – 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.

The site is identified as land located within a Primarily Residential Area. As such, the extension to a domestic property is considered acceptable in principle, subject to compliance with local planning policy and guidance.

Regarding the adopted Development Plan policies, the proposed application has regard to policies CS2 and CS19 of the adopted Local Plan Core Strategy (2016) and saved policy H8 of the Unitary Development Plan (2006), together with the Householder Development SPD (2016).

These policies and guidance require that new development demonstrates a high standard of design, which does not adversely affect the character of the property or street scene; maintains a good standard of amenity for all existing and future occupants; avoiding overlooking and overshadowing, as well as an unacceptable overbearing impact; and that adequate parking and garden space would remain for use by residents of the extended property.

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the

presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

Design

The Householder Development SPD is a material consideration for the purposes of this planning application. It advises that two storey side extensions should be designed to avoid having an overbearing effect or causing unacceptable loss of light or privacy for neighbours and should be designed to avoid the creation of a terracing effect. It advises that a minimum 1m space should be preserved between the party boundary to the side of the property, or the front wall of the first floor of the extension should be set back at least 1m from the immediately adjoining part of the main front wall of the original dwelling.

Paragraph 6.5 of the SPD states the design of the roof and slope of the roof should echo that of the original dwelling. It further advises that front dormer should be avoided unless they are characteristic of the host property and surrounding area. In addition, it advises that a dormer should normally be set back at least 1m from the main elevation it relates to and .5m from the roof edge on either side.

The existing gable roof is the dominate design feature of this property. As originally submitted, the application sought a-symmetric design which included a roof pitch of 32 degrees at the front elevation. This was considered out of character with the host property which provides a 45-degree pitch and would result in having a jarring affect on the character of the street scene.

Whilst the gable roof is to be extended in line with the existing roof, the roof has been redesigned to accommodate a 45-degree pitch at the front elevation whilst maintaining a 1m set back provided by the front dormer. On balance, it is considered that this results in a more sympathetic addition to the property and would appear better placed than what was originally submitted. Notwithstanding this, the set back of the front dormer by 1m would reduce the overall appearance at first floor level and would not result in a terracing effect.

Regarding the construction of dormers, the SPD advises that these should be set back by 1m from the elevation it relates to and .5m from the property boundary. Whilst the front elevation is set back by 1m the rear elevation is not and both dormers would provide .1m from the side elevation of the property. In this particular circumstance, given its rear location the dormer would not be visible from the street scene and is considered more appropriate in terms of the overall design and appearance of the property rather than an addition that would appear counterbalanced. appear more appropriate at the scale proposed given that it would extend the existing dormer.

The proposed extension would be faced in materials to match the existing features found at the application property. The proposed development is considered acceptable in terms of design and would not appear as an incongruous feature within the wider street scene.

Residential Amenity

No. 40 Lydiate Lane

No. 40 is the adjoining semi-detached property. There would be no adverse effects to

residential amenity in relation to this property due to the location of the development which is located on the opposite side of the host property.

No. 36 Lydiate Lane

No. 36 is the neighbouring semi-detached property and has 1 window facing its side elevation facing the common law boundary. The proposed development would run parallel to the existing front and rear elevations of the application property.

The Householder Development SPD advises that dormers should provide .5m from the roof edge to avoid having an overbearing affect on residential amenity of neighbouring occupiers. The proposed roof dormer would maintain .2m of separation from the edge of the roof. However, this guidance is more related to the roof alterations consisting of loft conversions as opposed to dwellings which first floor elevation is influenced by dormer windows. In this instance, it is considered that the proposed roof dormers would not have an overbearing effect on residential amenity as they would be located at first floor level as opposed to more traditional loft conversion and are of a relatively small appearance in the context of what already exists.

In addition, whilst the separation distance between these properties would be reduced it is not considered that adverse effects to residential amenity would occur to the occupiers of this property given that the first-floor gable window serves the landing area which is a non-habitable room.

No. 73 & 75 Grassington Crescent

No. 73 & 75 are located to the rear of the application property. Given that the proposed development does not extend beyond what is already in situ it is not considered that these properties would be adversely affected.

No other properties would be affected.

Highways

The application proposals seek to increase the number of bedroom spaces from 3 to 4. The Ensuring a Choice for Travel SPD recommends that 4-bedroom properties provide 3 car parking spaces within the residential curtilage of the property.

The property benefits from a full width driveway to the front of the property that can accommodate up to 3 vehicles and the Highway Engineer has no objections to the proposals.

Conclusion

The proposal would be acceptable in terms of design, residential amenity and highways (subject to condition attached). 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 will 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

Date Received	Ref. No	Version	Drawing/Document Title
02.03.2022	SL01	REV A	LOCATION PLAN, SECTION, EXISTING AND PROPOSED FLOOR PLANS AND ELEVATIONS

Signed Case Officer¹: **John Fleming**

Signed Authorising Officer²: **K Foster**

Date: **3 March 2023**

INFORMATIVES

HIGHWAYS

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.

² 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.

It is an offence to carry out any works within the public highway without the permission of the Highway Authority. This permission may require the construction, improvement or alteration of a vehicular access to the public highway. Under Section 184 of the Highways Act 1980, the Highway Authority must specify the works to be carried out. Prior to the commencement of any works, please contact Knowsley.highways@tarmac.com to discuss the matter further.

Appendix 1 – Site Photographs



