

Regeneration and Economic Development Department

APPLICATION NO: 21/00229/FUL

APPLICANT: Mr Gregory Lee

WARD AFFECTED: Halewood North

DEVELOPMENT: ERECTION OF TWO STOREY SIDE AND SINGLE STOREY REAR
EXTENSION

LOCATION OF SITE: 12 Trispen Close, Halewood, Knowsley, L26 7YP,

KNOWSLEY LOCAL PLAN ALLOCATION –

Primary Residential Development - Primary Residential Development

RELEVANT POLICIES

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

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

H5 - Development within Primarily Residential Areas

H8 - Extensions and Alterations to Residential Properties

TECHNICAL CONSULTATIONS:

Halewood Town Council - No Comments Received

None Required

NEIGHBOUR NOTIFICATION:

This application has been publicised by letters sent to 5 neighbours. No representations have been received.

ARTICLE 35

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.

ISSUES AND ASSESSMENT:

PROPOSAL

The application relates to a two-storey semi-detached dwelling, located on the corner of Trispen Close and Bodmin Way. The property currently has a small single storey porch on the side of the property, plus a conservatory to the rear.

The proposed works would involve the demolition of both the porch and conservatory to make way for a two-storey side extension and a single storey rear extension. The side extension would measure 3.6m in width and would span the depth of the dwelling (8.2m), with the first floor being set back 0.6m from the adjoining front wall. It would have a gable end roof with the ridge reaching 7m in height. The extension would then drop down to single storey, project an addition 3m beyond the rear building line and wrap around the rear elevation of the dwelling. As such the single storey element would measure 8.5m in width and have a mono-pitched roof attaining a maximum height of 3.4m.

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POLICY CONSIDERATION

The site is classified as an area for Primary Residential Development in the Local Plan Policies Map. Therefore, a domestic extension would be acceptable in principle within this location subject to compliance with all other relevant local planning policies and guidance. The key policies for the determination of this application are Local Plan Policy CS2, CS19 and Saved UDP policies H5 and H8. The Householder Development SPD is also a material consideration.

ASSESSMENT

The property occupies a corner plot between Trispen Close and Bodmin Way. Therefore, the proposal, in particular the side extension, would be highly visible within both streets. The site plan indicates that the extension would be set in approximately 2.7m from the side boundary along Bodmin way. The Householder SPD states that in relation to corner plots, generally it is expected that two storey extensions respect the building line on both streets. The side extension would protrude beyond the building line of the property to the rear, 22 Bodmin Way. However, the road curves round as you travel away from Trispen Close and as such there is not an obvious building line along the stretch of road to the rear of the site. The two-storey element and the property at No.22 would be separated by approximately 11m and given the distance to the side boundary of the site, in this instance, it is not considered that the side projection on the corner plot would adversely affect the street scene.

The two-storey element of the proposal would sit entirely to the side the dwelling, with the first floor being stepped back from the adjoining front elevation. As a result, the roof line would also be stepped down from the main ridge height and the additional built form would appear subservient on the host dwelling. The single storey element would project 3m beyond the rear elevation and would span the width of the dwelling, plus the proposed side extension. This scale of rear extension would be acceptable within the plot. The extension is proposed in facing brickwork and tiles to match the host dwelling and overall the design is considered appropriate.

The proposed extension would have limited impact on the amenity of the surrounding dwellings. Particularly, only the single storey rear element would be visible to the attached dwelling, 13 Trispen Close and a rear extension of 3m depth abutting a boundary would be considered acceptable to preserve the outlook from such an attached dwelling. The two storey side element would protrude beyond the front elevation of the dwelling to the rear, 22 Bodmin Way, but would be separated by approximately 11m and therefore would have no significant impact on the outlook for this dwelling.

The side extension would face toward the side elevation of the dwelling on the opposite side of the junction, 11 Trispen Close. This property does have some windows in the side elevation, both at ground and first floor. However, the extension would be located over 17m from this facing side elevation and there are no first-floor windows proposed in the new side elevation. As such it is not considered that the extension would significantly affect the outlook from the adjacent dwelling or raise any concerns regarding privacy.

The proposal would create an additional bedroom at first floor, increasing the total to four. The Householder SPD states the maximum parking requirements for this scale of property would be three in-curtilage parking spaces. The property currently does not benefit from any in-curtilage parking. The proposed site plan indicated that an area of hard standing would be created to the front of the dwelling to accommodate two parking spaces. Although this is below the parking standards, it will ultimately improve the existing parking arrangements for site and would be beneficial from a highway's perspective. As such the proposal would not raise any highways safety concerns.

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CONCLUSION

The proposed development is considered to be of an acceptable scale and design. It would not have a detrimental impact on the residential amenity of the surrounding residents or the overall character of the area. As such the proposal complies with relevant criteria of Policies CS2 and CS19 of the core strategy and saved Policies H5 and H8 of the Knowsley UDP together with the Knowsley Householder Development Supplementary Planning Document.

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.

- 4) The parking provision shown within the curtilage of the dwelling on the approved plans shall be made of porous materials, or provision shall be made to direct run off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwelling house. The parking provision shall be retained as such thereafter.

Reason: In the interests of highway and pedestrian safety, to reduce surface water run-off and to ensure the development complies with Policies CS19 and CS24 of the Knowsley Local Plan, Core Strategy adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
23/03/2021	TG01	-	PROPOSED SITE PLAN
23/03/2021	TG02	-	PROPOSED FLOOR PLANS AND ELEVATIONS

Informatives

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- 1 The Highway Act 1980, Section 1984, empowers the Highway Authority to require the construction of a carriageway across the grass verge or footway.

Knowsley Borough Council have resolved that all such crossings shall be constructed by, or under the supervision of, the Department of Regeneration, Economy and Skills. Arrangements for construction of the vehicular crossing hereby permitted shall be made with the Council's Highway Authority. The applicant/developer should contact the Transportation Division of the Council with respect to this matter on 0151 443 2333.

Louise Everard

18 May 2021

Alan Kilroe
18 May 2021

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