

<u>APPLICATION NO:</u>	26/00025/FUL	<u>CASE OFFICER:</u>	Louise Robinson
<u>WARD:</u>	Whitefield	<u>PARISH:</u>	N/A
<u>LOCATION:</u>	23 Granborne Chase, Kirkby Park, Kirkby, Knowsley, L32 2DN		
<u>PROPOSAL:</u>	ERECTION OF A SINGLE STOREY SIDE EXTENSION TO EXISTING GARAGE TO FORM A DOUBLE GARAGE (ROOF AMENDED TO FROM GABLE TO HIP) TOGETHER WITH THE ERECTION OF A REAR DORMER		

Site Description

The application site comprises a two-storey 5-bed 'L-shaped' detached dwelling located on the cul-de-sac of Granborne Chase, Kirkby. The dwelling is characterised by brick to all elevations and a cross-gable tiled roof with rooflights installed to the front and rear roof-planes. The property currently benefits from a single storey garage and a loft conversion.

There is a large driveway available to the front of the property for a minimum of three vehicles.

The application site is surrounded predominantly by dwellinghouses, with an area of public open space available to the northwest of the site. To the north, 21 Granborne Chase benefits from a conservatory to the rear, to the west 25 Granborne Chase benefits from a conservatory to the rear and to the east / southeast 4 Nightingale Close benefits from a single storey rear extension, 6 Nightingale Close benefits from a conservatory to the rear and 8 Nightingale Close benefits from a single storey rear/side extension.

Proposal

Planning permission is sought to erect a single storey side extension to the existing garage to form a double garage (with the roof amended from gable to hip) and erect a rear dormer extension to the rear roof-plane of the existing dwellinghouse.

Single storey side extension

The side extension would have a width of 2.9m and a length of 6.4m. The extension would have a hipped tiled roof with an eaves height of 2.4m and a ridge height of 4.1m, allowing for the existing garage to be extended.

The extension would be finished in brick to match the existing dwellinghouse and would have a new widened 'up and over' garage door installed within the front elevation.

Rear dormer extension

The dormer extension to the rear roof-plane of the existing main dwellinghouse would have a length of 8.1m, a depth of 2.2m and a height of 1.5m, providing an additional 13.4m³ of roof-space. The dormer would be set back from the main rear elevation of

the dwellinghouse (along the horizontal line) by 1.9m, be set in from both roof edges by 0.4m and be dropped down from the existing ridge by 0.1m.

The dormer extension would have a flat roof, be finished in boarding / tiles and have 3 UPVC windows within the rear elevation, mirroring the positioning of the existing rooflights within the rear roof-plane.

Other alterations

A new access door would be installed to the rear elevation of the existing garage.

Consultations

Highways – No objections.

Representations

This application has been publicised by letters sent to 9 neighbours and a site notice displayed near to the site. Three objections were received as a result of the publicity given to the application.

The first letter of objection raised the following issues:

- Proposed rear dormer and new windows within the dormer would face directly onto property, resulting in overlooking.
- The dormer extension would be positioned in close proximity to the shared boundary – causing a loss of natural light and cause overshadowing due to scale and proximity.
- The dormer extension would harm privacy and enjoyment of home.
- The proposal would result in an insufficient separation distance between facing windows of the application site and the objector.
- Requests that the Council assesses the proposal against policies on daylight, sunlight, and overbearing impact, including any relevant 45-degree rule of BRE daylight guidance.

The second letter of objection raised the following issues:

- Proposed dormer extension would invade living spaces, garden spaces and would allow direct line of sight into windows.
- The extension would restrict daylight.

The third letter of objection raised the following issues:

- Overdevelopment of the plot and would cause loss of light into garden.
- The application site has already undergone significant alterations including loft conversion and garage conversion.
- The proposed side extension would be situated too close to the shared boundary and would create an overbearing and dominant structure.
- The extension would undermine the spacious character of the area and would appear visibly intrusive.

Planning History

98/00073/APP	CONVERSION OF EXISTING GARAGE TO BEDROOM Permitted Development (09 February 1998)
94/00295/FUL	APPROVAL OF RESERVED MATTERS (DETAILS OF SITING, DESIGN AND APPEARANCE): ERECTION OF 120 NO. DETACHED TWO-STOREY DWELLINGS WITH ACCESS FROM MOUNT ROAD AND PARK ROAD AND CONSTRUCTION OF AREA OF PUBLIC OPEN SPACE AND RELAXATION OF CONDITION 11 ON OUTLINE PERMISSION K/APP/00109 IN RELATION TO THE PROVISION OF A PEDESTRIAN LINK ADJACENT TO THE KIRKBY CONSERVATIVE CLUB Granted (12 August 1994)
93/00109/APP	PROPOSED RESIDENTIAL AND OPEN SPACE DEVELOPMENT, INCLUDING THE ERECTION OF 120 NO. DWELLINGS, WITH VEHICULAR ACCESS OFF MOUNT ROAD AND/OR PARK ROAD Granted (26 November 1993)

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.

KNOWSLEY LOCAL PLAN: CORE STRATEGY

Policy CS2 Development Principles
Policy CS19 Design Quality and Accessibility in New Development

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

Policy H5	Development Within Primarily Residential Areas
Policy H8	Extensions and Alterations to Residential Properties

SUPPLEMENTARY PLANNING DOCUMENTS

Householder Development SPD
Ensuring a Choice of Travel SPD
Amended New Residential Development SPD

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

Saved Policy H8 in the Replacement Unitary Development Plan (2006) states that proposals for extensions to dwellings, or for the erection of enlargement of domestic garages and outbuildings, 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 to be 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 to highway users by obstructing visibility for pedestrians or drivers of motor vehicles.
- e) Adequate parking and garden space would remain for use by the residents of the extended property.

Principle of Development

The application site is identified as a Primarily Residential Area in the Knowsley Local Plan: Core Strategy. As such, the proposed extensions and alterations are considered to be acceptable in principle, subject to compliance with local planning policy and guidance.

Residential Amenity and Design

Single storey side extension

The Householder Development SPD advises that single storey side 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 would have a width of 2.9m and a length of 6.4m.

Considering the impact on 21 Granborne Chase, the proposed side extension would sit 0.2m away from the shared boundary and be situated a further 3.3m to the side elevation of No.21's rear conservatory. The proposed side extension to the garage would project 5.3m beyond the rear elevation of the neighbouring conservatory. The boundary between the two properties is a fence measuring approximately 1.8m high.

The applicant has provided a sunlight assessment to indicate the existing and proposed sunlight availability at various times of the day in the Winter Solstice, Spring Equinox and Autumn Equinox. Whilst the sunlight assessment provided does show that the proposed extension would cause overshadowing to No.21, the overshadowing would not be to a degree that would warrant the refusal of the planning application. Additionally, given the height of the boundary fence and the hipped roof design of the extension, both of which mitigate the impact of the proposed extension it is considered that the resulting level of overshadowing would not be so significant as to cause unacceptable harm to the residential amenity of the occupants of No.21.

Considering the impact on 4 Nightingale Close, the proposed side extension would be situated 9.7m away from the rear elevation of No.4's single storey rear extension. As No.4 primarily looks onto the rear elevation of the neighbouring dwelling of 21 Granborne Chase and the existing garage found at the application site, given the single storey nature of the proposed extension, it is considered that the extension would not have a negative impact on the amenity of No.4.

Considering the impact on 6 Nightingale Close, at present, the neighbouring property to the rear of the garage faces onto the two-storey elevation of the main dwellinghouse and the single storey elevation of the existing garage. As such, the proposed side extension would not create any additional impact on the amenity of No.6, then the existing garage at the application site.

There would be no impact on the amenity of 8 Nightingale Close and 33, 35 and 37 Swinderby Drive, as the extension would be located away from these neighbouring dwellings.

The single storey side extension would be visible from the wider street scene of Granborne Chase. The proposed extension would have a brick finish to match the existing dwellinghouse. As the materials would match, the extension is considered to be acceptable in visual terms.

The extension would have a hipped tiled roof and would see the existing garage roof be amended from a gable finish to a hipped finish. Whilst the existing roof-profile of the main dwellinghouse is a cross-gable, as hipped roofs can be found within the locality and the extension would be obscured by 21 Granborne Chase, due to the garage being significantly set back from the front elevation of No.21, the proposed roof-profile would be in keeping with the host dwelling and the character of the local area and is considered to be acceptable in visual terms.

A new widened 'up and over' garage door would be installed within the front elevation of the existing garage and proposed side extension. The new door does not raise any overlooking concerns, as it would not create additional views not already available from the front elevation of the site.

In summary, the single storey side extension is considered to be acceptable in terms of any impacts on the residential and visual amenity of the host property and the surrounding area and complies with Policy H8 and guidance provided by the Householder Development SPD.

Rear dormer extension

The Householder Development SPD outlines that roof alterations and dormer extensions can prove a convenient method of increasing living space within a dwelling. However, care should be exercised to ensure that their design is in keeping with the dwelling and that they do not overlook neighbouring dwellings. Dormers should not be so large as to dominate the roof slope resulting in a dwelling which appears unbalanced.

The SPD also outlines that a dormer extension must not project above the ridgeline of the dwelling, be set back at least 1m from the main elevation it relates to, when measured on the horizontal line and 0.5m from the roof edge on either side, to prevent it having an overbearing effect on the street scene and adjoining dwellings.

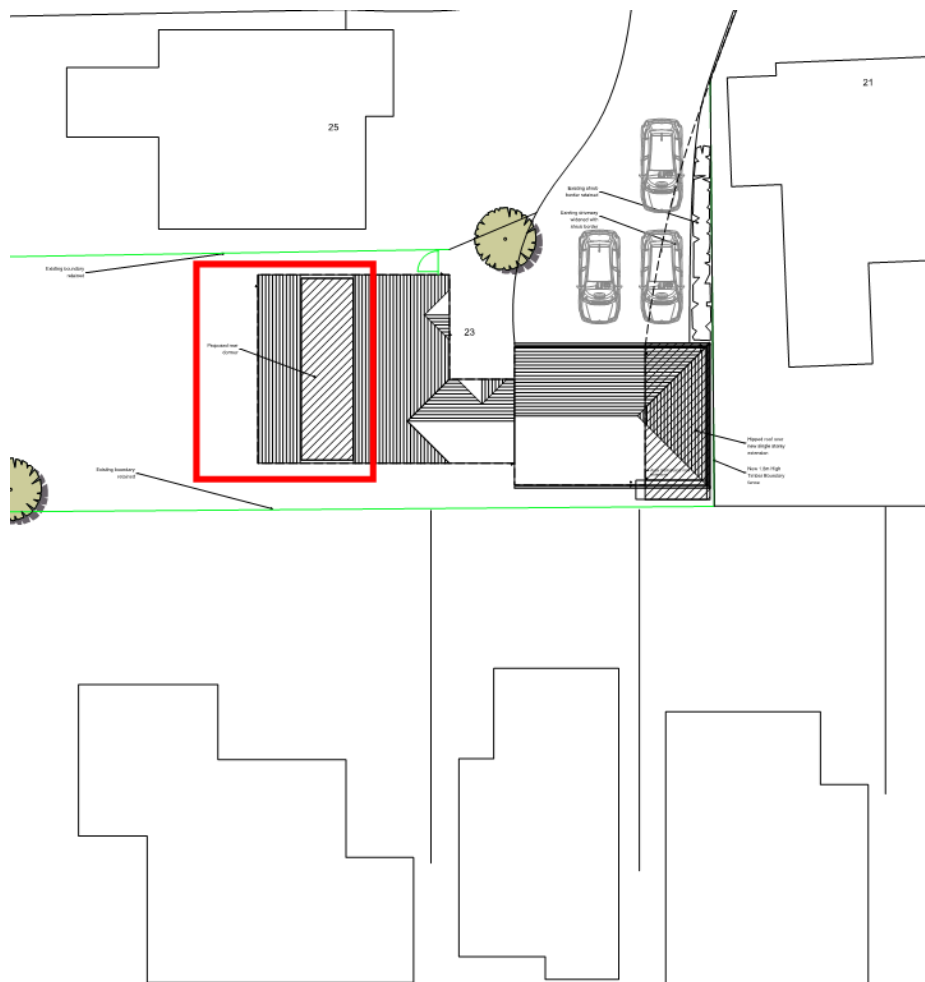
The dormer extension would have a length of 8.1m, a depth of 2.2m and a height of 1.5m, providing an additional 13.4m³ of roof-space. The dormer would be set back from the main rear elevation of the dwellinghouse (along the horizontal line) by 1.9m, be set in from both roof edges by 0.4m and be dropped down from the existing ridge by 0.1m.

The dormer extension's proposed set back from the rear elevation would exceed the SPDs guidance of 1m. Whilst the set in from the roof edges would fall short of the SPDs guidance by 0.1m, this shortfall is considered to be minimal and the extension would not have an overbearing effect on the street scene due to a change of orientation between the application site and 8 Nightingale Close and a staggered nature between the application site and 25 Granborne Chase. Additionally, there would be a distance of 2m between the side elevation of the dormer extension and the gable elevation of No.25 and 13m between the side elevation of the dormer extension and rear elevation of No.8.

Considering the impact on 25 Granborne Chase, whilst 3 windows are to be installed within the rear elevation of the dormer extension which would create a greater vantage point to views, given the orientation of the windows within the rear elevation, the windows do not raise any overlooking concerns. Additionally, as No.25 is set back from the rear elevation by 4.4m, the neighbouring dwelling would slightly obscure views.

Considering the impact on the properties to the rear 33, 35 and 37 Swinderby Drive, there would be an interface distance of 32.5m to the primary rear elevation of No.33, 24.1m to the primary rear elevation of No.35 and 24.6m to the primary rear elevation of No.37. Therefore, the interface distances exceed the required 22m within the New Residential Development SPD. Additionally, as the dwellinghouses to the rear are situated in a staggered layout, it is considered that the extension would not negatively

Considering the impact on 4 and 6 Nightingale Close and 21 Granborne Chase, the dormer extension would be located away from these neighbouring dwellinghouse, as the proposed dormer would be situated on the rear roof-plane of the main dwellinghouse, rather than the garage part of the dwellinghouse. Appendix A below shows the location of the proposed rear dormer extension. Therefore, the dormer extension would not overlook either No.4, No.6 or No.21 and would not negatively impact the amenity of the dwellinghouses stated.



In summary, the rear dormer extension is considered to be acceptable in terms of any impacts on the residential and visual amenity of the host property and the surrounding

area and complies with Policy H8 and guidance provided by the Householder Development SPD and New Residential Development SPD.

Other alterations

The new access door to be installed within the rear elevation of the existing garage does not raise any overlooking concerns, as it would not create any additional views not already available from the existing private pathway to the rear of the garage.

Highways

The dwellinghouse would remain as a five-bedroom property.

The Householder Development SPD advises that sufficient car parking should be retained or provided, when erecting a single storey side extension. The SPD outlines that the parking provision for a 4+ bedroom property should provide 3 spaces within the curtilage, and that car spaces provided on front driveways should have dimensions of 5.0m x 3.0m. The SPD also advises that garages will normally count as contributing to the car parking provision where their internal dimensions are sufficient to allow them to be satisfactorily used as such. Minimum internal dimensions of 5.5m x 2.75m.

At present, the application site currently benefits from a driveway to the front with a length of 15.7m and widths of 7.7m (at its largest point) and 4.9m (at its shortest point). As shown by Appendix B, the existing driveway can comfortably accommodate three vehicles within the curtilage, with the potential to accommodate a further one vehicle.

Additionally, the existing garage is to be extended to allow for a new internal dimension of a maximum of 5.8m in length and a width of 4.8m, which would comply with the SPD's guidance to count the garage as an additional parking space.

The highways officer raises no objections to the proposed parking provision.

Therefore, as a minimum of 3 parking spaces would be retained on-site and the garage would further provide an additional parking space, this would meet the parking requirements of the SPD for a 4+ bedroom dwellinghouse and would not have a negative impact on highway safety.

Other Matters – Objections

Three objections were received as a result of the publicity given to the application. The points raised within the objections have been addressed within this report

Conclusion

The proposal would be acceptable in terms of any impacts on the residential and visual amenity, and highway safety. The proposal also complies with the Knowsley Local Plan: Core Strategy, Replacement UDP Policies and guidance provided in the NPPF, and is therefore recommended for approval, subject to conditions.

Recommendation

That planning permission be granted subject to the following conditions:

- 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 single storey side 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 materials to be used on the external surfaces of the rear dormer extension hereby permitted shall be cladding / tiles to match the colour of the existing roof tiles.

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
06.02.2026	L001		LOCATION PLAN
10.02.2026	L004	REV B	PROPOSED FLOOR PLANS
10.02.2026	L005	REV B	PROPOSED ELEVATIONS
10.02.2026	L006	REV A	PROPOSED SITE PLAN

Signed Case Officer¹: **Louise Robinson**

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

**Signed Authorising
Officer²:**

Jo Sheridan

Date:

27/04/2026

Informatives

N/A

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



Appendix B – Image showing the existing parking layout at the property

Site Photographs



