

<u>APPLICATION NO:</u>	23/02079/F UL	<u>CASE OFFICE R:</u>	Reec e Black
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<u>WARD:</u>	Cherryfield	<u>PARISH:</u>	
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LOCATION: Abrigo, 840 Moor Lane, Field Lane Estate

PROPOSAL: ERECTION OF SINGLE STOREY WRAPAROUND EXTENSION TO SIDE AND REAR OF DWELLING, FRONT PORCH, PIKED ADDITIONS TO ROOF OVER BAYS AT FRONT OF DWELLING, REVISED VEHICULAR ACCESS AND ERECTION OF NEW BOUNDARY WALL AND VEHICULAR ACCESS GATES (MAXIMUM HEIGHT OF 2M) TO THE SITE FRONTAGE AND ANCILLARY EXTERNAL WORKS

Site Description

The application site is located at 840 Moor Lane, Field Lane Estate, and is located in an area allocated as a Primarily Residential Area in the Development Plan. The application property is a detached dwellinghouse and is pebble dash rendered on its front elevation and is brick facing on its side and rear elevations. Along with white UPVC openings and flat, interlocking roof tiles.

The property benefits from an adjoined garage / cold store to the side of the dwelling, which protrudes beyond the existing rear elevation of the dwelling by approximately 1.9m. The front garden area consists of a driveway and a grassed area. The site previously featured two small trees; these were removed prior to the application being submitted.

The front garden is enclosed by a low brick boundary wall, together with brick pillar and a wooden fence.

There is an approximate distance of 15.5m from the front elevation of the dwelling to the highway of Moor Lane. The property is North-East facing. The property fronts Moor Lane, the adjacent highway of Valley Road (A 506) and the open fields further to the North of the site. There are residential dwellings to the

East, West and South of the site.

Proposal

The application seeks permission for the erection of a single storey side and rear extension, a single storey front porch extension, the erection of two projecting pitched roofs above existing first-floor bay window, together with revised vehicular access, the erection of new front boundary wall and vehicular access gates (maximum height of 2m.) and associated ancillary external works.

The proposed single storey side and rear extension would be in a 'wrap-around' form. The existing side extension of the dwelling would be partially retained. The proposed side wall that would be constructed behind the existing and retained section would project out by 2.15m, would have a depth of 7.21m (this would include the side elevation of the side extension and the projection of the rear extension); it would then a width of 12.26m and have a depth of 4m on the opposite side elevation.

The retained garage and side extension would keep the existing mono-pitched roof and front

parapet. The proposed section of the 'wrap-around' extension, would be served by a flat roof that would measure at a height of 3m.

The rear extension roof would feature 2 small glass lanterns at a height of 3.22m. The proposed rear elevation would feature 2 sets of bi-fold doors.

The proposed front porch extension would project out by 1.53m and would have a width of 2.5m. This would be served by a dual-pitched roof, which would measure at a height of 2.57m at the eaves and 3.39m at the highest point.

The proposal also includes the erection of two projecting pitched roofs above the existing first-floor bay windows. These would feature a projection of 2.10m in the ridgeline from the original roof of the dwellinghouse.

The proposed changes to vehicular access would involve the majority of the front garden area being converted to paved hardstanding, with the access point in the centre of the frontage, in oppose to where the existing driveway is now. The changes would see two grass verges adjacent the driveway and the rest of the front garden area would be paved

hardstanding.

The proposed development would also see the erection of a new front boundary brick wall and vehicular access gates. This would be erected to a height of 1.8m for the walls and the pillars would be built to a height of 2m. Central to the proposed front boundary treatment, would be the vehicular access gates, which would be an electric gate, erected to a height of 1.8m. The vehicular access gates would have a width of 4.4m.

Other ancillary works include the replacement of the middle window on the front elevation first-floor and the erection of a low height (0.3m) brick wall within the front garden area that separates the driveway and grassed verges.

Consultations

Highway Authority – No objections received.

Representations

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

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.

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 a site allocated for housing development in the adopted Unitary Development Plan. As such, a domestic extension, alterations and boundary treatment to the existing residential 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 Policies H5 and 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.

**KNOWSLEY LOCAL PLAN: CORE
STRATEGY
SAVED POLICIES - KNOWSLEY
REPLACEMENT UNITARY DEVELOPMENT
PLAN (ADOPTED JUNE 2006)**

CS2 - Development Principles

CS19 - Design Quality and Accessibility in
New Development

H5 - Development within Primarily
Residential Areas

H8 - Extensions and Alterations to Residential Properties

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 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

The Householder Development SPD states that single storey side extensions should be designed so that they preserve the street scene, protect light and privacy of neighbours and ensure that they provide sufficient parking spaces.

The Householder Development SPD 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.

Design

The existing dwelling is rendered facing on the

front elevation and brick facing on the side and rear elevations with white UPVC openings and tiled roofing. The submitted Proposed Elevations state that both the original dwellinghouse and the proposed development would be white rendered facing on all the elevations and dark UPVC openings would replace all the existing windows throughout. The dwellinghouse and proposed development would feature mutual materials, which are in keeping with one another and subsequently, foster a cohesive appearance. The proposal would also be served by tiled roofing.

The proposed development of the side and rear 'wrap-around' extension would be served by a flat roof. Although, the Householder Development SPD states that, flat roofed extensions will normally not be appropriate and, for single storey side extensions, these should usually be served by a pitched roof. It does also stipulate that; flat roofs can occasionally be justified in design terms. Given that the existing side extension / cold storage will be partially retained and that this would be the front section, which features a parapet wall and a mono-pitched roof behind that, the flat roof of the proposed side extension would not be readily visible to the street scene or from the highway of Moor Lane. Therefore, it is not

considered that this departure would result in any significant harm to the character of the property or the street scene.

The proposed side and rear extension would be considered to be in accord with the design guidance of the Householder Development SPD and Saved Policy H8 as the proposed rear extension would not exceed the 4m parameter outlined in the Householder Development SPD and the side extension would be constructed with matching materials and would feature an appropriate roof design.

The proposed front porch extension would be considered acceptable. The Householder Development SPD states that front extensions and porches can be particularly prominent in the street scene and therefore they should be designed to consider this and to take account for the front building line. It also states that small porches and canopies constructed with satisfactory materials would normally be permitted. The proposed front porch extension is deemed to comply with the policy guidance and display a sensitive and considerate projection that would feature materials that are in keeping with the context of the dwelling and would not be deemed to significantly harm the character of the property or street scene.

Approximately 14.09m of interface distance would remain between the proposed porch extension and the public highway. Therefore, it would be considered acceptable.

The proposed pair of projecting pitched roofs to serve the first-floor front bay windows would be considered an acceptable addition to the dwelling. These would be considered to be a sensitive contrast and subordinate addition to the original dwelling, albeit, without significantly detracting from the character of the street scene. These additions to the roof would not appear overbearing or unduly dominant, which is important, considering the prominence of the location, given it serves a first-floor front elevation and is readily visible from the highway.

The Householder Development states that when considering extensions, the original and nearby dwellings should guide and influence the design. Projecting gables and pitched roofs are a common design feature in the street scene and echo where they would be located. This design feature significantly replicates the small projecting pitched roofs that serve the bay windows at Breeze Villa (a dwelling sited to the East of the application site), but it also is in-keeping architecturally

with other dwellings on the street scene. These are considered acceptable additions and are sympathetic to the property and the street scene.

The Householder Development SPD states that the style and materials of all gates, walls and fences should match or be in harmony with the existing style of the boundary treatment in the surrounding area, or when this is more appropriate the dwelling itself.

The proposed front wall would be considered acceptable. It is considered that the scale, height, and materials would be in keeping with other boundary treatment in the surrounding area. The character of the existing area is a diverse mixture of front boundary treatment, with little uniformity or consistency. There are other properties which feature solid brick walls, at an elevation of approximately 2m. The proposed boundary treatment would be rendered facing, which would be cohesive with the existing street scene. The existing street scene are not founded on 'open plan' principles, and it is not considered that the proposed development would result in any significant harm to the character of the street scene.

The Householder Development SPD also

states that highway visibility should be preserved and solid walls or fences above 0.6m adjacent to vehicular access should be avoided. The highway that the property fronts, Moor Lane, is a side road, adjacent the A 506. Given the character of the area and other boundary treatment, it would be acceptable to relax this guidance given the context and the highway of Moor Lane. It would not be considered that relaxing this policy advice, would not result in any adverse harm to highway safety. This view is supported by the Local Highway Authority who have been consulted on the proposal and not raised any objections.

The proposed boundary wall would be acceptable and is considered to feature an appropriate design that integrates well with the established character of the area and other boundary treatments and will respond cohesively to the rendered facing of the property.

Overall, the proposed development would feature an acceptable design and would be in accord with Saved Policy H8 and the Householder Development SPD.

Residential Amenity

Rydal 838 Moor Lane

838 Moor Lane is the adjacent property, located to the West/South-West of the application site. The original front and rear elevations of the property sit parallel to that of the application site. The property benefits from a single storey rear extension and a single storey side extension and garage. The front boundary treatment at the property is a brick-built wall at approximately 1.8m and 2m at the pillars and fence in the middle.

The proposed development would not be considered to cause any significant harm to the amenities of the occupants of no.838. The proposed rear extension is within the parameters of the SPD in terms of projection permitted and would sit roughly in-line with the rear extension at no.838; the proposed side extension would not be readily visible as it would be erected to the East facing gable wall of the application site.

The rest of the proposal would not be considered to cause any harm to amenities.

Overall, the proposed development would be in accord with the Householder Development

SPD and would not be considered to cause any adverse impact to the amenities and privacy of the occupants of no.838.

Burneside 842 Moor Lane

842 Moor Lane is the adjacent property located to the East / North-East of the application site. The original building lines of the two properties sit in-line with one another, albeit that the rear elevation projects 1.5m further past that of the application site. The property benefits from a single storey rear extension, two single storey side extensions, erected off each gable wall, and 4 dormer window projections, 2 on each side of the dual-pitched roof. The front boundary treatment at the property is a brick-built wall at approximately 1m, with black railings in between the brick pillars, with a gate at the end of the frontage of the cartilage.

The proposed development would not be considered to cause any significant harm to the amenities of the occupants of 842. The proposed development is not considered to cause any significant harm to the amenities of the property. The proposed rear extension would be within the parameters of the Householder Development SPD and would not

surpass the rear elevation of the extension of no.842. The proposed side extension would not project beyond the existing rear elevation of the application property and the proposed side extension section, would replace part of the existing side extension. It would not be considered a materially significant change from the existing to the proposed and would not likely result in any severe impacts to the amenities.

The rest of the proposal would not be considered to cause any harm to amenities.

Overall, the proposed development would be in accord with the Householder Development SPD and would not be considered to cause any adverse impact to the amenities and privacy of the occupants of no.842.

Highways

The proposed development would not result in any increase in bedrooms at the property and therefore no additional or replacement parking would be required. The proposed Parking and Front Wall Plan show that the capacity available for parking within the curtilage of the dwelling would increase.

The proposed development would not be considered to result in any significant harm to highway safety or motorists. The Local Highway Authority were also consulted for comment on the application and did not object to the proposal, which supports the view of the Local Planning Authority.

The proposed development would be considered acceptable and would not cause any adverse impact on highway safety.

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.

- 4) No part of the development shall be brought into use until a new vehicular

footway crossing has been constructed, and the defunct crossing has been removed, to the satisfaction of the Council as Local Highway Authority.

Reason: To ensure the provision of safe and adequate means of access to the development in the interests of highway safety and amenity and to comply with Policy CS19 of the Core Strategy, adopted January 2016

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
04/09/2023	2.4	REV A	PROPOSED ELEVATIONS
04/09/2023	2.2	REV A	PROPOSED FLOOR PLANS
04/09/2023	2.10	REV A	PARKING AND FRONT WALL PROPOSED
04/09/2023	2.7	REV A	SITE PLANS

Signed
Case
Officer¹:

Reece Black

Signed
Authorising
Officer²:

K Foster

Date:

13 November 2023

Informatives

Informatives

It is an offence to carry out any works within the public highway without the permission of the Highway Authority. This permission requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980, the Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Prior

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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to the commencement of any works, the applicant is advised to contact the Council's Maintenance Contractor Tarmac on 0800 023 2334 or Knowsley.highways@tarmac.com

It is important that you carefully consider how your driveway will drain away rainwater. This will depend on the surfacing material, gradient and direction of fall. Water from your driveway must not discharge onto the highway. Where your driveway slopes towards the road, you should ensure that a crossfall is applied to shed water to the border or lawn or the driveway is constructed in an acceptable permeable material. It is an offence under Section 163 of the Highways Act 1990 to allow surface water from your premises to flow onto the footway.