

Regeneration and Economic Development Department

APPLICATION NO: 21/00297/FUL

APPLICANT: Alex Davies

WARD AFFECTED: Whitefield

DEVELOPMENT: ERECTION OF A FRONT AND SIDE SINGLE STOREY EXTENSION AND A FIRST FLOOR SIDE EXTENSION INCLUDING THE CONVERSION OF GARAGE TO FORM HABITABLE ROOM TOGETHER WITH THE ERECTION OF A SINGLE STOREY SIDE AND REAR EXTENSION AND THE ERECTION OF A REAR DORMER EXTENSION

LOCATION OF SITE: 33 Rowan Drive, Kirkby Park, Kirkby, Knowsley, L32 0SF,

KNOWSLEY LOCAL PLAN ALLOCATION –

Primary Residential Development - Primary Residential Development

Water Restricted Surface Area - North Area - Kirkby

RELEVANT POLICIES

Knowsley Local Plan Core Strategy (2016):

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

Knowsley Replacement Unitary Development Plan (2006):

H5 - Development within Primarily Residential Areas

H8 - Extensions and Alterations to Residential Properties

TECHNICAL CONSULTATIONS:

Network Rail – No objections.

NEIGHBOUR NOTIFICATION:

This application has been publicised by letters sent to 4 neighbours. No representations have been received.

ARTICLE 35

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.

ISSUES AND ASSESSMENT:

PROPOSAL

The application is for the erection of a single storey front and side extension and a first floor side extension including the conversion of a garage to form a habitable room, together with the erection of a single storey side and rear extension and rear dormer extension to the semi-detached property at 33 Rowan Drive in Kirkby. The proposal would provide an extended kitchen/dining area, utility room and fifth bedroom. Plans as originally submitted have been amended to reduce the scale of the proposed dormer and to alter the design of the proposed first floor side extension.

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The proposed single storey front/side extension would project approximately 1.1m in front of the principal elevation to adjoin an existing front porch and would measure 2.4m in width to wrap-around with the proposed first floor side extension. The front/side extension would have a lean-to roof with a maximum height of 3.4m. The first floor side extension would sit atop an existing single storey side extension and would be set back 0.6m from the principal elevation. The development would initially extend approximately 2.4m at the side and would increase in width to a maximum of 3.1m as it extends along the side elevation and towards the rear of the property. The side extension would have a pitched roof which would measure 5.3m in height to the eaves and 7.6m to the ridge. The proposed single storey side/rear extension would project 3.0m from the rear elevation of the property and would measure 8.6m in width. The development would have a lean-to roof which would measure 2.6m in height to the eaves, with a maximum height of 3.5m.

The proposed rear dormer extension would have a flat roof and would measure 2.2m height x 5.0m width x 3.3m length. The application identifies that the proposed dormer and alterations to the roof would be permitted development under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The Order sets out classes of development for which a grant of planning permission is automatically given, provided that no restrictive condition is attached or that the development is exempt from the permitted development rights. It can be confirmed that 33 Rowan Drive currently benefits from permitted development rights.

RELEVANT PLANNING HISTORY

None.

POLICY CONSIDERATIONS

The site is identified as land for primarily residential development and a domestic extension would therefore be acceptable in principle, subject to compliance with local planning policy and guidance. The application complies with policies CS2 and CS19 of the Local Plan Core Strategy (2016) and saved policies H5 and H8 of the UDP (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.

DESIGN

The proposed single storey front/side extension would not extend beyond the existing porch extension and would not be prominent in the street. The proposed first floor side extension would be set back from the principal elevation of the property which would avoid creating a terracing effect with the adjacent neighbouring property. The roof of the proposed extension has also been amended from a hipped roof to a pitched roof to appear more in keeping with the proposed hip-to-gable extension to the main roof. The roof of the side extension would also sit below the ridge of the main roof to ensure that it appears subservient to the existing property.

In terms of the proposed rear dormer extension, this does not fully accord with the Householder Development SPD as it would only be set in 0.2m from the edges of the main roof and 0.2m from the main rear elevation of the property, rather than the 0.5m and 1.0m set back specified in the SPD. However, the dormer would not be visible from public areas and the applicant could undertake this form of the extension, including the hip-to-gable roof alteration, using their permitted development rights and this represents a fall back position which is a material consideration in determining this application. Therefore, on balance, the design of the dormer and hip-to-gable alteration is considered acceptable.

The proposed development would also be faced in materials to match the existing property and would be in keeping with the scale and appearance of the property. It would not significantly affect the character of the street scene and overall, it is acceptable with regards to design.

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RESIDENTIAL AMENITY

The proposed first floor side extension would extend along the shared boundary with 35 Rowan Drive and next to the neighbour's single storey front/side extension. There are no habitable windows on the gable wall of No. 35 and given the presence of the neighbour's extension, the proposal would not appear unduly overbearing in relation to residents. The proposed single storey rear extension would project 3.0m at the rear and would comply with the Householder Development SPD which generally supports single storey rear extensions of up to 4m. As a result, the development would not significantly affect the visual amenity of the adjacent neighbouring properties.

The New Residential Development SPD identifies interface distances that would normally be considered appropriate to protect residential amenity. It states that there should be a distance of 22m between existing and proposed principal elevations and where proposed properties are higher than two stories, an additional 3m per floor should be added. As the rear dormer would add another floor, there should be a minimum distance of 25m between the dormer and neighbouring properties to the rear. In this instance, neighbouring properties to the rear of the application site do not face directly towards No. 33 and are located over 50m away from the property. Therefore, the required interface distance of 25m is met and the dormer extension is not considered to unduly affect the amenity of surrounding neighbouring residents. It is considered that there are no other properties that would be affected by the proposal given their sufficient distance from development.

HIGHWAYS

The proposal would increase the number of bedrooms at the property from three to five and the Householder Development SPD states that 4+ bed properties should accommodate a maximum of three in-curtilage car parking spaces.

The existing level of parking at the property is one space and therefore, the proposal would accommodate an additional parking space to the front of the property taking the total level of parking to two spaces. As the Council's parking standards are maximum standards, the proposed level of parking is acceptable.

OTHER ISSUES

None.

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.

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.

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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 development hereby permitted shall not be brought into use until the areas for the parking of vehicles shown on plan, '03 B' received 6 July 2021, have been provided, constructed and surfaced in accordance with the plans hereby approved. The additional car parking area 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. These areas shall be retained at all times thereafter.

Reason: To ensure that adequate on site vehicle parking/manoeuvring facilities are provided in the interests of highway safety and amenity, and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
06/07/2021	03	B	LOCATION PLAN AND EXISTING / PROPOSED SITE PLANS
06/07/2021	02	E	PROPOSED PLANS AND ELEVATIONS

Informatives

Chloe Roberts

23 July 2021

Alan Kilroe
26 July 2021

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PS/DC/OP04/05	003	23/9/02