

<u>APPLICATION NO:</u>	23/02835/FUL	<u>CASE OFFICER:</u>	Maxine Wishart
<u>WARD:</u>	Roby	<u>PARISH:</u>	
<u>LOCATION:</u>	9 Earle Avenue, Roby, Knowsley		
<u>PROPOSAL:</u>	ERECTION OF SINGLE STOREY REAR EXTENSION AND CONVERSION OF GARAGE		

KNOWSLEY LOCAL PLAN ALLOCATION –

Primarily Residential Area

Site Description

The application relates to a semi-detached dwelling located at the end of a turning head on Earle Avenue. Earle Avenue is located on a relatively new housing development off Roby Road, built circa 2011.

The property is accessed via a private driveway off Earle Avenue. A railway line runs to the back of the site boundary and the site shares its western boundary with the side boundary of a residential dwelling No, 150 Roby Road.

The dwelling faces the side of the neighbouring property No. 7 Earle Drive to the south.

The host property benefits from a private garden to the rear, a detached garage with driveway off the private access and land to the western side of the site which grassed.

Proposal

The application proposes the erection of a single storey extension to the rear which would link into the existing detached garage and it is proposed to convert the garage into living accommodation (Hobby Room).

Consultations

Network Rail - No objections in principle, request their advice to be given to applicant / developer to protect the railway and its boundary.

Representations

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

Planning History

APP. NO: 09/00633/FUL

PROPOSAL: ERECTION OF 57 NO. DWELLINGS TOGETHER WITH ALTERATION TO EXISTING SITE ACCESS AND ASSOCIATED WORKS

DECISION: Granted

DECISION DATE: 16 August 2010

APP. NO: 09/00633/NMA

PROPOSAL: APPLICATION FOR A NON-MATERIAL AMENDMENT FOLLOWING GRANT OF PLANNING PERMISSION 09/00633/FUL FOR ERECTION OF 57 NO. DWELLINGS TOGETHER WITH ALTERATION TO EXISTING SITE ACCESS AND ASSOCIATED WORKS (APPROVAL SOUGHT FOR AMENDMENT OF WINDOW AND DOOR STYLES TO PLOTS 6-15 INC.)

DECISION: Granted

DECISION DATE: 31 March 2011

APP. NO: 11/00441/ADV

PROPOSAL: DISPLAY OF 2NO. FREE-STANDING SIGNS, 10NO. FLAG POLES, 4NO. DIRECTIONAL SIGN BOARDS.

DECISION: Granted

DECISION DATE: 21 December 2011

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.

NATIONAL PLANNING POLICY FRAMEWORK

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS7 - Transport Networks

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

SUPPLEMENTARY PLANNING DOCUMENTS

Ensuring a Choice of Travel SPD (2010)

Householder Development SPD (2016)

Article 35 Statement

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.

Assessment

Layout and Design

Amenity Space

The property has an enclosed private garden to the rear along with land to the side.

The extension would leave adequate room about the dwelling to avoid a cramped appearance within the plot and to maintain adequate private amenity space.

Parking Provision

The existing dwelling comprises a 4 bedroom house and the proposed development would not result in the addition of further bedrooms. However, the proposal would involve the conversion of the existing garage into living accommodation. The loss of the garage and the parking provision is discussed in more detail in the highways section below.

Waste Storage (Bins)

The proposal would involve a link between the existing detached garage and the proposed extension. Currently there is a garden gate between the garage and the dwelling allowing access to the rear of the property which would allow access for the storage of bins. The development would result in loss of access to the rear garden other than through the dwelling. Extensions which remove access to the rear of a dwelling will normally only be acceptable if a secure bin store or alternative arrangements can be provided to the front of the dwelling, which would not have a detrimental impact on the street scene. There is adequate room to the side of the dwelling to store bins out of sight without detriment to the streetscene. It is not considered in this instance that a bin store would be required.

Design

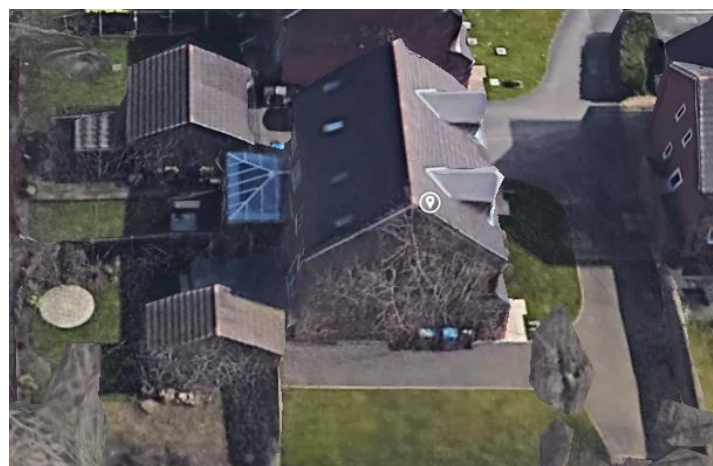
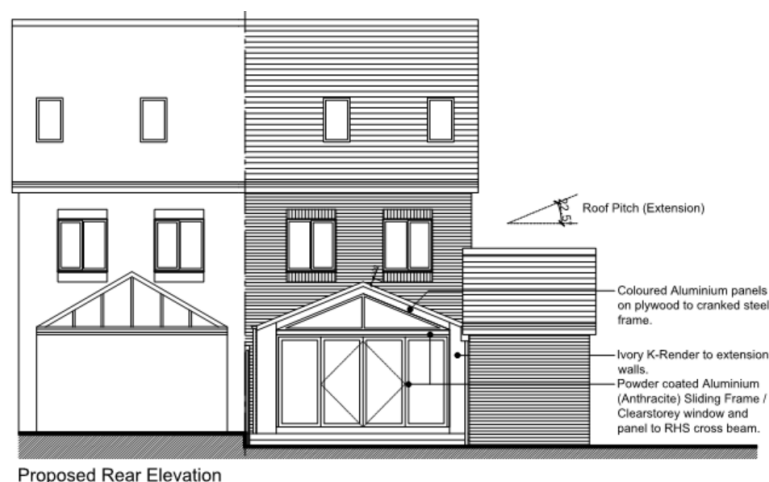
The existing property is brick built with a tiled duo-pitched roof with white uPVC windows and a white garage door.

The proposed extension would have dimensions of 3.30 m deep by 4.48 m wide. It would have a tiled duo-pitched roof attaining a maximum height of 3.47 m. There would be an apex window and coloured aluminium panels with powder coated grey

(Anthracite) sliding frame windows to the rear elevation. It is proposed to finish the extension in ivory K-Rend to the walls. A link would be created from the extension to the existing garage with an internal door opening into the new hobby room.

The ridge line of the host dwelling runs the width of the dwelling resulting in a side gable. The proposed extension would have a duo-pitched roof incorporating 2 no. rooflights within each of the roof planes. It would have the ridge line that would run the depth of the extension. The Council's Householder SPD states that when considering the roof of an extension, the main building and similar nearby dwellings (if any) should be a guide. The design of the roof and the slope of the roof should echo that of the original dwelling, where appropriate.

Whilst the materials proposed and the roof style of the proposed extension would clearly not echo that of the host dwelling, the extension would not be visible from the street and although there may be glimpses of the extension from trains passing along the railway line, the extension would be seen in the context of the neighbouring conservatory which has is white uPVC and has a hipped glazed roof.



In terms of the garage conversion this would see a new door opening within the eastern elevation facing onto the garden and the common boundary with No. 11. A new window would be inserted in the opposite side elevation facing onto land at the side of the dwelling facing the common boundary with No. 150 Roby Road. The existing garage door would be replaced with a new white uPVC window surrounded

by larch timber cladding.

The front of the garage building is set approximately 10.25 m from the front of the host dwelling which is at the end of the run of houses on Earle Avenue. The front finishing would not be highly visible from the street.

The proposed development would not appear visible from the street and the extension is considered to be of an acceptable scale and design due to its location at the rear of the dwelling.

Residential Amenity

Saved Policies H5 and H8 of the UDP amongst other matters, seek to ensure that new development does not unacceptably impact on the amenity of neighbouring occupiers of adjacent dwellings. Policies CS2 and CS19 of the Local Plan seek to ensure that development promotes good quality design, respects its setting and avoids unacceptable impacts on existing residents. Further advice is set out in the Householder Development SPD.

No. 11 Earle Avenue

No. 11 Earle Avenue is the attached property. That property has a conservatory located along the common boundary with the application site. The neighbour's conservatory is approximately 2.95 in depth, it has no openings in the side elevation facing the site and there is an existing fence along the boundary. The proposed extension would



The Householder SPD states that a single storey rear extension located on or immediately adjacent to the party boundary with a neighbouring dwelling will normally be acceptable if it does not project more than 4m from the rear elevation of the existing dwelling. The proposed extension would project 3.3 m from the rear elevation. The proposed extension would be within acceptable limitations.

150 Roby Road

No. 150 Roby Road is located to the western side of the application site. That property sits in a large plot with a rear garden depth in excess of 65 m. The host

dwelling is located towards the northern end of the neighbour's garden.

Given the juxtaposition of this property and the rear extension there would be no detrimental impacts resulting from the extension. Turning to the insertion of a window in the side elevation of the garage conversion, whilst this would face onto the common boundary to the western side, the side elevation is sited approx. 8.75 m from the boundary, although the host dwelling is at a higher level to the neighbour's garden, there are trees and planting along the boundary and No. 150 is a significant distance away. It is not considered therefore that the window would result in overlooking or loss of privacy.

No other properties would be affected by the proposed development.

Highways Considerations

The Householder SPD notes that circumstances vary, depending on the existing level of parking provision and the particular environmental and highway conditions in the locality. In most cases the existing level of provision for car parking should be retained within the curtilage of a dwelling. Where the extension would result in the need for additional or replacement parking, the number of spaces should be in line with the Council's parking standards. Fewer spaces than set out in the parking standards will only be acceptable if the highway and environmental conditions in the locality allow, for example in areas with wider access roads and plots. Proposals that would result in an adverse impact on street parking conditions to the detriment of highway safety or the amenity of local residents would not be acceptable.

Planning permission for the estate layout is controlled by a number of conditions, one of which relates to the removal of permitted development rights for which restricts conversion of integral garages into living accommodation (either in whole or part)...this is so that they are retained for parking provision (09/00633/FUL (Condition 24)). However, the garage associated with the host dwelling is detached and is not restricted this condition.

The dwelling is a four bedroomed property which is generally expected to have 3 no. parking spaces within the curtilage. A driveway of approx. 13.8 m long would be retained to the front of the converted garage. In addition, the dwelling fronts a turning facility at the head of the private driveway. Whilst not a dedicated parking space, the application currently uses this area for parking.



The internal dimensions of the garage measures 5.2 m by 2.5 m. The Council's Householder Development SPD notes that dimensions of a garage 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 dimensions of 5.5 m x 2.75 m are required. The existing garage, based on the dimensions noted, cannot therefore be considered as a usable parking space. The development would neither result in the loss of an existing usable parking space or necessitate the provision of additional parking as a result of the development.

The proposed development would not result in an increased adverse impact on street parking conditions to the detriment of highway safety or the amenity of local residents and is acceptable.

Other Issues

Operational Railway Considerations

The application site backs onto railway land. Network Rail has provided comments. issuing advice on planning applications and requests that conditions to protect the railway and its boundary are put in place by the developer. These comments would be forwarded to the applicant by way of an informative if planning permission is granted.

Conclusion

The proposal would be acceptable in terms of design, impact on residential amenity and Highways. The proposal also complies with the relevant Core Strategy and Replacement UDP policies together with guidance 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.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
12/02/2023	0000-RA-XX-XX-DR-A-0210	P02	EXISTING AND PROPOSED PLANS
13/12/2023	0000-RA-XX-XX-DR-A-0200	-	PROPOSED SITE PLAN

Signed Case Officer¹: M Wishart

Signed Authorising Officer²: K Foster

Date: 12 February 2024

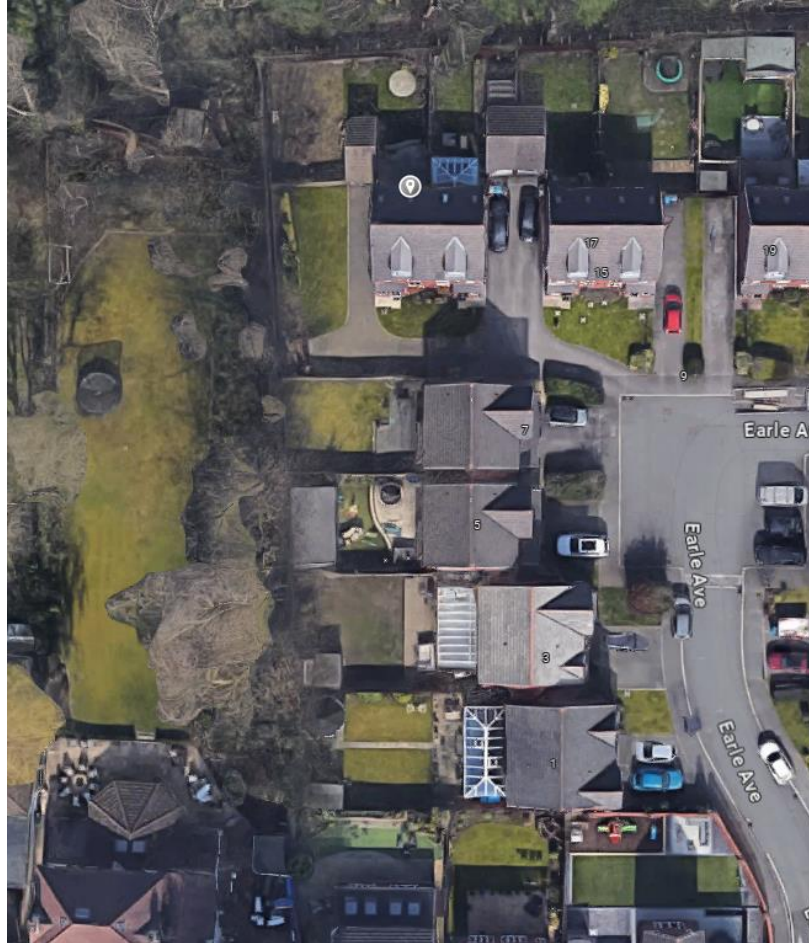
Informatives

- 1 NOTE FOR APPLICANT: The applicant's attention is drawn to the following comments:
- 2 The email of Network Rail dated 6 January 2024 as attached.

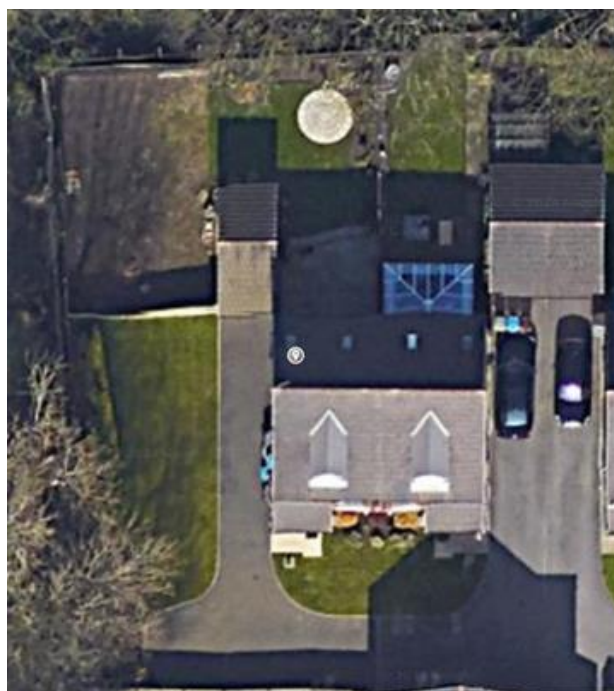
¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

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

Appendix 1 – Site Photographs



Google Map data @2024





Google Street View 2019 – Private Driveway off Earle Avenue

