

<u>APPLICATION NO:</u>	23/00670/FUL	<u>CASE OFFICER:</u>	John Fleming
<u>WARD:</u>	Swanside	<u>PARISH:</u>	
<u>LOCATION:</u>	54 Pilch Lane East, Roby, Knowsley, L36 4NP		
<u>PROPOSAL:</u>	ERECTION OF A TWO STOREY SIDE EXTENSION		

Site Description

The character of the street scene is comprised of semi-detached dwellings which are fronted by a tree lined street and interspersed grass verges.

The application property is semi-detached and accommodates a hip roof and incorporates wood effect UPVC openings. The application site is contained by a dwarf wall which provides parking for 2no. vehicles on the existing hardstanding. At the side of the property is a tall double door which provides access to an external storage area. The property has been previously extended in the form of a single storey side and rear extension which is not visible from the public highway.

The neighbouring property at no. 52 Pilch Lane East has been previously extended in the form of two storey side extension which has been built upon the common law boundary.

Proposal

The application proposals seek permission for the erection of a two storey side extension.

The extension would be built parallel to the existing wall at ground level where it would span 2m in width allowing for a narrow gap of .17m to the gable end of no. 52. The extension would then turn and span a depth of 6m connecting to the existing single storey side and rear extension.

The first floor is set back by 1m and would occupy the same width as the ground floor element but would span a depth of 5m. The proposals would include 2no. windows at the principal elevation and 1no. window at the rear elevation on the first floor.

The proposed extension would accommodate a hip roof measuring 4.7m at the eaves and attaining a maximum height of 6.5m.

The proposals would provide 2no. additional single bedrooms.

Consultations

Highways Authority – No objections raised subject to condition.

Representations

This application has been publicised by letters sent to 8 neighbours. One

representation has been received raising no objection to the proposed development.

Planning History

Ref: 16/00304/FUL: Erection of single storey side/rear wrap around extension. Granted 13th June 2016.

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.

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

H5 – Development within Primarily Residential Areas

H8 - Extensions and Alterations to Residential Properties

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 located within a Primarily Residential Area. As such, an alteration 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.

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

Design

The Householder Development SPD states that two storey side extensions should be designed to avoid having an overbearing effect or causing unacceptable loss of light or privacy for neighbours and should avoid the creation of a terracing affect.

The application proposals have sought to reduce the impact on the street scene by incorporating a 1m set back at first floor level to avoid the creation of a terracing affect in accordance with the SPD. This aspect therefore results in the omission of a bay window in favour of a standard window casement to achieve the necessary room size together with ensuring that a terracing affect does not occur. Whilst the inclusion of a bay window at first floor would have been preferred, given the neighbouring property at no. 52 which abuts the common law boundary the developments design is acceptable in this instance as it avoids the creation of a terracing affect together with the fact that similar arrangements regarding the omission of bay windows exist in neighbouring properties found locally.

Notwithstanding the above, due to the neighbouring two storey side extension at no. 52 this results in the roof of the proposed extension to sit below the eaves of the neighbouring property. As originally submitted, this resulted in a knock on affect to the window arrangement which appeared out of keeping with the host property due to the misalignment between the existing and proposed windows.

The Local Planning Authority has worked positively with the applicant and revised plans have been submitted which increase the roof height albeit marginally and whilst it would still sit below the eaves height of the adjacent property it now appears more sympathetic and now ensures that the windows at the principal elevation are in alignment with the existing window arrangement. The windows at the rear could not be aligned due to the roof of the existing single storey rear extension and the need for an egress window.

These amendments have helped reduce the impact of the proposed development to an acceptable degree. Indeed, it was noted that a similar arrangement exists opposite the application site due to the change of topography found within the street scene albeit with a greater degree of separation between these properties. However, the proposed arrangement would not appear to be out of keeping with the character of the street scene to a degree which would warrant refusal.

Overall, the proposals would include materials which would match that of the existing dwelling house in terms of the finish, roof tile and window casements and would not appear to be incongruous features on the application property nor would they look out of place within the context of the wider street scene. The development is acceptable in

terms of design.

Residential Amenity

No. 52 Pilch Lane East

No. 52 is the neighbouring property referred to above which has been extended along the common law boundary. The proposed development does not extend beyond the front or rear elevation of this property. Whilst the rear window of the first floor bedroom would be sited closer to the common law boundary at the rear it is set in from the existing rear elevation of the original dwelling house and its outlook would be influenced by the gable end of no.52 limiting views into private amenity space and sufficient outlook would be retained by the applicant in terms of outlook from the front window.

As such, it is not considered that adverse effects to residential amenity would occur as a result of the proposed extension in relation to this property.

No. 56 Pilch Lane East

No. 56 is the adjoining property and due to the location of the proposed development sited at the opposite end of the property it would not be adversely affected by the proposed development.

No other properties would be affected.

Highways

The application property currently benefits from parking provision to accommodate 2no. vehicles within the curtilage of the property. The Ensuring a Choice for Travel SPD states that 4+ bedrooms should provide 3no. in curtilage parking spaces.

A revised parking plan was submitted during the course of this application which removes the front boundary wall to provide 3no. vehicle spaces. The Highways Authority has confirmed that the parking provision is acceptable in terms of layout but a condition should be attached to the decision relating to details of drainage to prevent run-off onto the highway or a fully permeable surface to achieve the same affect should be submitted prior to commencement.

Accordingly, a condition is attached to this decision in accordance with the recommendation provided by the Highways Authority. Due to the inclusion of this condition, there would be no adverse effects to highways safety as a result of the proposed development.

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 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.

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) Notwithstanding the proposed car parking layout under drawing number 10 Rev A, no part of the development hereby permitted shall be brought into use until a scheme to provide access to the parking area in accordance with the Council's current standards, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the parking area identified has been hard surfaced, drained within the site and improved vehicular access has been provided in accordance with the details agreed. These areas shall be retained as such at all times thereafter.

Reason: In the interests of highway and pedestrian safety and to comply with Policy CS7 of the Core Strategy, adopted January 2016

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
03.05.2023	LOCPLAN		LOCATION PLAN
28.06.2023	1	REV E	EXISTING AND PROPOSED PLANS AND ELEVATIONS
11.07.2023	10	A	PARKING PLAN

Signed Case Officer¹: John Fleming

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:**

Alan Kilroe

Date:

17 July 2023

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.

INFORMATIVES

Highways

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. Prior to the commencement of any works, please contact Knowsley.highways@tarmac.com to discuss the matter further.

Appendix 1 – Site Photographs





Note: Properties located opposite application site with roof below eaves of neighbouring property