

<u>APPLICATION NO:</u>	22/00672/FUL	<u>CASE OFFICER:</u>	Reece Black
<u>WARD:</u>	Shevington	<u>PARISH:</u>	
<u>LOCATION:</u>	109 Saxon Way, Tower Hill, Kirkby		
<u>PROPOSAL:</u>	ERECTION OF SINGLE STOREY SIDE EXTENSION AND PART GARAGE CONVERSION TO HABITABLE ROOM, ALTERATIONS TO ROOF AND INSTALLATION OF WINDOWS TO EXISTING REAR EXTENSION		

Site Description

The application property is located at 109 Saxon Way, Tower Hill, Kirkby, and is situated in an area that is allocated as a Primarily Residential Area in the development plan. It is a semi-detached dwellinghouse, with red brick facing on its front, side and rear elevations, along with brown UPVC windows and doors and a brown, interlocking tiled roof. The property benefits from a garage on the east side of the front elevation, attached to this in a wraparound fashion from the west side elevation to the front elevation, is a porch. The rear of the property also benefits from an extension in the form of a conservatory.

There is a park situated to the rear of the site.

Proposal

The application seeks permission for the erection of a single-storey side extension, part conversion to a habitable room of the garage as well as alterations to the roof and installation of windows to rear extensions.

The single-storey side extension would have a width of 2.4m and a length of 2.52m. This extension will act as an infill to an area at the rear elevation of the property between where the conservatory and garage extension protrude out into the rear garden. It will sit flush alongside the rear elevation of the existing garage extension. The single-storey side extension would have a flat roof, at a height of 2.95m, which will sit level and connect with the other two protruding sections of the dwelling.

The part garage conversion proposes the removal of part of the back section of the existing garage space and converting this into habitable room(s). The proposed conversion will have a length of 4.79m from the rear elevation of the dwelling. Due to the boundary line between the applicant site and the neighbouring property to the west of the dwelling, the side elevation runs diagonally. The wall separating the garage and the proposed section for the conversion to habitable room(s) would measure at a width of 3.95m, whilst the proposed rear elevation of the amended garage to the rear elevation of the dwelling would measure at a width of 3.12m. This section would keep the existing flat roof that is used at present on the ground floor and would measure at a height of 2.95m.

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The alterations to the roof include the removal of the hipped roof on the conservatory extension and this would be replaced with a flat roof. At present the only flat roof on the ground floor is the garage extension, this is with the exception of the front elevation of the garage and porch front extension, which is served by a small, hipped roof. The proposal of the alterations to the roof would see the entirety of the ground floor being covered by a flat roof (other than the retention of the existing front elevation hipped roof.) The flat roof would serve the garage, the converted habitable room(s), the proposed single-storey side extension, and conservatory. The roof alterations would also see the installation of two skylights.

The installation of the windows to the rear would serve on the proposed single-storey side extension and would feature two patio doors.

Consultations

None Required.

Representations

This application has been publicised by letters sent to 4 neighbours. It has also been advertised by Site Notice. No representations have been received.

Planning History

- 74/07267/HIST – Erection of Garage – Granted 02.12.82

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.

- 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 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

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

Design

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 provide sufficient parking spaces.

The existing property is brick facing on its front, side and rear elevation and has brown UPVC doors and windows. The proposed development would also be brick built and would be keeping in with those materials found at the applicant site. It will also feature a flat roof for the majority of the ground storey.

The Householder Development SPD states that extensions should usually have a pitched roof for aesthetic reasons. Wherever possible the pitch of the new roof should match that of the original dwelling. The design would be deemed acceptable as there is an existing small hipped roof on the front elevation of the garage, which is readily visible at the front elevation of the dwelling and to the highway. This hipped roof screens the flat roof behind it, both the existing and the proposed. The proposed development proposes additional flat roofing, but only to protrusions at the rear of the dwelling and therefore it is considered it will be for private enjoyment and not readily visible from the highway.

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The single-storey side extension is an infill to a gap at the rear of the rear property, does not project any further than any existing projection at the rear and sits flush in line, both with the rear elevation and the roof of the applicant property. Furthermore, the scale of the proposed development is keeping in with the form and massing of the dwelling. Therefore, the proposed development meets the requirements of the Householder Development SPD in terms of design and would be considered having an acceptable design.

The proposed development for the part garage conversion is in keeping with the Saved Policy H8 and is acceptable in terms of design.

Amenity

The Householder Development SPD states that extensions should not cause overshadowing, loss of outlook or loss of privacy to neighbours. It also 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 single-storey side extension would have a width of 2.4m and a length of 2.52m and does not project any further beyond the existing rear elevation. Therefore, the proposed development would not cause any significant harm to amenities and complies with the requirements of the Householder Development SPD.

107 Saxon Way

No.107 is the attached property of the applicant site and the existing rear elevations of both properties sit in line with one another. The property benefits from a two-storey side extension, with a porch erected in front of this development, which also covers part of the original front elevation. In addition, there is a two-storey rear extension. The proposed single-storey side extension would be constructed as to not project any further into the rear of the applicant site than the existing conservatory, which would project out by 2.25m from the proposed developments rear elevation. As a result, the proposed development would be screened by the existing conservatory. Therefore, the proposals accord with the Householder Development SPD and would not have an unacceptable impact on the amenities of no.107.

111 Saxon Way

No.111 is situated adjacent on the other side of the applicant property. The front and rear elevations of the property do not sit in line with the applicant site, as they follow the gradual curve in the highway and therefore the front elevation of 111 fronts the highway to the north in contrast to the applicant site which fronts the highway from a northern-east view.

The property benefits from a side extension running alongside the west side elevation of 111. As well as a conservatory projecting from the rear elevation, that sits in line with the side extensions rear elevation.

The proposed single-storey side extension would infill the gap between the two projections at the rear elevation and have a width of 2.4m and a length of 2.52m and does not project any further beyond the rear elevation than the existing rear elevation of the garage. No.111's rear elevation extends beyond the rear elevation of the applicant sites garage extension by approximately 2m of the original rear elevation and by about 4m of their conservatory's rear elevation, and due to the staggered and set back building line of no 111, the proposed

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development would not be readily visible from no.111. The only windows on the proposed development are the patio doors which would be installed at the rear elevation of the dwelling. In addition, there is also a fence on the boundary line between no.111 and the applicant site. Therefore, the proposed development would not result in an unacceptable impact on the amenity of no.111 and complies with the Householder Development SPD.

Highways

The property currently has 2 off-road parking spaces. The proposed development would result in the remaining space of the garage having a width of 3.99m on the wall that separates the existing garage with the proposed, converted section of the garage into habitable room(s), and a width of 5.21m on the front elevation of the garage and property. This would have a length of 5.79m. The Householder Development SPD states 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, with the minimum internal dimensions being 5.5m x 2.75m. Therefore, the garage space which would be left as a result of the proposed development being constructed would subsequently, meet the requirements of the Householder Development SPD and therefore the proposed development would not result in adverse impacts to the public highway.

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

- 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.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title

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22/11/2022	001 22/11/2022	-	001 22/11/2022
22/11/2022	503	-	PROPOSED FLOOR PLANS AND ELEVATIONS

Signed Case Officer: Reece Black

Signed Authorising Officer: Mark Quinn

Date: 11.01.23

Appendix 1 – Site Photographs

