

Regeneration and Economic Development Department

APPLICATION NO: 21/00956/FUL

APPLICANT: Mr Liam Timmins

WARD AFFECTED: Whiston & Cronton

DEVELOPMENT: ERECTION OF DWELLING

LOCATION OF SITE: 3 Milton Avenue, Whiston, L35 2XY

KNOWSLEY LOCAL PLAN ALLOCATION –

Primary Residential Development - Primary Residential Development

RELEVANT POLICIES

National Planning Policy Framework

KNOWSLEY LOCAL PLAN: CORE STRATEGY

SD1 - Sustainable Development
CS1 - Spatial Strategy for Knowsley
CS2 - Development Principles
CS3 - Housing Supply, Delivery and Distribution
CS7 - Transport Networks
CS8 - Green Infrastructure
CS17 - Housing Sizes and Design Standards
CS19 - Design Quality and Accessibility in New Development
CS21 - Greenspaces and Trees
CS22 - Sustainable and Low Carbon Development
CS24 - Managing Flood Risk
CS26 - Waste Management

SAVED POLICIES - KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT PLAN (ADOPTED JUNE 2006)

H5 - Development within Primarily Residential Areas
T7 - New Development and Walking & Cycling Routes
T10 - Access for the Less Mobile
DQ2 - Security in the Built Environment
DQ4 - Trees and Development
ENV2 - Noise and Vibration
ENV5 - Contaminated Land

The Joint Merseyside and Halton Waste Local Plan 2013

WM8 - Waste Prevention and Resource Management
WM9 - Sustainable Waste Management Design and Layout of New Development

Supplementary Planning Documents

Design Quality in New Development SPD (January 2016)
New Residential Development SPD (September 2018)
Ensuring a Choice of Travel SPD (September 2010)

TECHNICAL CONSULTATIONS:

Whiston Town Council - No Comments Received.

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Highway Authority - Objection due to insufficient information being submitted in relation to parking provision for the existing and proposed dwellings.

Environmental Health - No objections in principle subject to conditions relating to construction management and hours of construction with contaminated land advisory note.

Merseyside Fire and Rescue Authority - No objections in principle. Advice given to be shared with Applicant if granted in relation to non- planning requirements relating to Part 5 of Building Regulations; adequate water supply for fire-fighting and Section 55 of County of Merseyside Act 1980.

NEIGHBOUR NOTIFICATION:

This application has been publicised by letters sent to 7 neighbours. It has also been advertised by Site Notice.

There have been 5 letters of objection, 2 of which have been received from the same objector. The representations are summarised as follows:-

a) Parking / Highway Safety

- Additional dwelling will cause issue with parking.
- Parking congestion.
- Inadequate parking for two properties which will cause disruption to a number of surrounding properties.
- Existing parking issues, double parking in road, do not need more squashed in, won't fit in area.
- Existing problems with parking due to surrounding roads being permitted and visitors/workers from Whiston Hospital parking in the road and increased traffic from the two schools at either end of the road, plus a bus route along Milton Avenue this will cause a safety issue.

b) Visual Amenity

- Visual amenity from the rear of neighbour's property.
- Very small gap between new house and existing residence, it is also very close to the boundary, this will look very cramped and not in keeping with the surrounding houses.

c) Siting

- New building too close to neighbour's boundary fence.

d) Lack of Rear Access

- There is no access for either of these properties to access the rear garden, this causes safety issues, as if there was a need how would emergency services gain access? in the past the fire brigade were called out to no.3 as a fire in the rear garden got out of control, how would they access?

e) De-valuation

- At present property is semi-detached, proposed dwelling will class neighbour's property as a terrace – devaluing their property.
- On further inspection can see that this application is for a detached house, there is only a very small gap between this new house and the existing residence.

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The issue regarding de-valuation mentioned at point e) above is not a material planning consideration. It is noted however, that the objector, in later correspondence, has acknowledged that the proposed property would be detached.

ARTICLE 35

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and determining the application within a timely manner, clearly setting out the reason for refusal, allowing the applicant the opportunity to consider the harm caused and whether or not it can be remedied by a revision to the proposal. The Local Planning Authority is willing to meet with the applicant to discuss the best course of action and is also willing to provide pre-application advice in respect of any future application for a revised development.

ISSUES AND ASSESSMENT:

RELEVANT PLANNING HISTORY

21/00737/FUL

ERECTION OF A TWO STOREY SIDE EXTENSION - 3 Milton Avenue, Whiston

Granted – November 2021.

APPLICATION SITE AND SURROUNDINGS

The application relates to a residential plot that currently comprises curtilage land to the side of an existing 2 storey semi-detached residential dwelling, 3 Milton Avenue, Whiston. The site is located in a primarily residential area characterised by 2 storey semi-detached and terraced dwellings. Further along Milton Avenue, to the west, there is a local shopping parade. Beyond the residential development to the lies St Edmund Arrowsmith secondary school with its associated land.

The site is enclosed to all boundaries by concrete post and timber fencing.

At the time of officer's site visit some site clearance had been carried out around the dwelling which includes the removal of a brick wall and small lean-to to the side elevation.

PROPOSAL

The application proposes the sub-division of the residential plot and of the existing property, No. 3 Milton Avenue, and the erection of a detached two-storey 3 bedroomed house to the side of the existing dwelling.

The existing residential plot accommodates an existing two-storey 2 bedroom semi-detached dwelling with associated rear garden area; front garden laid to lawn with planting set behind boundary fencing. Double access gates lead to a driveway served by a vehicular crossing off Milton Avenue.

The resulting plot would have maximum dimensions of 4.68 m wide by approximately 33 m long. The dwelling would have a ground floor that would extend further at the rear having external dimensions of 4.28 m wide by 10 m deep. The first floor would be 4.28 m by 7 m deep extending the same depth as No. 3. The proposed dwelling would have a duo-pitched roof with a ridge height attaining a maximum height of approximately 7.18 which would follow the ridge line of the adjacent dwelling No. 3.

The accommodation would comprise of ground floor open-plan lounge with kitchen and dining area to the rear. Accommodation at first floor would consist of 2 bedrooms and a bathroom. The proposed

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layout indicates that there would be a permeable paved parking area to the front. Private amenity space would be provided to the rear.

POLICY CONSIDERATIONS

The site is allocated as a Primarily Residential Area in the Knowsley Local Plan: Core Strategy Proposals Map and a residential development would therefore be acceptable in principle subject to compliance with all other relevant planning policies and guidance.

The key policies for the determination of this application are Knowsley Local Plan: Core Strategy Policies CS2, CS3, CS7, CS8, CS17, CS19 and CS21 and Knowsley Replacement Unitary Development Plan (UDP) Saved Policies H5, T10, DQ2, DQ4, ENV2, and ENV5.

The Ensuring a Choice of Travel SPD; Amended New Residential Development SPD; and Trees and Development SPD are also a material consideration.

These require that new development should maintain a good standard of amenity for all existing and future occupants, retain sufficient garden space, not adversely affect the character of an area or street scene, provide adequate parking and promotes integration / retention of existing trees into development proposals.

LAYOUT / DESIGN AND CRIME PREVENTION

Layout

The proposed dwelling would be sited on land adjacent to No. 3 Milton Avenue which currently comprises curtilage land and driveway associated with the existing property.

Concern has been raised by neighbours that the development would impact on visual amenity and be a cramped form of development, not in keeping with the surrounding houses. The proposed dwelling would be sited tightly next to the existing dwelling with approximately 100mm between flank walls, reducing to 50mm between roofs. Similarly, there would be a tight gap of approximately 260 mm between the gable elevation of the proposed dwelling and the common boundary with No. 1 Milton Avenue.

The proposed layout would see the sub-division of the plot of existing dwelling. An area of approximately 100 sqm of garden space would be retained by No. 3 at the rear with the new dwelling having a rear garden of approximately 50 sqm. Adequate levels of private amenity space to the rear of both the new dwelling and the existing property would be provided.

The layout suggests that 2 no. parking spaces would be provided at the front. However, the parking provision would be sub-standard, and the application does not demonstrate how the existing dwelling would achieve parking. This is considered in detail in Highways Considerations section below.

Notwithstanding the above, the development would result in the front gardens of both properties being lost to parking. While there are other isolated examples nearby of front gardens being used wholly for parking, the provision of two adjoining plots being used almost completely for parking, which would also require the loss of an enclosed boundary to the front. Very little space would be left available for soft landscaping. The result being that the development would detract from the appearance of the streetscene.

Rear Access

New residential development should provide storage to the rear to facilitate the storage of cycles, an acceptable solution would be within a shed. Private amenity space should preferably have direct access to the street to obviate the need to go through the house at all times. The proposed development does not provide access to the rear.

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An objector writes that there is lack of access to the rear with concern over safety issues in that emergency services would not be able to access the rear. In that regard, Merseyside Fire and Rescue Authority Community Fire Protection have commented on the planning application and do not raise any objection, but request that an informative note be attached to any planning permission advising that the development needs to adequately address Building Regulations in relation to access for fire appliances and that adequate water is available for fire-fighting purposes.

Notwithstanding the above, the development would not maintain rear access for No. 3 and the new property would lack access to the rear. The development does not show a well-integrated approach to access for servicing, including for refuse storage, deliveries and removals to the detriment of the amenity of both existing occupiers and future residents of the development.

Waste Management

Policy WM9 of the Joint Waste Local Plan requires that the design and layout of new built developments must provide for the facilitation of collection and storage of waste, including separated recyclable materials; and provide sufficient access to enable waste and recyclable materials to be easily collection and transported for treatment.

Neither the proposed dwelling nor the retained dwelling would have access to the rear to facilitate storage of bins. The Council operates a 3 wheeled bin system which should preferably be at the rear of the dwelling to preserve the visual amenity of the streetscape and the area in general.

The development proposes a bin store to the front of the new dwelling but does not address the need to provide adequate bin storage for the existing property No. 3. It is acknowledged that prior to site clearance, it does not appear (Google Streetview images) that No. 3 previously had access to the rear. However, the proposed development would result in both properties having bin stores to the front which would exacerbate detrimental impacts on the streetscene.

The application as submitted does not demonstrate that adequate storage of bins would be set aside for No. 3 as such the development does not comply with Policy WM9 of the Joint Waste Local Plan and would therefore be unacceptable in terms of waste management.

Design Considerations

The design and layout of the proposal falls to be considered in respect of and Policies CS2 and CS19 of the Local Plan and saved Policy DQ2 of the UDP. Also, of relevance in considering the design and layout of the development are the Amended New Residential Development; Design Quality in New Development SPDs and Ensuring a Choice of Travel SPD.

Policy CS17 of the Local Plan: Core Strategy sets out that all new development in Knowsley will be encouraged to comply with residential design standards including Building for Life and Lifetime Homes. The above policies and guidance are fully supported by the emphasis on quality design set out in the NPPF and in the National Design Guide published in October 2019. All of these policies and SPDs share the same aim to ensure that an acceptable level of design quality in the development is achieved.

In terms of the layout, the proposed development would almost entirely fill the width of the plot and be sited extremely close to the existing dwelling which would result in excessive site coverage.

The proposed dwelling would be 4.28 m wide by comparison to the adjacent semi-detached dwelling at 6.23 m wide. Although detached by design, the proposed dwelling would give the visual impression of attachment to No. 3. Milton Avenue and create a development that would read as a terrace. In this context, whilst it is acknowledged that there are other terraced properties in the locality, the dwelling when seen in the setting of its neighbours, due to its narrowness, would present an irregular form of development which would be markedly out of keeping with the character of neighbouring properties.

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It is considered that the proposed sub-division of the existing residential curtilage to provide an additional dwelling would result in a cramped form of over development that would constitute an unsatisfactory development.

In terms of materials and design, the proposed dwelling would be constructed of brick, concrete roof tiles with uPVC windows. It would have a duo-pitched roof that would match that of the adjacent dwellings. The rear roof plane would incorporate 2 no. roof lights serving a vaulted ceiling, providing light to a landing and bathroom.

The extended ground floor to the rear would have a mono-pitched roof incorporating 2 no. rooflights. Patio windows leading to the garden and windows at ground and first floor would be incorporated into the rear elevation. There would be no openings within the gable elevation.

Turning to the front elevation, it is considered that the style and configuration of the door and window at ground and first floor is at odds with the nearby dwellings, this is having regard to the position of the door and the proportions and style of the window serving the ground floor lounge which do not reflect the prevailing character of the surrounding dwellings, to the detriment of visual amenity.

Standard of Internal Space

Policy CS17 in the Local Plan requires new developments to provide an appropriate mix of dwelling sizes across the Borough and encourages new developments to comply with Building for Life, and Code for Sustainable Homes.

Paragraph 124 of the National Design Guide stresses that *“Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, privacy, accessibility and adaptability”*. Paragraph 126 goes further to say that... *“well-designed homes... provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation...”*

Paragraph 130 of the NPPF states that planning decisions should create places that, amongst other things, have a high standard of amenity for existing and future users, noting that policies may make use of the nationally prescribed space standard, where the need for an internal space standard can be justified. The Knowsley Local Plan does not include any such policy.

However, Key Expectation B.10 of the *Amended New Residential Development SPD* states that new developments will be expected to demonstrate that dwellings will accommodate the furniture, access and amenity space required, including appropriately located private garden space, demonstrate how the construction of the building will allow for the internal reorganisation of rooms or the extension of the dwelling, and be designed for flexible uses throughout their lifetime.

Paragraph 3.42 states “the quality of housing is affected by space as well as design, and good housing cannot be made from spaces that are too small. Every home needs to provide spaces to gather in – indoors and outdoors - as well as space for solitary activities, privacy and quiet. Homes should have sufficient storage, space for work and study, and circulation spaces that provide for the needs of all potential occupants and their visitors.”

Although the nationally described space standard is not a material consideration when determining this application, it offers a reference point regarding the amount of space that the Government feels necessary to ensure that a good standard of amenity/living is possible, particularly in light of the Government’s inclusion within the General Permitted Development Order (GPDO) which indicates that *“Schedule 2 does not grant permission for, or authorise any development of, any new dwellinghouse...(b) that does not comply with the nationally described space standard* (2015 read together with notes added May 2016).

The proposed accommodation falls significantly short of that recommended in the *“Technical housing standards – nationally described space standard”* (Amended 2016). A comparison of the sizes proposed in relation to the guidance is set out below:

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Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	2 storey-dwellings	Built-in storage
National Space Standards			
2b	3p	70 m ²	2.0 m ²
Proposed Development			
2b	3p	57 m ²	1.9 m ²

Minimum bedroom sizes (m²)

Single bedspace	Floor Area (m ²)	Minimum width (m)
National Space Standards	7.5 m ²	2.15 m
Proposed Development	6.8 m ²	1.86 m
Double bedspace (or twin)		
National Space Standards	11.5 m ²	2.75 m
Proposed Development	8.81 m ²	2.57 m

In light of the above, the proposed development, fails to provide a good standard and quality of living accommodation for future occupiers due to insufficient space for storage, limited space around furniture and failure to allow any degree of flexibility in the way the rooms can be used; the importance of which has been emphasised by the Covid pandemic with more people being expected to work from home.

Crime and Security

Saved Policy DQ2 emphasises that the design of new developments has a crucial role to play in delivering and creating a sense of safety and security and that new development should be designed so as to provide good levels of personal and property security. The proposal does not raise any concerns in relation to crime and security considerations.

Conclusion – Layout / Design / Crime Prevention

In conclusion, the development by reason of its cumulative effect of the cramped layout, appearance, design and the failure of the development to meet the nationally prescribed minimum floorspace standards would result in an unacceptable form of development contrary to the National Planning Policy Framework. The National Design Guide, Policies CS2, CS17 and CS19 of the Local Plan, Saved Policy H5, of the UDP, the Amended New Residential Development SPD and Ensuring a Choice of Travel SPD and the NPPF.

HIGHWAY CONSIDERATIONS

Residential layouts should ensure that sufficient space is allowed for convenient, secure and attractive parking in a manner which will realistically cater for the requirements of future users. The Council's maximum parking standards for new residential developments are set within the *Ensuring a Choice of Travel SPD*.

A number of objections have been received from neighbours in relation to concern related to parking and existing parking issues on Milton Avenue.

A two-bedroom dwelling is required to provide 2 no. parking spaces in this location. Driveway lengths for new residential dwellings, should have dimensions of 11m in length with 3.3m widths. The proposed driveway, at 9.7 m in length falls significantly short of this. Whilst Officers would apply some flexibility to the above standards, where circumstances arise, it is considered that a minimum driveway length of 10 m would be acceptable which cannot be met on the application site.

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Furthermore, the driveway currently serving the existing property, is within the application site, which is currently capable of accommodating 2 no. vehicles and the application does not demonstrate that replacement parking could be provided for the existing dwelling. Nevertheless, given the depth of the plot, 2 no. parking spaces could not be provided on-plot. The resulting development would lead to each dwelling only being able to deliver one parking space per dwelling which would lead to parking on the highway to the detriment of highway safety and the amenity of residents of Milton Avenue.

Cycle Parking

The Council's *Ensuring a Choice of Travel SPD* requires that 2 bedroom dwelling houses should provide for the storage of 2 no. cycles. Generally, a secure shed would be adequate to provide storage. In this case, the application is not supported by any detail relating to cycle parking provision, this could be secured by condition if planning permission is granted. The access to the rear without the need to pass through the dwelling has been discussed above.

Electric Vehicle Charging Points

Proposals for new housing developments should incorporate electric vehicle charging points to facilitate the use of electric vehicles, in accordance with Local Plan Core Strategy policies CS2, CS7 and CS27, and paragraph 112 (e) of the NPPF. In accordance with the Council's New Residential Development SPD (updated Sept 2018), every new dwelling built with one or more dedicated parking spaces should be provided with one outdoor, weatherproof electric vehicle charging point readily accessible from one of the dedicated parking spaces.

No detail of EVCs supports the planning application, however, if planning permission was granted this could be secured by a suitable planning condition.

Conclusion – Highway Considerations

The car parking proposed is inadequate for the proposed development and would lead to parking on the highway to the detriment of highway safety and the amenity of residents of Milton Avenue, contrary to the NPPF, Policies CS2, CS7 and CS19 of the Local Plan, saved Policy H5 of the UDP, the *Ensuring a Choice of Travel SPD* and *New Residential Development SPD* and the NPPF.

RESIDENTIAL AMENITY

Impact on No. 3 Milton Avenue

The proposed dwelling would be sited tight up to the existing dwelling No. 3 and that property currently has a doorway and hall and landing windows within the gable elevation. The application makes no mention of mitigation for this arrangement, but given only non habitable windows would be affected this would not warrant refusal of the application.

The submitted plans indicate that, due to development, there would be no egress to the rear garden from No. 3, however, a ground floor garden facing window is replaced on site by patio doors as evidenced by Officer's site visit.

Turning to the single storey element of the new dwelling extending 3m to the rear along the boundary with No. 3, this is considered to be within acceptable limits. This is having regard to the Council's Householder Development SPD which states that single storey extensions along the common boundary would generally be acceptable up to 4 m in depth.

The proposal would result in the loss of existing parking provision for the existing dwelling to the detriment of their residential amenity.

Impact on No. 1 Milton Avenue

No. 3 Milton Avenue was granted planning permission for a two-storey side extension (Ref: 21/00737/FUL, November 2021). The fallback position of the 2 storey extension is material to the consideration of this application.

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In terms of siting and layout, the salient differences of the previously granted extension:

- Set off common boundary by between approximately 1.2 and 1.3 metres;
- Set back approximately 540 mm from the front elevation of the host dwelling;
- Would not project beyond the rear elevation of the host dwelling;
- Provides 3 usable off-street parking spaces.

The proposed dwelling would project towards the shared boundary with No. 1, that dwelling is set at an angle from the application site as it occupies a plot which turns towards the junction of Milton Avenue with Walpole Avenue. No. 1 Milton Avenue has recently been extended to the side with a 2 storey extension (Ref: 21/00956/FUL).

The approved plans of the neighbouring extension indicate that the kitchen would be opened up into a kitchen/diner which is also served by a small side window to the side and a larger bay window to the front. Whilst there would be other openings, due to the existing kitchen and extension forming 'L' shaped accommodation, the light source to the existing kitchen from other apertures would be limited. The supporting site layout plan indicates a 45 degree line from that ground floor kitchen window of No. 1 which indicates that the outer corner of the dwelling would breach the 45 degree line.

Due to the angle of No. 3, the proposed single storey element of the proposed dwelling would be set approximately 6.7 m from the mid-point of No. 3's kitchen window, this is considered to be within acceptable limits. The neighbour's ground floor side window serving the kitchen / diner would be separated by an existing 1.8 m high fence and be at a distance of approximately 3.5 m from the gable of the proposed dwelling. It is likely that the proposal would result in some loss of light, however, given the orientation; existing fencing and that a larger window serves the accommodation, it is not considered that the loss of light, or impacts on outlook would be reduced to unacceptable levels.

The neighbouring extension, as approved, includes first floor secondary en-suite obscure glazed window towards the rear of the gable and a secondary bedroom window at the front. Officer's site visit reveals that neither of those windows have been built-in. Nevertheless, if implemented at a later stage, it is considered that as both windows are secondary; the one to the rear is obscure glazed (non-habitable room); and given the angle at which the proposed development would be sited, there would not be detrimental impacts on light and outlook resulting from the development.

Construction Activity

In relation to impacts on amenity of existing residents, it is inevitable that some limited disturbance would occur as part of the construction process if planning permission was to be granted. Nevertheless, this would be for a temporary period only and separate legislation is in place to address any 'statutory nuisance' experienced by residents. However, if planning permission was granted the submission of a Construction Environmental Management Plan and control of construction hours could be secured by suitable planning conditions should planning permission be granted.

Providing suitably conditioned the construction activities would not conflict with Policies CS2, CS19 and ENV2 of the Local Plan and Saved Policy H5 of the UDP.

Conclusion - Residential Amenity

In conclusion, the standard of amenity for the future occupiers of the new dwelling is unacceptable due to the size of the accommodation; the lack of sufficient parking; and the lack of space around the building to provide adequate access.

Impacts on the existing surrounding residents would arise from the additional on-street parking likely to arise due to development.

Taking the above into account, it is considered that the proposed development would not provide a satisfactory level of amenity for its potential occupants. The proposed development therefore fails to comply with Policies CS2, CS17 and CS19 in the Local Plan, Saved Policy H5 of the UDP, the Amended New Residential Developments SPD and the NPPF.

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OTHER ISSUES

Arboricultural Considerations

There are trees within the site and on the land currently forms the garden of No. 3. The application is not supported by any tree surveys.

The application fails to demonstrate that the proposal would not result in damage to or loss of trees contrary to Local Plan Policies CS8, CS21, UDP Saved Policy DQ4, the Trees and Development SPD, and the NPPF.

Contaminated Land

Based on the information available to the Environmental Protection Service they are not aware of any contamination on this site, however, they advise that should planning permission be granted the applicant be informed of their responsibility to properly address contaminated land issues.

This could take the form of an informative if planning permission was granted.

CONCLUSION AND PLANNING BALANCE

The principle of residential development is acceptable.

The proposed development would have some benefit in the provision of a housing unit that would make a small contribution to the Council's supply of housing, but given that the Council is currently exceeding its housebuilding targets this should be given little weight. The proposal would have some short term economic benefits in terms of construction and limited weight can be attributed to these benefits.

However, the proposed development would have a significant adverse effect on the visual amenity; fail to provide future occupants with a good quality of amenity; and on highway safety.

Based on the above, it is considered that the proposed development does not represent sustainable development in which the limited positive benefits outweigh the adverse effects. On this basis, the development does not comply with the development plan or national planning policy and is recommended for refusal.

RECOMMENDATION:

That planning permission be refused for the following reasons:

1. The proposal by reason of the sub-division of an existing residential curtilage and introduction of an additional dwelling would result in a cramped, overdeveloped, irregular and unsatisfactory form of development which would appear out of keeping and incongruous within the street scene and therefore result in demonstrable harm to character of the area. Accordingly, the proposal constitutes poor design and is considered unacceptable in terms of visual amenity.

As such the proposal would be contrary to the National Planning Policy Framework, Policies CS2, CS7 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, Saved Policy H5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, Policy WM9 of the Merseyside and Halton Joint Waste Local Plan, the Amended New Residential Development SPD, Ensuring a Choice of Travel SPD and the Design Quality in New Development SPD.

2. The proposed development would result in an unacceptable configuration of fenestration across the front elevation which does not reflect the prevailing style of the surrounding dwellings which would result in a development at odds with nearby dwellings to the detriment of visual amenity.

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As such the proposal would be contrary to the National Planning Policy Framework, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, Saved Policy H5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, the Amended New Residential Development SPD and the Design Quality in New Development SPD.

3. The proposed development would result in a poor quality living environment for future occupiers. As such the proposal would be contrary to the National Planning Policy Framework, Policies CS2, CS17 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, the Amended New Residential Development SPD and the National Planning Policy Framework.
4. The proposed development would have insufficient space on the site to provide adequate parking to serve the new dwelling and would also result in the loss of in-curtilage parking for No. 3 Milton Avenue, resulting in increased on street parking to the detriment of highway and pedestrian safety and both the future and neighbouring occupants.

Accordingly, the proposal would be contrary to the National Planning Policy Framework, Policies CS2, CS7 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, Saved Policy H5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, the Ensuring a Choice of Travel SPD, Amended New Residential Development SPD and the Design Quality in New Development SPD.

5. In the absence of tree reports the scheme fails to demonstrate that there would be no damage to or loss of existing trees on / adjacent to the application site. Accordingly, the application fails to comply with the National Planning Policy Framework, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, Saved Policy H5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, the Trees and Development SPD, Amended New Residential Development SPD and the Design Quality in New Development SPD.

Maxine Wishart

8 March 2022

Alan Kilroe
22 March 2022

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