

<u>APPLICATION NO:</u>	23/00184/FUL	<u>CASE OFFICER:</u>	John Fleming
<u>WARD:</u>	Page Moss	<u>PARISH:</u>	
<u>LOCATION:</u>	40 Liverpool Road, Huyton, Knowsley, L36 2PD		
<u>PROPOSAL:</u>	ERECTION OF A SINGLE STOREY SIDE AND REAR EXTENSION TOGETHER WITH THE ERECTION OF A TWO STOREY SIDE EXTENSION, A SINGLE STOREY GARAGE AND LOFT CONVERSION.		

Site Description

The application site is an end of terrace property located at 40 Liverpool Road. The character of the street scene is predominantly terraced properties together with a parade of shops located to the west of the application property. To the rear of the application properties is a row of terrace properties which extends to the property boundary of no. 40.

The application property is brick facing on its front, side and rear elevation and accommodates a hip roof. The property has green wooden window frames together with cladding between the two principal windows.

The site is contained by way of a mature hedgerow fronting the public highway together with timber hoarding providing some means of security for the site which is currently vacant.

The application property benefits from a large private amenity space located at the side and rear. Adjacent to the property boundary is an electric substation beyond which is vacant land.

Proposal

The application proposals seek permission for a single storey side and rear extension together with the erection of a two storey side extension, loft conversion with flat roof dormer.

The development proposals have been revised since their original submission and now form the basis for consideration.

The proposed development involve a number of additions to the application property. The two storey side extension would span 5.5m in width and a depth of 7.2m. It would extend the existing hip roof and include 1no. Velux window at the side elevation. The two storey side extension would connect to the single storey double garage which is to be set in by .7m from the front elevation and would measure 5.5m in width and 5.7m in depth.

The single storey rear extension would span a width of 3.5m and a depth of 7.2m. Its openings consist of a fully glazed rear and side elevation. The side elevation facing the adjoining property would be a K rend to match the proposed finish of the application

property.

The loft conversion would span the width of the existing and proposed two storey side extension and consist of a master bedroom, dressing and en-suite. As originally submitted, the proposals included a dormer at the rear and side. The side facing dormer has been removed in favour of a velux window during the course of this application.

To the ground floor the proposals would provide a new kitchen and family room together with storage, w/c, living room and a double garage. To the first floor internal alterations are proposed to provide 1no. bedroom in the original dwelling house which will also include a dressing area and en-suite. The side extension would provide 2no. bedrooms and a further master en-suite would provide an additional bedroom, ensuite and dressing area.

As originally submitted, the proposed boundary treatments included a 1.8m tall fence fronting the public highway. This has been removed in favour of a .9m wall together with a 1m sliding gate.

Consultations

Highways – No objection subject to condition and informative attached to the decision notice.

Representations

This application has been publicised by letters sent to 14 neighbours and displayed via site notice. One representation has been received raising no objection to the proposed development.

Planning History

No planning history associated with the property.

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 extensions should be designed to avoid having an overbearing effect or unacceptable loss of light and privacy for neighbours and should not result in the creation of a terracing effect. However, this application relates to an end of terrace property and therefore no set back would be required.

The extension is large in scale particularly along the width of the public highway given that it would extend 11m at ground floor level and 5.5m at first floor level. However, this property benefits from a large private amenity space unlike the terraced houses located at the front and rear of the application property. As such, the extension of this property would not break any established building lines and would be in keeping with the building lines of the terraced houses within the nearby vicinity owing to the ample

plot. The two storey side extension would measure 5m at the eaves and achieve a total height of 8.2m and would echo the original roof and is considered appropriate in terms of design. As originally submitted, the garage roof would accommodate a hip roof and attain a maximum height of 4.3m. The garage has been reduced in height and now measures 2.6m at the eaves and 3.9m at its highest point and is considered a more sympathetic addition to the application property.

As originally submitted, the proposals included 2no. flat roof dormer located at the side and rear of the property. The Local Planning Authority had concerns with the side facing dormer as it would appear out of keeping with the character of the area and would introduce a visually dominant feature within the street scene. The Local Planning Authority has worked positively with the applicant and the side facing dormer has been removed in favour of a velux window. The rear facing dormer has been repositioned so that it sits in alignment with the windows located below. Whilst the Local Planning Authority would have preferred the rear dormer to have provided a small pitch roof, the applicant decided to progress with a flat roof dormer. Given the rear dormer is small in scale it is not considered that this would result in an overbearing affect to the design and character of the application property and nevertheless it would not be visible from the public highway. Accordingly, the revisions to the loft conversion and omission of the side facing dormer in favour of a roof light is considered more sympathetic and is acceptable in terms of design.

The proposed rear extension would measure 3.5m in depth and 7.2m in width and include large, glazed panels at the rear and side facing the private amenity space of the application property. Whilst the use of glazed panels is considered a more contemporary addition to the property it is considered acceptable in terms of design. The rear aspect would accommodate a pitched roof incorporating 2no. velux windows measuring 2.3m at the eaves and 3.7m at its highest point and is acceptable in terms of design.

The proposed boundary treatments previously proposed a 1.8m tall boundary fence fronting the public highway which was considered to have a dominant affect on the public realm. Whilst the Local Planning Authority recognise that the site is partially contained by existing hoarding, this appears to have only been erected between August 2019 and August 2022. No permission for the erection of the hoarding was permitted and therefore it is still within the realm of enforcement. As such, the Local Planning Authority has worked with the applicant to reduce the boundary to a dwarf wall measuring 1m at its highest point which is considered more sympathetic to the street scene and is considered acceptable in terms of design.

In terms of facing materials, the property would be rendered in Ivory K Render together with new cedar boarding, dark grey vertical garage door and black UPVC fascia and black concrete tiled roof.

Whilst the Householder Development SPD states materials should match that as existing, there are a variety of properties within the street scene that included rendered properties and dark coloured UPVC openings/tiles. In addition, the existing materials are of a dark colour in any event and the use of dark grey UPVC fascia and concrete roof tile would not look out of place within the street scene.

Although the development is large in comparison to the existing property, it would maintain the established building lines and would still provide sufficient private amenity space for the existing and future occupiers whilst also retaining sufficient separation between the proposed side elevation and common law boundary associated with the neighbouring vacant land. Taking these matters into consideration, the development

proposals would improve the character of the street scene due to its more modern appearance and the removal of the current hoardings which detract from the design aesthetic in relation to this property.

Overall, following the amendments made to the development it would not be appear an incongruous addition given it is a terraced property and is considered acceptable in terms of design.

Residential Amenity

No. 42 Liverpool Road South

No. 42 is the adjoining property. It has not been previously extended but does benefit from an internal loft conversion. The only element of the proposed development which would affect the occupiers of no. 42 is the proposed single storey rear extension. The Householder Development SPD states that single storey extensions up to 4m will be considered acceptable. The proposed development projects a depth of 3.5m from the original dwelling house and is therefore within the parameters set by the SPD. As such, it is not considered that this property would be adversely affected by the proposed development in terms of residential amenity and it would still benefit from sufficient access to light.

No. 8, 10, 12, 14 & 16 Woodfall Crescent

These properties are located at the rear of the application property, a number of which have been previously extended in the form of single storey rear extensions. The proposed development would maintain a separation distance of 25m from the original dwelling houses and around 22m considering the single storey rear extensions in connection with no. 8, 10 and 12.

Although the Householder Development SPD does not provide guidance in relation to interface distances, these distances are set out in the New Residential Amenity SPD which states development should retain a 22m interface distance for two storey dwellings. However, where properties are higher than 2 storeys then an extra 3m per floor should be added. Taking this into consideration, the property would maintain an acceptable interface distance in relation to the two storey aspect and this would retain the existing interface distance currently in situ. In relation to the dormer extension, although a relatively minor alteration to the roof line it would result in an additional floor level. The proposed development would retain a 25m interface distance in this instance and would therefore maintain an acceptable interface distance to properties located at the rear and it is not considered that these properties would be adversely affected.

No. 37, 39, 41 & 43 Liverpool Road

These properties are located opposite the application site. Similar to the above, the development proposals would maintain an acceptable interface distance of what is currently in situ. It is not considered that these properties would be adversely affected by the proposed development.

No other properties would be affected.

Highways

As originally submitted the proposed development provided parking provision for 4no.

vehicles within the curtilage of the property boundary. The level of parking provision is consistent with the guidelines set out in Ensuring a Choice for Travel SPD which requires 3no. parking spaces for 4+ bedroom properties.

Whilst the development provides sufficient parking to meet the requirements of the SPD, the public highway at Liverpool Road is subject to a 40mph speed limit and a manoeuvring area in addition to the parking spaces proposed are required so that vehicles can turn within the property curtilage to ensure the site can be accessed and egressed in a forward gear.

The proposed boundary treatment is 1m in height and negates the need for pedestrian intervisibility splays. Revised plans have been submitted which provides a turning point within the curtilage of the property boundary and allows the site to be accessed and egressed in a forward gear. Notwithstanding this, the Highways Authority consider a condition should be placed on this application to ensure that the parking provision is undertaken and that it does not drain onto the highway.

Subject to the revised parking layout and condition referred to above there would be no adverse impacts associated with highway 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 and should be constructed entirely of materials details referred to in the approved plans.

Reason: For the avoidance of doubt. 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

- 3) No part of the development consented hereby approved shall be occupied until the parking/manoeuvring provision shown on areas indicated on drawing number "100 Rev D" and the associated footway crossing modifications have been provided to the satisfaction of the Local Planning Authority. The parking provision shall be hard surfaced, and shall not drain onto the highway and should be retained hereafter.

Reasons: In the interests of highway and pedestrian safety and to comply with Policy CS7 of the Knowsley Local Plan Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
14.07.2023	101	REV E	LOCATION PLAN, EXISTING AND PROPOSED FLOOR PLANS AND ELEVATIONS
14.07.2023	102	REV C	EXISTING AND PROPOSED PLANS AND ELEVATIONS
14.07.2023	100	REV D	EXISTING AND PROPOSED SITE PLAN
27.03.2023	103	A	PROPOSED CROSS SECTION

Signed Case Officer¹: **John Fleming**

Signed Authorising Officer²: **K Foster**

Date: **18 July 2023**

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.

INFORMATIVE

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. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Prior to the commencement of any works, the applicant is advised to contact the Council's Maintenance Contractor Tarmac on 0800 023 2334 or Knowsley.highways@tarmac.com

Appendix 1 – Site Photographs



