

<u>APPLICATION NO:</u>	22/00762/FUL	<u>CASE OFFICER:</u>	Reece Black
<u>WARD:</u>	Halewood North	<u>PARISH:</u>	Halewood Town Council
<u>LOCATION:</u>	35 Lightoaks Drive, Halewood, Knowsley		
<u>PROPOSAL:</u>	CONVERSION OF GARAGE TO HABITABLE ROOM		

Site Description

The application site is located at 35 Lightoaks Drive, Halewood, and is located in an area that is allocated as a Primarily Residential Area in the development plan. The application property is a detached dwellinghouse, with red brick facing on its front, side and rear elevations. It also features white UPVC on the doors and windows and grey, flat, interlocking roof tiles. The property benefits from a single storey rear extension, and at present, a garage adjoined to the side and rear elevation of the application property.

Proposal

The application seeks permission to convert the garage into habitable room(s). The proposal would see the removal of the front garage door and side door of the existing garage. The rear of the converted garage would also feature rear patio doors.

Consultations

Halewood Town Council - No Comments Received.

Representations

This application has been publicised by letters sent to 6 neighbours.

There have been 0 letters of objection, 1 letter of support and 0 letters of comment. The representations are summarised as follows:-

42 Lightoaks Drive – support – neighbour made comments in support of the planning application.

- No objections with the proposed development and support the application as it will provide more room for the residents.
- It will look more aesthetically pleasing than the garage.

Planning History

No relevant recorded planning history. It is important to note that the application property does not benefit from Permitted Development Rights. Under planning permission 15/00559/FUL garage conversions have had Permitted Development Rights removed (Condition 20).

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that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear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.

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 H5 in the Replacement Unitary Development Plan states that proposals for development within Primarily Residential Areas will be permitted provided that:

1. The Primarily Residential Areas are indicated on the Proposals Map
2. New development within the Primarily Residential Areas (or proposals for the change of use or redevelopment of existing buildings) which is for uses appropriate to a residential area will be permitted provided that the development (either by itself or in conjunction with other developments) would not:
 - a) Have an unacceptable impact on the amenity occupiers by reason of noise, disturbance, overlooking, visual intrusion, smells, fumes, on-street parking or other causes; or,
 - b) Adversely affect the character or street scene of the area.

Saved Policy H8 in the Replacement Unitary Development Plan states that proposals for extensions and alterations 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.

The existing dwelling is brick facing, with white UPVC windows and doors, and flat, interlocking roof tiles. The proposed development would also be brick facing and include materials which are keeping with those found on the application property; the door to the side of the existing garage will be removed and bricked up with matching brickwork and materials to the rest of the existing garage. The existing fenestration on the front elevation of the application property does not have an obvious rhythm to the arrangement. The blue garage door on the property would be replaced by fenestration that would not appear to conflict with relation to the rest of the fenestration on the dwelling, nor would it look unsightly, as there is no obvious design template of the front elevation of the dwelling to guide any fenestration on the front of the garage. It is considered that the fenestration selected is appropriate to the street scene and would not cause any significant issues due to the design. In addition, the garage is situated to the rear of the dwelling and therefore is set back from the front elevation and does not hold a significantly prominent place in the street scene. Therefore, the fenestration for the proposed development would be considered acceptable in design, would not result in any adverse effect to the character or street scene of the area and would accord with the Saved Policies of H5 and H8.

The scale and massing of the proposed development would not result in a disproportionate addition or alteration to the original dwelling as the only changes on the exterior of the front elevation are to the fenestration and removal of the front garage door and side door to access the garden. Therefore, the proposed development has an acceptable design and does not conflict with any of the Saved Policies of H5 or H8.

Amenity

The proposed development would not cause any issues to neighbouring amenities.

37 Lightoaks Drive

No. 37 is the adjacent property and is situated to the north/north-west of the application site. The front and rear elevations sit roughly in line, the application property sits marginally further back in contrast to no.37 to accommodate a curve in the highway. The property also benefits from a garage and a single storey rear extension, similar to the application property. The proposed development would not cause any significant impact on the amenity to the occupants of no.37 by reason of noise, disturbance, overlooking, visual intrusion, smells, fumes, on-street parking or other issues. It would also not cause any adverse issues on the character or street scene of the area and would therefore, be considered in accordance with Saved Policies H5 and H8.

12 Woodend

No.12 is located to the south/south-west of the application site. No.12 benefits from a single storey rear extension and a built-in garage to the on front elevation. No.12's rear elevation faces the gable of the application site. The proposed developments salient external alterations are on the front and side elevations, which are not readily visible to the occupants of no.12 and therefore would have no impact on their amenities. The proposed development would not also see any increase in form and massing to the structure and the space it occupies, which would further ensure there are no impacts to the amenities and privacy of no.12. The proposed development

would not cause any adverse issues on the character or street scene of the area and would therefore, be considered in accordance with Saved Policies H5 and H8.

Highways

Saved Policy H8 in the Replacement Unitary Development Plan states that adequate parking and garden space would remain in use by the residents of the extended property.

The property currently has two-off street parking spaces in the form of the hardstanding strip from the highway to the garage. The garage itself would not be considered as a removed off-street parking space as it does meet the internal dimensions of 5.5m x 2.75m to be classed as a space. Therefore, the proposed development would not have any impact on the existing level of off-street parking provisions.

Overall, the proposed development has considered the policy requirements of Saved Policy H8 to ensure there is adequate parking and that sufficient private garden space would remain in use by the residents, as well as ensuring any extensions or alterations would not result in the loss of a parking space and have factored this in. Therefore, the proposed development would not have any adverse effect to the highways and would accord with the Saved Policy H8.

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 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.

- 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
08/12/2022		3	-	EXISTING AND PROPOSED FRONT ELEVATION, EXISTING SIDE ELEVATION AND PROPOSED SECTION
08/12/2022		-	-	EXISTING AND PROPOSED REAR / SIDE ELEVATIONS
08/12/2022		1	-	EXISTING AND PROPOSED FLOOR PLANS
08/12/2022		-	-	LOCATION PLAN 1:500 AND 1:12:50

¹Signed Case Officer: Reece Black

²Signed Authorising Officer: K Foster

Date: 22 February 2023

Reece Black

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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

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Appendix 1 – Site Photographs











