

<u>APPLICATION NO:</u>	26/00400/FUL	<u>CASE OFFICER:</u>	Reece Black
<u>WARD:</u>	Page Moss	<u>PARISH:</u>	
<u>LOCATION:</u>	26 Rosebank Road, Huyton, Knowsley		
<u>PROPOSAL:</u>	CONVERSION OF INTEGRAL GARAGE TO FORM HABITABLE ROOM		

Site Description

The application site is located to the eastern side of Rosebank Road, Huyton and is situated within a Primarily Residential Area in the Local Plan Policies Map. The application property is a two-storey, detached dwellinghouse. The property at present benefits from an integral garage with a white door.

The front garden area is entirely surfaced with block paving slabs to provide hard standing (capable of accommodating 2 no. vehicles within the plot) and 1m high timber and concrete boundary treatment situated at the side boundaries.

The application site is located within a low-risk area for coal risk.

The application property has had permitted development rights withdrawn by condition.

Proposal

The proposal is for the conversion of the existing integral garage to form a habitable room.

The proposed development would comprise the removal of the existing garage door to the front elevation of the dwelling with replacement fenestration (of a window and new access door) and infill brickwork below. The existing rear access door to the rear elevation of the garage would be removed and replaced with a window and infill brickwork below.

The application is submitted on behalf of a person with disabilities.

Consultations

None required.

Representations

This application has been publicised by letters sent to 5 neighbours. No representations have been received.

Planning History

APP. NO: 12/00620/REM

PROPOSAL: RESERVED MATTERS APPLICATION (PHASE 2C) FOR THE ERECTION OF 179NO. DWELLINGS WITH ASSOCIATED GARAGES/CAR PARKING, ROAD LAYOUT AND ANCILLARY WORKS INCLUDING EMBANKMENT TO PARK BOUNDARY (ALL MATTERS TO BE DETERMINED AT THIS STAGE)

DECISION: GRANTED

DECISION DATE: 8 October 2015

Associated with the decision for 12/00620/REM, condition 7 stipulates that *the garages hereby permitted shall not be converted into living accommodation (either in whole or part) and shall be retained for use by the dwelling(s) hereby approved at all times, unless the written permission of the Local Planning Authority has been sought and obtained beforehand.*

Reason: To ensure adequate garaging/off street parking provision is retained and thereby to avoid the harm to amenity, safety or convenience caused by on street parking and to comply Saved Policies T6 and DQ1 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and Policy CS19 in the emerging Local Plan Core Strategy.

Relevant Policy

Policy S3 (Presumption in favour of sustainable development) of the National Planning Policy Framework (NPPF) states that:

1. Decisions on development proposals should apply a presumption in favour of sustainable development. This means:
 - a. Policy S4 in this Framework should be applied when considering development proposals within settlements;
 - b. Outside settlements, policy S5 should be applied; and
 - c. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

Policy S4: Principle of development within settlements states that:

1. Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

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.

The site is identified as a site allocated for housing development in the adopted Unitary Development Plan. As such, a domestic extension to the existing residential property is considered acceptable in principle, subject to compliance with local planning policy and guidance.

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

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

H5 - Development within Primarily Residential Areas

H8 - Extensions and Alterations to Residential Properties

SUPPLEMENTARY PLANNING DOCUMENT (SPDs)

Ensuring a Choice of Travel SPD (2010)

Householder Development SPD (2016)

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 AND RESIDENTIAL AMENITY

The SPD (6.10) stipulates that *normally the Council would require that materials for an extension should generally be the same or similar as on the main dwelling. Window styles should also generally match those on the main dwelling and echo the proportions of the original building. Any detailing on the original dwelling such as feature brickwork or window sills should be accurately reproduced where possible in the design of the extension.*

The submitted proposed plans show that the proposed garage door would be removed, with replacement fenestration comprising of a window (with infill brickwork underneath) and the installation of a new access door. The proposed plan contains an external specification which states that for the infill wall the facing brick work and

mortar colour would match the existing dwelling, the external window and door would be white PVCu framed with double glazing to match the pattern of the main house. This would be further secured by way of planning condition. Both the width of the window and new access door would match the width of the existing garage door (2.3m), which would ensure that the proposal would not further enlarge the existing opening or detract from the general proportions of the rest of the fenestration found on the dwelling. It is acknowledged that the installation of a new access door would introduce a secondary door to the front elevation, a feature not otherwise found in the street scene, however, this is required for practical considerations and the personal circumstances of the applicant(s). On balance, it is considered that the installation of a secondary door would not result in any unacceptable harm to visual amenities.

For these reasons the proposed works to the front elevation of the dwelling would not result in any unacceptable impact to design or visual amenities. Given the works are predominantly internal and any alterations to the exterior are cosmetic and minor changes, with no external expansion or projection, the proposed development overall would not raise any residential amenity or privacy concerns.

The changes to the fenestration at the rear elevation (removal of the existing rear access door, with replacement window and infill brickwork below) would have no impact on the street scene given it would be situated at the rear. This would also be served by matching brickwork in design and matching materials (brickwork and PVCu window frames). The plans state this window would be obscurely-glazed, which given that the existing opening is a door and is orientated toward the rear private garden of the application site, raises no residential amenity concerns for any immediate neighbours.

HIGHWAYS

The NPPF (2026) stipulates at 'TR6: Assessing transport impacts' point 4 that *development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.*

The Householder Development SPD (6.16) states that *circumstances vary, depending on the existing level of parking provisions and the particular environmental and highway conditions in the locality. In most cases the existing level of provision for car parking should be retained within the curtilage of the dwelling. Where the extension would result in the need for additional or replacement parking, the number of spaces should be in line with the Council's parking standards (Table A) which sets out that 4+ bedroomed properties should provide 3 no. parking spaces. Fewer spaces than set out in the parking standards will only be acceptable if the highway and environmental conditions in the locality allow, for example in areas with wider access roads and plots.*

The proposed development would result in the property becoming a 4-bedroomed dwelling, which would increase the parking demand. As set out within the site description section of the report, the applicant has recently changed the surfacing of the entirety of the front garden area to fully hard-surfacing (block paving). This hardstanding can provide a minimum of 2 no. off-street parking spaces. These changes have been made prior to the application being submitted and do not form part of this application.

Whilst the parking proposals fall short by 1 no. space, it is acknowledged that these parking standards are maximum standards. Given that the existing garage would fall short of the minimum internal dimensions to be counted as a parking space, it is considered that the proposed development would not result in the loss of any existing in-curtilage parking available at the property, and therefore, it would be considered acceptable to compromise on 2 no. parking spaces.

It is for these reasons that it would not be considered that the proposal would result in any unacceptable highway safety impact to the local highway network or generate any unacceptable degree of on-street parking which would substantiate a refusal on highway safety grounds.

OTHER ISSUES:

COAL CONSTRAINT

The application site is identified as a low-risk area for previous coal mining activity. An informative will be included on the decision notice for the attention of the applicant should the application be granted.

Conclusion

The proposal would be acceptable in terms of design, residential amenity, highways. The proposal also complies with 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 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 proposed development hereby permitted, shall match those of the existing building in type, size, colour and texture and shall be constructed in accordance with the details shown within the external specification as shown and contained on plan number '2011649-02', titled 'PROPOSED LAYOUT, ELEVATIONS & SITE PLAN', received on 12/08/2026. For the avoidance of doubt this will include any brick detailing of the existing dwellinghouse being carried over and emulated to the external elevations of the proposed development, hereby permitted.

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
12/08/2026	01	-	EXISTING LAYOUT & ELEVATIONS. LOCATION PLAN.
12/08/2026	02	-	PROPOSED LAYOUT, ELEVATIONS & SITE PLAN

Signed Case Officer¹: **Reece Black**

Signed Authorising Officer²: **Jo Sheridan**

Date: **11/09/2026**

Informatives

- 0 NOTE FOR APPLICANT: The applicant's attention is drawn to the following comments;
- 1 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

Standing Advice valid from 1st January 2025 until 31st December 2026.

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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