

<u>APPLICATION NO:</u>	26/00032/FUL	<u>CASE OFFICER:</u>	Maxine Wishart
<u>WARD:</u>	Halewood South	<u>PARISH:</u>	Halewood Town Council
<u>LOCATION:</u>	25 Tavington Road, Halewood, Knowsley		
<u>PROPOSAL:</u>	ERECTION OF SINGLE STOREY SIDE EXTENSION (DEMOLITION OF DETACHED GARAGE)		

KNOWSLEY LOCAL PLAN POLICIES MAP ALLOCATION:

Primarily Residential Area.

Site Description

The application relates to a detached two-storey dwelling located on Tavington Road, Halewood. The site is surrounded by other residential dwellings to the east, south and west. The application site shares its rear boundary with Court Farm Woods which is an area of Public Open Space. The property is sited at a turning head which fronts the application site and its neighbour, No. 23 Tavington Road and these properties are set back from the main road.

The host property has a private rear garden and a landscaped garden at the front which is grassed lawn set behind low-level shrubs. The residential estate is open plan in character.

A single detached garage is located towards the back of the plot which is served by a driveway leading from Tavington Road. Both the application site and the neighbouring property, No. 23, are served by a 'shared driveway' which is functionally shared and serves as the only route to the respective properties and their in-curtilage parking provision accessed from the turning head off Tavington Road.

There is no uniform building line where the property is located and the host dwelling is set back behind the neighbouring detached property to the east, No. 27 Tavington Road.

Proposal

The application would involve the demolition of an existing single detached garage towards the rear of the site and the erection of a single storey dining room extension to the side. The extension would be set-back approx. 4.7m from the front elevation of the dwelling. It would have a maximum width of 4.1m and a depth of 5.7m. The extension would project 2m beyond the rear elevation of the host dwelling.

The extension would have a hipped roof with eaves height of 3m and attaining a maximum ridge height of 4.2m.

It is proposed to provide 2 no. replacement parking spaces on the grassed/planted garden area at the front of the dwelling.

Consultations

Halewood Town Council - No Comments Received.

Highway Authority - No objection.

Representations

This application has been publicised by letters sent to 5 neighbours. It has also been advertised by Site Notice. No representations have been received.

Planning History

APP. NO: 02/00726/FUL
PROPOSAL: Erection of 38 no. dwellings
DECISION: Granted
DECISION DATE: 31 October 2002

Condition 14 attached to planning permission referenced 02/00726/FUL removes permitted development rights for the erection of extensions, enlargement (or external alteration) to any building or a garage, car port or other building or enclosure erected within the curtilage of the site, without a further specific planning permission having been sought.

APP. NO: 25/00019/FUL
PROPOSAL: Erection of single storey side extension and new front porch (demolition of detached garage)
DECISION: Refused
DECISION DATE: 21 May 2025

The reasons for refusal are as below:

- 1. The proposal would involve the displacement of existing parking onto an area of land which is visually and functionally a shared vehicular access serving the host dwelling and the adjacent property No. 23 Tavington Road. Parking a vehicle and / or overhanging into this area would introduce a risk of obstruction to the detriment of the satisfactory function of the shared access, highway safety and the residential amenity of the occupiers of No.23 Tavington Road. The proposal would also result in the loss of a parking provision on the site from three spaces to two. Consequently, the proposal is contrary to the National Planning Policy Framework (2024), Saved Policies H5 and H8 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and the Householder Development SPD.*
- 2. The siting of the proposed extension due to its scale and height in close proximity to the common boundary and rear elevation of the neighbouring property No. 23*

Tavington Road would appear overbearing and dominant from that property and from its garden and would result in unacceptable impacts to the detriment of the living conditions of the occupiers of the neighbouring property. The proposal therefore fails to comply with the National Planning Policy Framework, Saved Policies H5 and H8 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and the Householder Development SPD (2016).

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.

NATIONAL PLANNING POLICY FRAMEWORK

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

H5 - Development within Primarily Residential Areas

H8 - Extensions and Alterations to Residential Properties

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS7 - Transport Networks

CS19 - Design Quality and Accessibility in New Development

SUPPLEMENTARY PLANNING DOCUMENTS

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

Principle of Development

The application for the extension of an existing dwelling in a residential area is acceptable in principle subject to compliance with relevant planning policies and guidance.

Layout and Design

Saved UDP Policy H5 provides the Council's guidance on development within Primary Residential Areas and should be considered when determining a development's potential impact on neighbouring occupiers and the local street scene. The Council's general approach to planning applications for domestic extensions and other "householder" proposals is set out in Saved UDP Policy H8. Policy CS2 in the Core Strategy requires new development to amongst other things, 'promote good quality design and ensuring that development respects its setting taking account relevant design requirements, and best practice.' Policy CS19 is of particular importance with all householder development proposals being expected to demonstrate a high standard of sustainable design that can contribute towards and sustain the local distinctiveness of the Borough.

The Council's Householder Development SPD forms a material consideration for the purposes of determining this planning application. It advises that the overall scale of development should not look out of place from the street or local environment. The design of the roof should echo that of the original dwelling; windows should follow the precedent shown in the host dwelling and materials should generally be the same or similar to the dwelling to which it relates. The extension should also leave adequate room around the dwelling to avoid a cramped appearance, space for sitting out and storage of bins and adequate parking.

Amenity Space

The proposed development would not have any impact on existing amenity space currently provided at the rear of the dwelling. Adequate access and space would be maintained to serve the property in line with the SPD.

Waste Management

The Householder SPD advises that extensions which remove access to the rear of a dwelling will normally only be acceptable if a secure bin store or alternative arrangements can be provided to the front of the dwelling, which would not have a detrimental impact on the street scene.

The existing access to the rear garden currently gained from a gate to the side of the driveway would be lost to make way for the proposed extension. It is proposed to provide a new gate opening to replace fencing to the other side of the dwelling which would allow access continued access to the rear garden for the storage of bins at the rear.

Design, Fenestration & Materials

The host dwelling features a steep duo-pitched roof to the main building, with a projecting front gable incorporating a piked roof detail. At ground-floor level, a hipped roof canopy extends across part of the front elevation.

The proposed extension would incorporate a hipped roof and this roof form would reflect the design of the existing canopy on the opposite side of the dwelling.

The extension includes one window to both the front and rear elevations, along with a smaller window to the side elevation facing onto the rear garden of host property. No openings are proposed in the gable elevation adjacent to the boundary with No. 23. The proposed windows are of a style and proportions that match those of the host dwelling.

The existing property is constructed in facing brick with grey concrete roof tiles and white uPVC windows. The extension would be built using matching brickwork and windows together with concrete interlocking roof tiles in a colour to match the host property and to suit the pitch of the proposed extension.

Parking

The proposed development would see the loss of the detached garage and part of the driveway. One parking space would be retained on the driveway which would be to the front of the extension and it is proposed to provide 2 no. replacement spaces within the front garden.

The Householder Development SPD requires that *where replacement or additional parking will be necessary in front gardens, proposals should clearly indicate landscaping and boundary treatments to soften the appearance of or screen parked cars. Proposals should ensure that at least 50% of the front garden area remains porous or provisions should be made to direct run-off water from the hard surface to permeable or porous area or surface within the curtilage of the dwelling.* This could be secured through the imposition of a condition if planning permission is granted. Although the proposal would lead to loss of soft landscaping at the site frontage, it is not considered, on balance, that this impact alone would justify refusal of the application.

Conclusion - Layout and Design

The proposed layout does not raise any concerns in relation to provision of parking and ensuring the dwelling is adequately served by amenity space and means to facilitate storage and collection of bins from the site. Impacts on highway safety and residential amenity are considered in the relevant sections of this report.

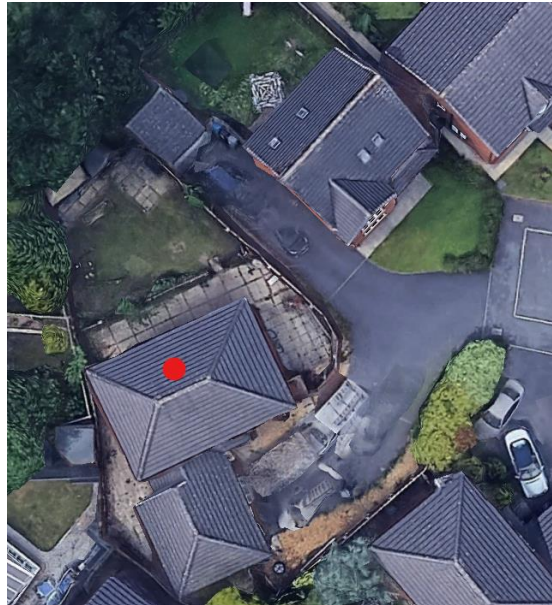
Taking the above into account, the extension is considered to represent an acceptable form of layout and design which remains broadly in keeping with the character of the existing dwelling. It is not considered that the proposal would result in harm to the character of the host property or the wider street scene.

It is considered that the proposed development complies with Saved Policies H5 and H8 of the UDP, Policies CS2 and CS19 of the Core Strategy and the Householder Development SPD.

Residential Amenity Considerations

No. 23 Tavington Road

The proposed extension would be located to the side of the dwelling adjacent to the common boundary with No. 23 Tavington Road. These houses are set at an angle to each other.



23 Tavington Road – Source: Google Maps

The gable of the proposed extension would face the common boundary with No. 23. The extension would be set back approx. 4.7 m beyond the rear elevation of No. 23 and due to the angled orientation of this neighbouring dwelling, the extension would extend approx. 6.2m from the nearest corner of the rear elevation of that property.

The development has been amended since refusal of planning permission in 2025 (25/00019/FUL). That scheme proposed that the side extension would extend the full depth of the gable elevation of the host property but would not have extended beyond the rear elevation. The scheme currently under consideration proposes that the extension would be set back 4.7m and extend beyond the rear elevation of the host dwelling by 2m.

The refused scheme proposed a gable ended extension with a ridge height of 5.4m and eaves height of 2.9m. By comparison, the extension now currently under consideration would have a hipped roof with a ridge height of 4.2m, sloping away from the common boundary with eaves height of 3m. The extension would be set off the common boundary by approx. 370mm.

In respect of rear extensions, the Council's Householder Development SPD advises that a single storey rear extension located on or immediately adjacent to the party boundary with a neighbouring dwelling will normally be acceptable if it does not project more than 4m from the rear elevation of the existing dwelling. A single storey extension beyond 4m (or in a situation where the application property has a rear elevation which is set further back than the rear elevation of the neighbouring dwelling) will normally only be permitted if it does not breach the 45 degree rule. Extensions that cross the 45 degree line from the midpoint of the nearest habitable room window will not normally be permitted.

As the proposed extension would extend beyond the rear of the host dwelling and is set back beyond the rear of No. 23. it is considered, in this instance, it reasonable to have regard to the SPD guidelines for rear extensions.

The proposed extension due to the setback of the host dwelling and the extension would breach the 45 degree line. However, regard has been given to other material considerations, including the existing relationship between the host property and No. 23; the orientation of the dwellings; the proximity of the nearest ground-floor window (French doors) at No. 23 to the current boundary fence; the fact that the roof of the proposed extension would slope away from the boundary; and that the extension would not be positioned directly on the boundary. On balance, and taking these matters into account, it is considered that the breach of the 45 degree line, in this instance can be justified.

It is considered that proposed development addresses the issues that contributed, in part, to the previous refusal of planning permission. As amended, it is considered that, due to the factors highlighted above, the development would not appear overbearing or unduly dominant when viewed from the neighbouring property or its garden and would not cause harm to the living conditions of the occupiers of No. 23 that would justify refusal of planning permission.

No. 27 Tavington Road

The host property is set back approx. 2.4m from the rear of the neighbouring property No. 27 which is also a detached 2-storey dwelling.

The proposed extension would project 2m beyond the rear elevation of the host dwelling. The side elevation of the extension would be set off the common boundary with No. 27 by 8.5m. There would be a small (685mm (w) x 1200mm (h)) secondary window located within the side elevation of the extension facing onto the common boundary. There is an existing high level timber fence along the common boundary.

Given the scale, siting and distance of the proposed extension, it is not considered that the development would have any greater impacts on the occupiers of that property than the existing dwelling in relation to loss of light; appearing obtrusive or impact on visual amenity.

In terms of privacy and overlooking, it is considered that the existing set back of the host dwelling from the neighbouring property together with the existing fencing along the common boundary, would ensure that there would be no unacceptable overlooking of the neighbouring property from the proposed side window. Furthermore, there would be a reasonable distance between the proposed side window and the neighbours garden and taking into account the above, the proposal in officer's view, would not lead to overlooking or loss of privacy either to the neighbouring property or the occupiers of the host dwelling.

Conclusion – Residential Amenity

Having regard to the proposed extension and its relationship with the site and this neighbouring properties it is not considered that the development would form an unneighbourly addition. The proposed development would have acceptable impacts on the residential amenity of neighbouring properties. Accordingly, the proposal complies with Policies CS2 and CS19 of the Core Strategy and Saved Policies H5 and H8 of the UDP.

Highway Considerations

Paragraph 112 of the NPPF states that if setting local parking standards for residential and non-residential development policies should take into account: the accessibility of the development; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 113 continues to state that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of the Framework)...

The application property comprises a 4-bedroom dwelling. Appendix A of the Ensuring a Choice of Travel SPD requires that 4-bedroomed dwellings should be served by 3 no. off-street parking spaces. The Householder 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. Minimum internal dimensions of 5.5m x 2.75m".*

The existing garage has internal dimensions of 5.3 x 2.7m and is only marginally shorter than the standards set out in the SPD. It is considered that it could therefore be argued in this instance, that the garage is of sufficient size to represent a usable parking space and that the proposed development would result in the loss of that parking space. The driveway to the front of the garage measures approx. 12 m in length and is approx. 4.4 m wide. It is clear that the parking provision of 3 no. spaces within the curtilage was intended to comprise the garage and a further 2 no. spaces on the driveway fronting that garage.

Both the application site and the neighbouring property (No. 23) are served by a shared driveway accessed from the turning head off Tavington Road. The precise extent of any rights of access over this driveway is unknown. Nevertheless, there is a clearly defined area between the dwellings and the highway that is intended to function as a shared driveway. It is also noted that the approved layout plan for the wider residential development includes a hatched area, clearly identified as the intended manoeuvring space serving both properties.

The Householder Development SPD states that circumstances vary, depending on the existing level of parking provision 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 a 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. Fewer spaces than set out in the parking standards will only be acceptable if the highway and environmental conditions in the locality allow.... Proposals that would result in an adverse impact on street parking conditions to the detriment of highway safety or the amenity of local residents would not be acceptable.

Whilst the proposal would result in the loss of two existing parking spaces, this would be offset by the provision of two new spaces to the front of the property within the existing garden area.

It is considered that the previous reason for refusal—relating to parking provision and the use of the shared driveway—has now been satisfactorily addressed. The Local Highway Authority confirms that it has no objection to the proposed arrangement and considers the development acceptable in terms of highway safety.

To ensure that the development does not result in surface water discharging onto the adjacent highway or neighbouring properties, a condition could be imposed if planning permission is granted requiring the applicant to provide suitable on-site drainage measures within the curtilage to prevent surface water run-off.

Conclusion - Highways

Paragraph 116 of the National Planning Policy Framework states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios.

Having regard to the above, it is considered that the proposed parking arrangements would be acceptable and subject to condition would not have a significant materially harmful effect on highway safety and as such the development complies with Policies CS2 and CS19 of the Local Plan, Saved Policies H5 and H8 of the UDP, Householder Development SPD and the Ensuring the Choice of Travel SPD.

Conclusion

The proposed development would be acceptable in terms of its siting, scale and design and would not have a detrimental impact on the character or visual amenity of the host dwelling or the street scene.

Adequate levels of parking provision would be provided. Whilst it is regrettable that landscaping to the front of the site would be lost to provide parking, this is not protected and the applicant permitted to remove this planting at any time without planning consent.

The proposed development would also result in acceptable impacts on the living conditions of adjacent occupiers and the streetscene in general.

The proposal therefore complies with the NPPF, Saved Policies H5 and H8 and Policies CS2 and CS19 of the Core Strategy the Householder SPD and the Ensuring a Choice of Travel SPD. It is therefore recommended that planning permission is granted.

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 the National Planning Policy Framework (2024), Saved Policies H5 and H8 of the Knowsley Replacement Unitary Development Plan, adopted in June 2006, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, and the Householder Development SPD (2016).

- 4) Prior to the first occupation of the extension hereby permitted, the replacement parking spaces shown on the approved plans shall be fully laid out, surfaced and made available for use.

The parking spaces shall be constructed using a permeable surface, or appropriate measures shall be provided to direct surface water from any hardstanding to a permeable or porous area within the curtilage of the dwelling. In any case, no surface water shall be discharged onto the public highway.

An area of soft landscaping shall be retained and/or provided between the parking area and the highway frontage.

The parking spaces shall thereafter be retained for the parking of vehicles associated with the dwelling.

Reason: To ensure availability of adequate parking to serve the dwelling and in the interests of highway safety and to comply with the National Planning Policy Framework (2024), Saved Policies H5 and H8 of the Knowsley Replacement Unitary Development Plan, adopted in June 2006, Policies CS2, CS7 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, the Ensuring a Choice of Travel SPD (2010) and the Householder Development SPD (2016).

- 5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order, with or without modification), no windows other than those expressly authorised by this permission shall be installed within the extension hereby permitted.

Reason: To safeguard the privacy of neighbouring properties in the interests of residential amenity and to ensure compliance with the National Planning Policy Framework (2024), Saved Policies H5 and H8 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and the Householder Development SPD (2016).

Contd...

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title

09/02/2026	03	REV B	PLAN SHOWING SITE OF APPLICATION
09/02/2026	04	REV B	PROPOSED PLAN AND ELEVATIONS (LOCATION PLAN)
09/02/2026	05	REV B	PROPOSED SITE PLAN

Signed Case Officer¹: M Wishart

Signed Authorising Officer²: Jo Sheridan

31/03/2026

Date: _____

Informatives

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

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