

APPLICATION NO: 25/00362/FUL **CASE OFFICER:** Reece Black

WARD: Swanside **PARISH:**

LOCATION: 5 Bradfield Road, Roby, Knowsley

PROPOSAL: REMOVAL OF CONDITION 5 (PARKING) ATTACHED TO PLANNING PERMISSION 22/00765/FUL (ERECTION OF DETACHED GARAGE / STORAGE BUILDING AND CONVERSION OF GARAGE TO HABITABLE ROOM) TO ALLOW FOR REDUCTION OF PARKING SPACES

Site Description

The application site is located at 5 Bradfield Road, Roby and is situated within a Site Allocated for Housing Development in the Development Plan. The application property is a two-storey detached dwellinghouse and is brick facing to its elevations, with white UPVC openings and brown, flat roof tiles. The property benefits from a detached outbuilding situated within the rear garden, a detached outbuilding within the front garden area in juxtaposition to the property, with smaller outbuilding / lightweight sheds to the front garden area; the previous integral garage has been converted with infilled brickwork present to the front elevation of the dwelling.

The front of the dwelling comprises of a tarmacked hardstanding to accommodate a minimum of 2 no. vehicles in the plot of the property with soft landscaping features around the curtilage of the dwelling.

The application site is located at the end of a cul-de-sac and fronts the side of one of two turning heads at the end of the highway. The property fronts an open grassed area beyond the turning head.

Proposal

The planning application 22/00765/FUL sought permission for the conversion of the garage to a habitable room as well as the erection of a detached garage/storage building. This was granted in October 2023 with a condition (5) which stated the following:

“No part of the accommodation/development consented hereby shall be occupied until the parking provision shown on areas indicated on Drawing 373-104C has been provided to the satisfaction of the Local Planning Authority. The parking provision shall be hard surfaced, and shall not drain onto the highway.”

Reason: In the interests of highway and pedestrian safety and to comply with Policy CS7 of the Core Strategy, adopted January 2016.”

This application seeks permission for the removal of condition 5 attached to the planning application 22/00765/FUL. The application has been submitted under a Section 73.

Within the application form the reason for varying / removing the condition is because it is asserted that *“there are only 2 people living in the house and there would be no need for a 3rd parking space. The existing garage which was converted was barely large enough depth wise to be classed as a parking space, it was 4.9 metres deep at its smallest depth.”*

Since permission was granted, the garage has been converted to form a habitable room (dining room).

This application has been submitted following complaints received to the Local Authority which has prompted investigations on alleged non-compliance with conditions 5. During May 2025, the applicant was instructed to either implement the parking space or apply for the removal of the condition.

Consultations

Highway Authority (Knowsley Council): – Objection received due to concerns over highway safety issues and inadequate parking provision.

Representations

This application has been publicised by two rounds of publicity which includes letters sent to 8 neighbours. It has also been advertised by site notice. This was due to an amendment to the description of development which replaced ‘variation’ of condition’ with ‘removal’ of condition’.

Five letters of objection one letter of support were received following the publicity given to the application. The representations are summarised as follows:-

The points of objection are summarised as:

Highway Safety:

- *The condition was put in place for a reason and due to my experience living nearby remains necessary and appropriate. Although the applicant claims that only 2 people currently live at the property, this does not reflect the actual number of vehicles regularly associated with the address. It is not unusual to see at least 3-5 cars parked outside or near the property on a regular basis. This level of on-street parking has had a noticeable and negative impact on the surrounding area.*
- *There are at least 3, if not 4 people who currently live at the property. I would suggest that most of the time there are at least 4 people who stay at the house overnight, who each have their own car, and there are often 1 or 2 work vans present overnight at the property; the need for extra parking is more than justified.*
- *Due to the number of cars associated with the property, it has, on several occasions, made it very difficult to access and egress our own driveway and sometimes to the point of driving over part of our garden area to exit the driveway.*
- *The number of parked vehicles regularly causes congestion and obstruction on the road, particularly when cars are parked on both sides.*
- *Cars being unable to pass along the road safely because of the number of vehicles parked up. The road becomes too narrow and creates a dangerous situation. It is not just inconvenient; it is a risk.*
- *Concerns raised for access by emergency vehicles and refuse collection.*
- *The removal of the garage has already contributed to the pressure on parking, and the idea of removing the requirement to compensate for that loss seems wholly*

unjustified given the actual situation.

- The original condition was intended to mitigate the impact on local highway safety and protect residential amenity. The condition was placed for good reason and remains necessary based on the actual usage and cumulative impact on the surrounding street scene.*
- It would set a concerning precedent that encourages development at the expense of sustainable, safe and considerate parking provision.*
- The build-up of vehicles narrows the useable width of the carriageway to the point that cars travelling in opposite directions cannot pass safely, resulting in delays, near misses, and compromised safety for pedestrians and other road users.*
- At times, larger vehicles, including delivery vans and emergency services would likely be obstructed, presenting a potential safety hazard.*
- 6.16 (Knowsley Householder Development SPD) states that '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'. These are then clearly listed with any home 4+ bedrooms requiring 3 car parking spaces. Currently, the property only has 2 and therefore requires an additional one be placed to meet the Council's standards. This also allows for future proofing of the property as the home may be sold in the future to a larger family with multiple vehicles and therefore to not enforce the planning condition to add an additional car parking space would be in direct violation of the Council's own policy.*
- Currently, there are major highways safety concerns in our road as the property in question is at the end of a cul-de-sac and so the road needs to remain clear, to enable cars to turn in the road. This is not possible on a daily basis as the road is constantly blocked by vehicles from the property making it impossible for larger vehicles, such as delivery vans, ambulances, fire engines etc and other cars to turn safely in the road without encroaching on my own private property. Often these vehicles will have to turn around on my private driveway as the designated area, at the end of the cul-de-sac, is consistently clogged with 2-4 parked cars on the road adjacent the property or in the turning circle.*
- The claim that the garage 'being barely large enough to be classed as a parking space' is also inaccurate. We have the same design of home, the same size double garage provided by the developer, and we use it as a car parking space for a large family saloon car without any issue. This therefore also renders the reasoning inaccurate. In actual fact there was 2 legal sized (4.8m) spaces removed by the conversion of the double garage. I do not therefore think that it is unreasonable to ask that at least one is replaced, especially owing to the existing highway issues already known to the immediate area.*

To substantiate their objections, the objectors have also submitted photographs to evidence their representations.

Other issues:

- The condition clearly states that the accommodation/development shall not be occupied until the parking areas have been provided. This development has been completed for almost 6 months and is used daily without the parking space being provided. This does not seem to have been enforced by the LPA. The applicant clearly is confident that no one would check or that this condition would not be enforced as they have since completed ground works in the area where the car parking provision should be placed and clearly have no interest in complying with the conditions.
- Disregard for boundary lines, the drawings clearly show where the boundary lines are, and they have since occupied and built another structure on land that does not

- belong to them. This does not seem to have been checked or verified by the LPA.
- It is requested that the property's compliance with the original planning conditions be investigated and enforced and that the boundary infringement be reviewed and addressed.

The letter of support received states that they are in *support of the planning application and have no objections*.

Planning History

APP. NO: 09/00556/OUT
PROPOSAL: OUTLINE APPLICATION FOR ERECTION OF 525 NO. DWELLINGS TOGETHER WITH REMEDIATION WORKS (MEANS OF ACCESS TO BE CONSIDERED AT THIS STAGE)
DECISION: GRANTED
DECISION DATE: 7 February 2011

APP. NO: 12/00542/REM
PROPOSAL: RESERVED MATTERS APPLICATION (PHASE 2) FOR THE ERECTION OF 94 NO. DWELLINGS, LANDSCAPING, OPEN SPACE, INTERNAL ROAD LAYOUT AND ASSOCIATED WORKS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE TO BE CONSIDERED - ACCESS APPROVED AT OUTLINE STAGE)
DECISION: GRANTED
DECISION DATE: 13 December 2012

APP. NO: 21/00118/FUL
PROPOSAL: ERECTION OF A SINGLE STOREY DETACHED OUTBUILDING
DECISION: GRANTED
DECISION DATE: 30 April 2021

APP. NO: 22/00765/FUL
PROPOSAL: ERECTION OF DETACHED GARAGE / STORAGE BUILDING AND CONVERSION OF GARAGE TO HABITABLE ROOM
DECISION: GRANTED
DECISION DATE: 11 October 2023

Condition 23 of 09/00556/OUT (determined at appeal, APP/V4305/A/10/2135020) states that '*Notwithstanding the provisions of Classes A, D, E and F of Part 1 of the Schedule to the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without Modification) there shall be no extensions to the dwellings, garages or car ports erected within the curtilages of the dwellings or buildings erected within the curtilages of the dwellings unless planning permission has been granted by the local planning authority.*'

Condition 6 of 12/00542/REM states '*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 with Saved Policies T6 and DQ1 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.'

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.

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

NATIONAL PLANNING POLICY FRAMEWORK (NPPF) (2024)

PLANNING PRACTICE GUIDANCE (PPG)

Use of planning conditions (2014)

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 DOCUMENTS (SPD)

Householder Development SPD (2016)

Ensuring a Choice of Travel SPD (2010)

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason for the refusal, approval has not been possible.

ASSESSMENT

Core Strategy Policy CS2 (Development Principles – Principle 4) states that new development must *recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place* by (as mandated by sub-criterion e) *mitigating potential negative impacts of traffic growth and road traffic on highway safety, air quality, noise and health*.

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

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 'Extensions and Alterations to Residential Properties' 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*

CONTEXT (22/00765/FUL)

Under 22/00765/FUL the local highway authority (lha) were consulted on the application and due to concerns raised over parking from the loss of the parking space located within the integral garage space and concerns expressed on highway

safety concerns and indiscriminate parking detailed in objections by local residents. The lha raised an objection to the proposal for these reasons. Through negotiations, the lha were satisfied that a condition to make provision for an additional parking space within the front garden area as a compensatory replacement, would be acceptable. This condition meant that the turning head, which the application property directly faces, would not be used as overspill parking and would consequently not exacerbate existing pressures experienced within this part of the local highway network.

The additional parking space required by condition 5 of application 22/00765/FUL was never implemented and the proposal being considered seeks to remove the condition.

HIGHWAYS

The primary consideration for the assessment of this application is the impact on the local highway network, including adequate parking provision and highway safety, in line with the aforementioned policies.

The application property comprises a 4-bedroom dwelling. The Householder Development SPD and Ensuring a Choice of Travel SPD require that properties with 4+ bedrooms should be served by a 3 no. off-street parking spaces. The Householder Development SPD outlines 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 previously converted garage (See Appendix 1 at the end of the report) is shown to have contained internal dimensions of a depth 5.7m (at its deepest) and 5.4m (at the shallowest), taking account of the stepped wall, and 4.87m in width; particularly if a vehicle was parked at a slightly oblique angle, then it would be more than sufficiently able to accommodate a minimum of 1 no. large vehicle and subsequently constituted a usable parking space. Therefore, the applicants claim on the application form that the garage was insufficient to provide a parking space is not accurate.

The hard surfacing to the front of the garage measure 7.1m in width and 5.1m in depth (at its shallowest).

The Householder Development SPD outlines 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.*

The Householder Development SPD furthers that *a common factor with all types of extension is the need to preserve a satisfactory amount of off-street parking provision within the boundaries of the dwelling. This factor is particularly common when proposals are submitted for side or front extensions, which very frequently affect the available parking space within a dwelling. Failure to provide satisfactory parking provision can lead to on-street parking which is both unsightly and hazardous (e.g. for children or persons crossing the road).*

Significant weight should be given to the guidance of the SPD outlined above and its application to the site context and locality. What is evidenced by photographs and the written representations submitted by objectors are legitimate concerns of indiscriminate parking within the highway of Bradfield Road, largely in association with occupiers or visitors to the application property. The vehicles parked in the turn head or adjacent the side of the curtilage of the application property are understood to be associated with the application dwelling and this is evidenced within the written objections from nearby residents and also evidenced with the photos (see Appendix 3) sent in to support the written objections, which also show up to 2 no. work vans used by the applicant. This has exacerbated existing parking concerns within the locality and stress on the local highway network. The guidance of the Householder Development SPD is unambiguous that fewer spaces than set out in the parking standards will only be acceptable if the highway and environmental conditions in the locality allow, to which the points of evidence and photographs substantiate this is not an occasion where leniency could be justified, given its position on a turning head that must be kept free from obstruction. The guidance is clear that adverse impacts on street parking conditions to the detriment of highway safety or amenity of local residents would not be acceptable; the failure to implement the replacement parking space presents risk to highway safety and inarguably the amenity of local residents.

It is crucial to consider that on this occasion, there does not appear to be a suitable, robust reason presented by the applicant that the replacement parking space is unnecessary, other than a lack of desire to comply with the condition. The number of people permanently residing at the property is not the test for assessing levels of private car ownership associated with the property and instead, this threshold is based on the number of bedrooms contained within a dwelling.

As the SPD sets out, that proposals for developments such as side or front extensions may render it physically and practically unviable to make provision for adequate replacement parking in the curtilage of the dwelling due to the footprint, location etc of a proposal, however, this is not such an occasion. The application property is more remote in comparison to the other dwellings in the locality and does not functionally 'share' vehicular access or grouped in a cluster arrangement with other dwellings physically close to the property to prevent additional in-plot parking. There is adequate space to the front of the dwelling in which a third parking space in-plot could be laid out. The guidance of the Householder Development SPD emphasises that *extensions which would result in the loss of an existing car parking space to an unacceptable level or demand for additional spaces may be permitted if alternative parking is provided e.g. in front gardens if the replacement spaces would have satisfactory dimensions and the garden is well landscaped*. Furthermore, the SPD outlines that *in operating the guidelines the Council will have regard to existing prevailing parking provision in the area*.

This guidance reinforces the opinion that where in-plot parking to provide replacement / additional spaces can be provided e.g. in front gardens (subject to meeting minimum dimensions – which the replacement space could) then this may make development permissible. Sufficient landscaping would still be contained within the front garden area and no significant harm to visual amenities would occur should the third space be implemented. Therefore, it is the opinion of the Ipa that this condition should still be complied with and not removed.

The development completed through the implementation of 22/00765/FUL has introduced an additional habitable room to the existing 4-bedroom property. Consideration must be given to the fact that this room could be converted into an additional fifth bedroom in the future. In the interest of futureproofing, this must hold

great weight in the assessment of this application. The applicant has claimed that the implementation of the replacement, third in-plot parking space, is not required due to the assertion that only 2 people permanently reside at the property and the existing parking provisions are adequate. Nevertheless, it is addressed above that it is the number of bedrooms in which levels of parking are considered against. The points of objection highlight that a large degree of parking adjacent the dwelling, before the turn head and within the turn head. This demonstrably shows the impact of a lack of sufficient off-street parking provisions and displays the need for the conditioned replacement, in-plot parking space to be implemented.

The lha were consulted on this application to remove the condition for the additional parking space and have raised an objection to the removal of the provision of the third parking space. The Highways Officer has outlined that the approved scheme included 3 no. off-street parking spaces specifically to meet the needs of the property and prevent overspill parking on surrounding streets. Condition 5 was imposed to make the development acceptable.

Reducing the parking provision of the 4-bedroom property to 2 spaces is unacceptable and would inevitably displace additional vehicles onto the public highway and into the turning head (as evidenced). The area suffers from significant on-street parking issues and further loss of off-street provision will worsen congestion and increase safety risks. Without the third space, there is a clear risk that vehicles will park in the turning area or elsewhere on the highway. The lha position remains consistent with their stance on the original application of 22/00765/FUL that the condition remains necessary to prevent an unacceptable impact on the local highway network and that it is recommended by the lha that the application to remove condition 5 be refused.

The lha also completed and provided vehicle tracking details for Bradfield Road (refer to Appendix 2). These drawings evidence that larger vehicles have difficulty in using the turning head when there are vehicles parked within it. For example, a fire appliance (8.7m in length and 2.2m in width) requires six reverse manoeuvres to fully exit the hammerhead location and a waste vehicle (11.2m in length and 2.5m in width) is unable to manoeuvre out of the hammerhead location when there are vehicles parked within it, unless it encroaches onto the existing pedestrian footway with multiple reverse manoeuvres. Therefore, the full depth of these hammerhead turning heads should be left free, the replacement parking should, for these reasons, be implemented to prevent highway safety issues for the consideration of larger vehicles.

The tracking diagrams also demonstrate that further issues are also raised when vehicles park on-street adjacent to the side of the plot of the application property as it makes it difficult for No's 12 & 14 to access and egress their driveways (and this corroborates with the contents of the submitted objections) by obstructing visibility and turning space to manoeuvring resulting in a significant access issue.

The NPPF (Paragraph 116) stipulates that *development should only be prevented or refused on highway 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 proposition to remove the compensatory, replacement, in-plot parking space would not be acceptable and as existing, the inaction to comply with this condition is contributing to highway safety issues, difficulties with other drivers accessing / egressing their driveways and

adversely affecting residential amenities. Permitted development rights were withdrawn via conditions of the erection of the housing estate to ensure that satisfactory off-street parking provisions were retained where necessary and given that the plot has the potential to adequately implement the replacement parking it is considered that it would be unacceptable to allow the removal of this condition and the application would not accord with Policies CS2 and CS19 of the Local Plan, Saved Policies H5 and H8 of the Replacement UDP, Householder Development SPD and the Ensuring a Choice of Travel SPD and the NPPF.

USE OF CONDITIONS

Consideration should also be given to the fact that the condition was applied to strike a balance between facilitating development whilst fairly and reasonably minimising the impact on the wider area through adverse impacts to highway safety and residential amenities. The PPG (Paragraph 001) stipulates that *when used properly, conditions can enhance the quality of development and enable development to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects*. Moreover, it outlines that *it is important to ensure that conditions are tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls*. This condition was attached to address that adequate parking.

It is important to acknowledge that this condition was attached to make the proposal for the garage conversion under 22/00765/FUL acceptable. Given that the application to remove the condition has been submitted following complaints from local residents, it is clear that the ramifications on pressure on the local highway network and residential amenities is tangible and reinforces that this condition should be upheld and the parking space provided.

OTHER ISSUES:

PLANNING ENFORCEMENT / NON-COMPLIANCE WITH CONDITION

Some of the objections make reference to the fact that the development has been completed for some months now. From the notes on file a site visit was completed by planning enforcement on 13.05.2025 to investigate the alleged breach which revealed that building works appear complete, however the parking place required has not been installed. The applicant was given 28 days to either lay out the parking place or submit an application for the removal of the condition to regularise the non-compliance with the condition.

Planning enforcement will wait for the determination of this application and its outcome before proceeding. Should this application be refused, then Planning Enforcement will continue to liaise with the applicant to instruct compliance with the condition.

LAND OWNERSHIP / BOUNDARIES

There are known land ownership issues within and around the site and recently it would appear that a small outbuilding / structure had been erected on land which (is alleged to be) outside the ownership of the applicant. This matter is with the planning enforcement team.

In relation to this application, the applicant has served Certificate of Ownership (Certificate B) with notice served to the affected landowner (No.76 Holly Bank Avenue – located behind the application property as the red line boundary of the

original application encroaches land owned by No.76). The issues on land ownership were covered in the delegated report for 22/00765/FUL where it was established that the land ownership issues were corrected but did not form a material consideration to the determination of the application and would be a civil matter between landowners. The new structure recently erected to the front of the property, is not covered by this application or the original application.

Conclusion

The proposal to remove condition 5 from application of 22/00765/FUL and relieve the applicant of having to implement the third, in-plot parking space cannot be supported. This is for the reasons set out within this report which presents that due to the non-compliance of this condition, the additional on-street parking contributes to worsening levels of on-street parking and wider residential amenities of local residents.

As discussed, measures have been taken to reduce the impact of on-street parking with the withdrawal of permitted development rights and restriction for garages not to be converted in the interest of ensuring sufficient off-street parking was available, or through the condition originally applied to make the development acceptable and mitigate any adverse impact of the proposed development. To allow the removal of condition, would unnecessarily exacerbate existing issues on highway safety, on-street parking, contribute to obstructions and difficulties with manoeuvring within the head of the cul-de-sac and detrimentally affect residential amenities.

The proposal therefore fails to comply with the NPPF, Policies CS2 and CS19 of the Core Strategy, Saved Policies H5 and H8 of the Replacement UDP, the Householder Development SPD and Ensuring a Choice of Travel SPD. It is therefore recommended that this application is refused and that the applicant complies with condition 5 by implementing the parking.

Recommendation

That planning permission be refused due to the following reason:-

- 1) Condition 5 on permission 22/00765/FUL sought to replace the garage parking space with a third driveway parking space. This condition was deemed necessary to make the conversion of the garage acceptable and the condition was accepted by the applicant. The replacement parking space was attached to mitigate adverse impacts of on-street parking and subsequent residential amenities. The proposal would continue to result in relocation and displacement of cars onto the public highway, generating higher levels of off-street parking. The direct consequences include either restriction to the use of the turning head by larger vehicles and creating obstructions for access and egress of the occupiers of the properties of No's 12 and 14 Bradfield Road. The application would exacerbate existing highway safety risks to the detriment of the satisfactory function of the highway generally and continue to result in indiscriminate parking due to heightened levels of off-street parking. Consequently, the proposal is contrary to the National Planning Policy Framework (2024), Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, Saved Policies H5 and H8 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, the Householder Development SPD (2016) and the Ensuring a Choice of Travel SPD (2010).

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
25/06/2025	373-111A	-	PROPOSED SITE PLAN AND LOCATION PLAN
09/06/2025		-	APPLICATION FORM

Signed Case Officer¹: **Reece Black**

Signed Authorising Officer²: **Jo Sheridan**

Date: **22/10/2025**

Informatives

Not applicable.

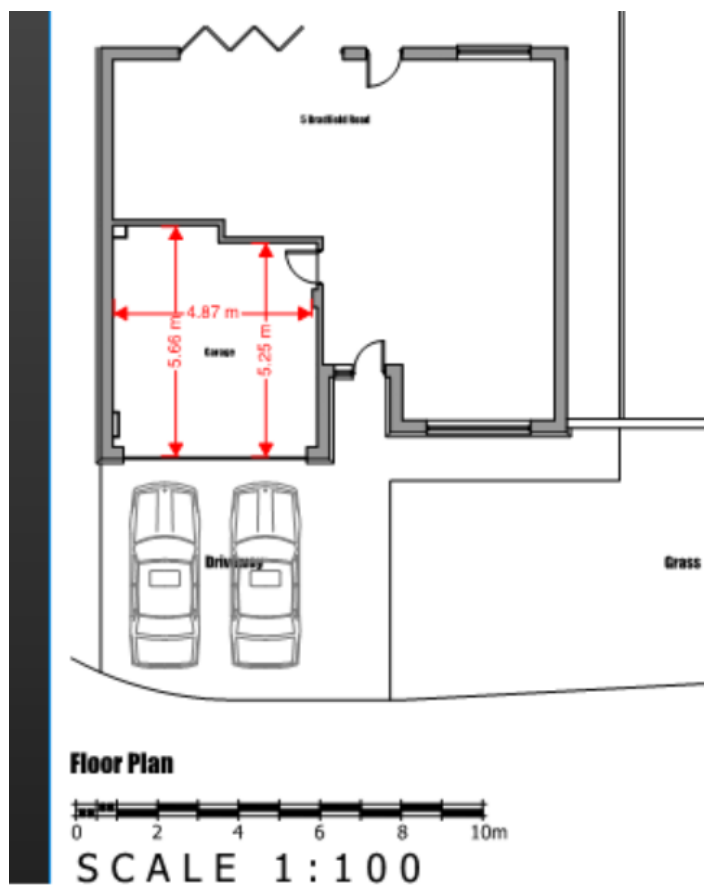
¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

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

Appendix:

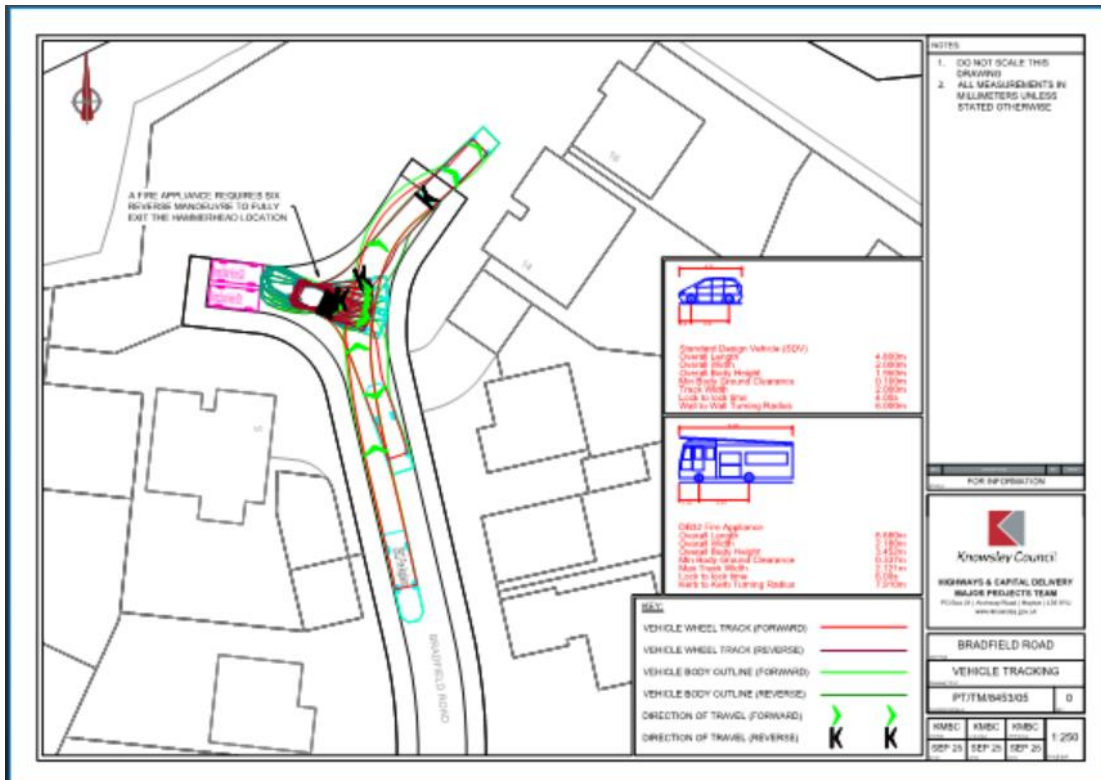
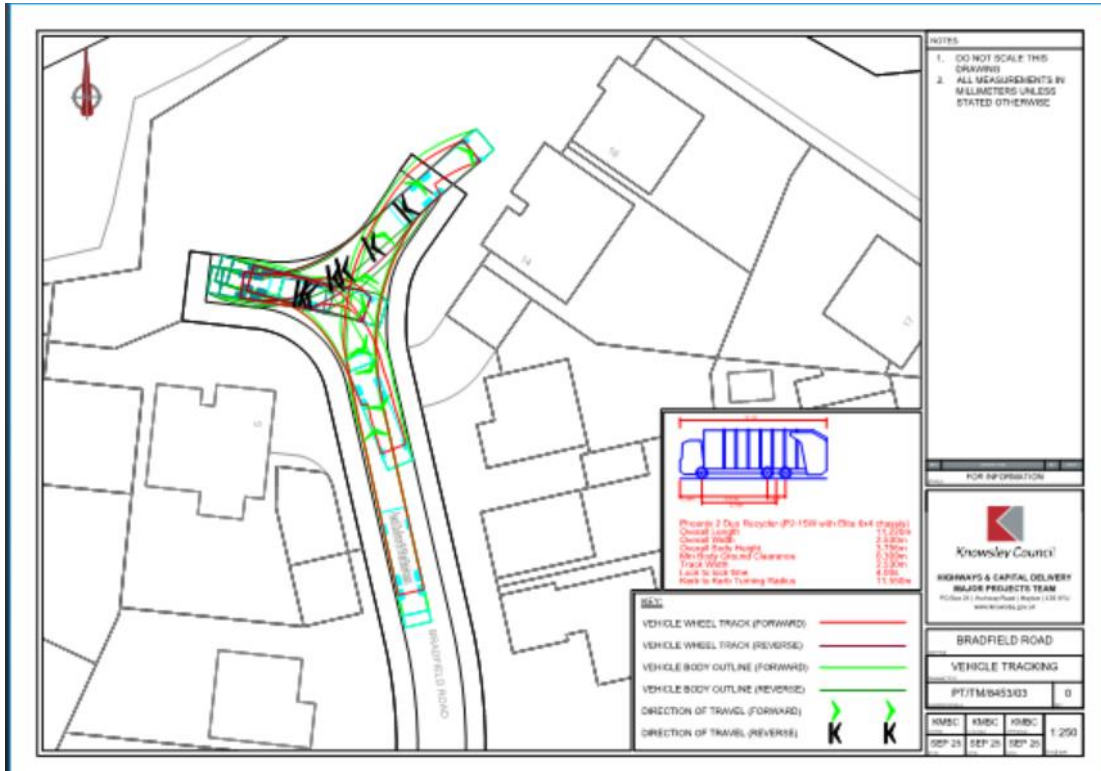
Appendix 1:

The Existing Floor plan of the previously converted garage as shown on Dwg no. 373-102, submitted for the consideration of 22/00765/FUL.



Appendix 2:

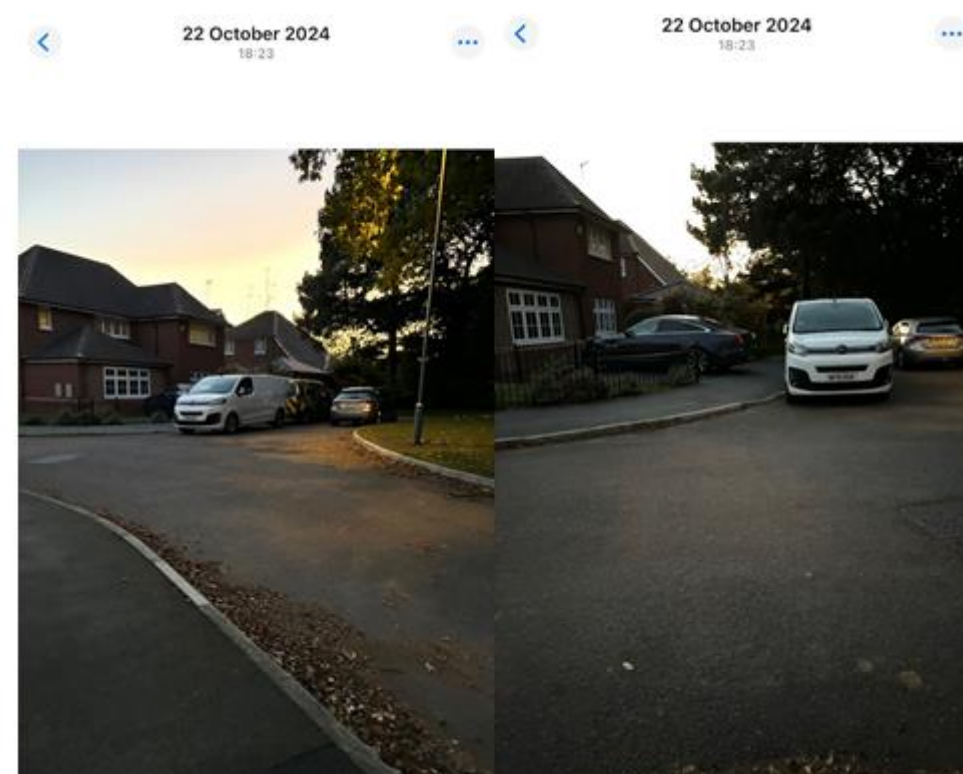
Vehicle Tacking



Appendix 3:

Photographs sent from objectors:







Appendix 4:

Officers Site Visit Photos

Site Visit Photos 26/06/2025 (20:00pm)







