

<u>APPLICATION NO:</u>	25/00270/FUL	<u>CASE OFFICER:</u>	Louise Robinson
<u>WARD:</u>	Halewood North	<u>PARISH:</u>	Halewood Town Council
<u>LOCATION:</u>	33 Banbury Avenue, Halewood, Knowsley, L25 5LX		
<u>PROPOSAL:</u>	ERECTION OF A SINGLE STOREY FRONT PORCH EXTENSION TOGETHER WITH THE ERECTION OF A TWO STOREY SIDE AND REAR EXTENSION AND SINGLE STOREY REAR EXTENSION		

Site Description

Two-storey 2-bedroom end-of-terrace dwelling located on Banbury Avenue, Halewood. The dwelling is characterised by brickwork to all elevations, a gable tiled roof and white UPVC windows. The property currently benefits from an outbuilding within the rear garden.

The dwelling does not have any 'official' off-street parking available. However, at the time of carrying out a site visit on 21 August 2025, a vehicle had been parked on the grassed area to the front of the property.

The attached neighbouring dwelling No.31 Banbury Avenue benefits from a front porch and single storey rear extension (approved under 22/00522/CLD and 23/00098/FUL).

The other neighbouring dwelling No.35 Banbury Avenue benefits from a two-storey side extension, single storey rear extension, rear conservatory, rear dormer, and porch to the front (approved under 08/00079/FUL).

Proposal

Planning permission is sought to erect a single storey porch extension to the front, a two-storey extension to the side and rear and a single storey extension to the rear.

Single Storey Front Porch Extension

The extension would have a projection of 1.58m beyond the existing front elevation of the dwelling and a width of 1.58m. It would have a pitched roof, with an eaves height of 2.75m and a ridge height of 3.67m.

It would be finished in brickwork to match the existing dwelling and have white UPVC double doors installed within the front elevation.

Two-Storey Side Extension

The extension would have a depth of 9.63m (projecting 3.0m beyond the existing rear elevation of the dwelling) and a width of 3.50m. It would have a tiled gable roof with an eaves height of 5.18m and a ridge height of 7.70m.

It would be finished in brickwork to match the existing dwelling and have 2no. white UPVC windows installed (1no. at ground floor level, 1no. at first-floor level) within the front elevation.

The extension would allow for a new living room and kitchen / family room (in connection with the proposed rear extension) at ground floor level, and an additional 3rd-Bedroom and new bathroom at first-floor level.

Part Two-Storey / Part Single Storey Rear Extension

The extension would have a projection of 3.0m beyond the existing rear elevation of the dwelling and widths of 9.32m (ground floor level) (projecting 3.5m beyond the existing side elevation of the dwelling) and 5.85m (first-floor level). The extension would be set in by 3.47m at first-floor level.

The single storey aspect of the extension would have a mono-pitched roof with 2no. rooflights installed and have an eaves height of 2.53m and a ridge height of 3.56m.

The two-storey aspect of the extension would have a pitched roof with a dropped ridge of 0.70m incorporated. It would have an eaves height of 5.14m and a ridge height of 7.0m.

It would be finished in brickwork to match the existing dwelling and have aluminium bi-fold doors and 1no. white UPVC full height window installed within the rear elevation at ground floor level, and 1no. white UPVC window installed within the rear elevation at first-floor level.

The extension would allow for an open-plan family room and kitchen (in connection with the proposed side extension) and wet room at ground floor level and an additional 4th-Bedroom at first-floor level.

Consultations

Highways – No objections, subject to conditions.

The site has no on-site parking, and due to physical constraints, it is not possible to provide any. The Council's adopted SPD recommends 3 parking spaces for a 4-bedroom dwelling; however, the property is located on a street with available on-street parking, and the local highway network can accommodate the additional parking demand without creating a severe impact on highway safety or traffic flow.

There have been some local complaints regarding ~~some local complaints regarding~~ on-street parking. Whilst these are noted, they do not provide sufficient grounds for a highway objection, as the development is not expected to create a severe or unsafe impact on the public highway.

The development should provide two secure, covered cycle parking for residents to encourage sustainable travel. This would be secured by a condition.

Representations

This application has been publicised by letters sent to 20 neighbours. No comments or objections were received during the consultation period.

Planning History

No relevant planning history.

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.

KNOWSLEY LOCAL PLAN: CORE STRATEGY

Policy CS2 Development Principles
Policy CS19 Design Quality and Accessibility in New Development

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

Policy H5 Development Within Primarily Residential Areas
Policy H8 Extensions and Alterations to Residential Properties

SUPPLEMENTARY PLANNING DOCUMENTS

Householder Development SPD
Ensuring a Choice of Travel SPD

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

Saved Policy H8 in the Replacement Unitary Development Plan (2006) 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 to be 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 to highway users by obstructing visibility for pedestrians or drivers of motor vehicles
- e) Adequate parking and garden space would remain for use by the residents of the extended property.

Principle of Development

The application site is identified as a Primarily Residential Area in the Knowsley Local Plan: Core Strategy.

As such, the domestic extensions proposed are considered to be acceptable in principle, subject to compliance with local planning policy and guidance.

Residential Amenity

Single Storey Front Porch Extension

The Householder Development SPD states that front extensions and porches can be particularly prominent in the street scene and should be particularly carefully designed to retain the character of residential areas. It also advises that the style, design, materials and scale of front extensions and porches should respect the character of the surrounding residential area.

The proposed front porch extension would have a projection of 1.58m beyond the existing front elevation.

Impact on No.31 and No.35 Banbury Avenue

The front porch extension would not exceed the 45-degree rule and would not impact on either dwellings habitable window(s) to the front of the properties. As such, it is considered that the proposed front porch extension would not create any additional impact on the residential amenity of either dwelling, and is considered to be acceptable.

The double doors proposed within the front elevation raise no overlooking concerns due to their ground floor siting and would not create any additional views not already available from the front of the dwellinghouse.

Therefore, the single storey front porch extension is considered to be acceptable in terms of any impacts on residential amenity and complies with Policy H8 and guidance provided by the Householder Development SPD.

Two-Storey Side Extension

The Householder Development SPD outlines that two-storey side extensions should be designed to avoid having an overbearing effect or causing unacceptable loss of light or privacy for neighbours. They should also avoid creating a terracing effect, either by themselves or in conjunction with similar extensions.

The Householder Development SPD also outlines that either a minimum space of 1m should be preserved between the extension and the party boundary to the side of the property, OR the front wall of the first floor of the extension should be set back at least 1m from the immediately adjoining part of the main front wall of the original dwelling.

Whilst the two-storey side extension would not be set back at first-floor level, there would be a distance of 1.55m between the gable elevation of the extension and the shared boundary. As such, this would comply with the Householder Development SPD's guidance. Additionally, there is a stagger between the application site and No.35, as the application site is set back by approximately 3.35m from the front elevation of the neighbouring dwelling No.35. As the wider street scene is primarily terraced, the proposed two-storey side extension would not create a 'new' terraced effect. As such, the two-storey side extension is considered to be acceptable.

Impact on No.31 Banbury Avenue

The two-storey side extension would be located away from No.31 and therefore would have no impact on the amenity of the attached neighbouring dwelling.

Impact on No.35 Banbury Avenue

Whilst there is 1no. first-floor window located within the side elevation of No.35; it is assumed that the window serves a bathroom as it has obscure glazing installed. As such, this window is considered to be non-habitable. Furthermore, as there would be a distance of approx. 6.25m between the side elevation of the proposed extension and the side elevation of No.35, it is considered that the two-storey side extension would have little impact on the residential amenity of the neighbouring dwelling.

The additional 2no. windows (1no. ground floor, 1no. first-floor) within the front elevation do not raise any overlooking concerns, as they would not provide any additional views not already available from the front of the dwelling.

Therefore, the two-storey side extension is considered to be acceptable in terms of any impacts on residential amenity and complies with Policy H8 and guidance provided by the Householder Development SPD.

Part Two-Storey / Part Single Storey Rear Extension

The Householder Development SPD advises that rear extensions should be designed to avoid causing overshadowing, loss of outlook or loss of privacy to the neighbours or appear unduly dominant to neighbours.

The SPD also advises that single storey rear extensions located on or immediately adjacent to the party boundary with a neighbouring dwelling will normally be acceptable if it does not project more than 4.0m from the rear elevation of the dwelling and two-storey extensions of up to 3.0m will normally be acceptable and should not

come within 7.0m from the rear boundary.

Single Storey Aspect

The single storey aspect of the extension would have a projection of 3.0m beyond the rear elevation and a total width of 9.32m. As such, the single storey aspect of the extension would comply with the Householder Development SPD in terms of its projection.

Two-Storey Aspect

The two-storey aspect of the extension would also have a projection of 3.0m beyond the rear elevation and a width of 5.85m, as the extension would be set in by 3.47m at first-floor level, to reduce any impacts on the residential amenity of the attached neighbouring dwelling No.31. Additionally, the extension would be set approximately 22.5m away from the rear site boundary. As such, the two-storey aspect of the extension would comply with the Householder Development SPD in terms of its projection and distance from the rear boundary.

Impact on No.31 Banbury Avenue

The proposed extension would not project beyond the rear elevation of No.31, as the dwelling has been extended at ground floor level to the rear (measuring 3.0m) as approved under 22/00522/CLD. Additionally, the extension would be set in by 3.47m at first-floor level. As the depth of the extension meets the guidance provided by the Householder Development SPD, it is considered that the proposed extension would not have a negative impact on the amenity of the attached neighbouring dwelling and would be acceptable.

Impact on No.35 Banbury Avenue

The proposed extension would project beyond the rear elevation of No.35's single storey rear extension by 0.60m. Furthermore, the extension would be set 1.55m away from the shared boundary with No.35, and a further 4.70m to the side elevation of the neighbouring dwelling. As such, the proposed extension would not have a negative impact on the amenity of the neighbouring dwelling and would be acceptable.

The bi-fold doors and 1no. full height window at ground floor level and 1no. window at first floor level within the rear elevation raise no overlooking concerns, as they would not create any additional views not already available from the rear of the dwelling.

Therefore, the part two-storey / part single storey rear extension is considered to be acceptable in terms of any impacts on residential amenity and complies with Policy H8 and guidance provided by the Householder Development SPD.

Design

The two-storey side extension and front porch extension would be visible from the wider street scene of Banbury Avenue, whilst the part two-storey / part single storey rear extension would not be visible, as it would be situated behind the existing dwelling and the proposed side extension. The extensions are to be finished in brickwork to match the existing dwelling. As the materials would match, the extensions are considered to be acceptable in visual terms.

The single storey front porch extension would have a pitched roof. As the roof-profile

would match that of the existing dwelling, the proposed roof-profile is considered to be acceptable.

The two-storey side extension would have a pitched tiled roof. As the existing dwelling's roof-profile is a straight gable, it is considered that the proposed roof-profile would be acceptable, as it would match that of existing and would comply with Householder Development SPD guidance.

The part two-storey / part single storey rear extension would have a mono-pitched roof with 2no. rooflights installed at ground floor level and a pitched tiled roof at first-floor level. As the roof-profile(s) would match that of existing, they are considered to be acceptable.

The doors and windows to be installed would be white UPVC, and the bi-fold doors would be aluminium. The additional doors and windows would match the materials of the existing fenestrations found at the dwelling and are acceptable in this instance.

Overall, the extensions are considered to be acceptable in terms of any impacts on the visual amenity of the host property and the surrounding area and complies with Policy H8 and guidance provided by the Householder Development SPD.

Highways

The Householder Development SPD advises that sufficient car parking spaces should be retained or provided, when erecting a two-storey side extension or a front extension. It also advises that the parking provision for a 4+ Bedroom Property should provide 3no. parking spaces within the curtilage.

At present, the property does not benefit from any off-street parking, however, when carrying out a site visit on 21 August 2025, a vehicle had been parked on the grass to the front of the property.

A parking layout plan has been provided (as of 06 September 2025) which indicates that a minimum of 3no. off-street parking spaces would be provided to the front of the dwelling, along with a new vehicle crossing over the existing footpath for vehicular access. The driveway would have a length of 8.65m and a width of 9.0m. The proposed parking spaces would measure 5.0m (L) x 3.0m (W), complying with the parking provision for a 4+ Bedroom dwelling.

Whilst most of the soft landscaping would be removed to the front of the dwelling, the driveway would be fully paved and would include an Aico drain with 100mm pipe connected to a new soakaway within the garden area. As such, it is considered that provisions would be in place to direct run-off water from the hard surface to a permeable or porous area.

As the driveway would be a new feature to the property, a condition will be included within the granting of planning permission for a dropped kerb to be installed to allow for access onto the new driveway.

Overall, it is considered that the proposed extensions would be in accordance with the Householder Development SPD and Policy H8 and would not have any negative impact on highway safety.

Conclusion

The proposal would be acceptable in terms of any impacts on the visual and residential amenity and highways. The proposal also complies with the Knowsley Local Plan: Core Strategy, Replacement UDP Policies and guidance provided 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.

- 4) The parking provision shown within the curtilage of the dwelling on the approved plans shall be made of porous materials, or provision shall be made to direct run off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse. The parking provision shall be retained as such thereafter.

Reason: In the interests of highway and pedestrian safety, to reduce surface water run-off and to ensure the development complies with Policies CS19 and CS24 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

- 5) No part of the accommodation / development hereby consented shall be occupied until the parking provision shown on Drawing No.03 (Rev A) and 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.

Reason: 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
21.07.2025	02	-	Planning Drawing (Proposed Plans)
06.09.2025	03	Rev A	Location Plan

Signed Case Officer¹:

Louise Robinson

**Signed Authorising
Officer²:**

Mark Quinn

Date:

23.09.2025

Informatives

N/A

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

Site Photographs

