

<u>APPLICATION NO:</u>	26/00258/FUL	<u>CASE OFFICER:</u>	Reece Black
<u>WARD:</u>	St Michael's	<u>PARISH:</u>	
<u>LOCATION:</u>	32 Lancaster Road, Huyton, Knowsley		
<u>PROPOSAL:</u>	ERECTION OF TWO STOREY SIDE EXTENSION		

Site Description

The application site is located at 32 Lancaster Road, Huyton and is situated within a Primary Residential Area in the Development Plan. The application property is a two-storey, end-terraced dwellinghouse, served by a dual-pitched roof; the dwelling is brick facing to its elevations, with white UPVC and grey interlocking roof tiles. The property benefits from a detached outbuilding adjacent the side plot boundary.

The site is located on a corner plot bound by a 1.8m high timber fence with vehicular access gates close to the junction. At least one vehicle parks within the curtilage of the dwelling, with unlawful access taken over a raised kerb into an access point from the corner of the plot, at the junction where Chester Road connects to Lancaster Road. The plot is irregularly square in layout.

The application site is located within a low-risk coal consultation zone.

Proposal

The proposal is for the erection of a two-storey side extension

The proposed two-storey side extension would have a width of 3.5m with a depth of 6.9m. This would be served by a dual-pitched roof, which would measure at 5m at the eaves and attain a height of 7.9m at the ridgeline.

The proposed development has been amended since its original submission, however, these changes do not affect the description of development or result in any greater material impact than as originally consulted. Therefore, it is not considered necessary to re-consult any originally consulted neighbours.

The Location Plan contained within the plan titled 'Location and Site Plan' dwg. no. 1232-ABF-XX-ZZ-DR-A-001 REV C whilst will be an approved plan, will only be relied upon for the Location Plan and the proposed site plan is superseded and replaced by the proposed site plan as shown on the plan titled 'Existing and Proposed Parking', Dwg.no. '1232-ABF-XX-ZZ-DR-A-005-REV G'.

Consultations

Highway Authority: – No objections, subject to a condition regarding visibility splays.

Representations

This application has been publicised by letters sent to 11 neighbours. No representations have been received.

Planning History

No relevant recorded planning history.

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 DOCUMENTS (SPD's)

Householder Development (2016)

Ensuring a Choice of Travel SPD (2010)

New Residential Development (2018)

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 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

Two-storey side extension:

The Householder Development SPD outlines that *two storey side extensions (and provision of first floors over existing single 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 which may exist or potentially be proposed for adjacent properties in the future.*

Notwithstanding the above, the SPD also allows a relaxation to this if *because of a staggered or irregular arrangement of the dwellings in the street or corner location, the construction of the extension would not create an actual or potential terracing effect.* The SPD stipulates that *the roof of the extension* should normally be at a lower level than the original.

The application site is located on a corner plot, which would therefore ensure that the proposed extension would not result in the creation of an actual or potential terracing effect. The roof of the proposal has been amended to ensure that it is lowered, to present as subservient to the original dwelling in oppose to directly extending the ridge and would also emulate the dual-pitched roof design of the original dwelling and replicate the pitch.

The Householder Development SPD advises that *two-storey side extensions should avoid blank gables and should respect interface distances with neighbouring dwellings (12m between gable and front elevation).* The New Residential Development SPD Appendix 4: Interface Distances reaffirms that *principal elevation to gable should be a minimum of 12m.*

The north-west facing side elevation of the proposed side extension would be served by an entrance door to the ground floor, which would serve the kitchen, with a window to the middle of the elevation on the first-floor, which would serve a bedroom.

The side elevation of the proposal would face toward the front elevation of No. 1 Chester Road, which at present maintains an interface distance of 24.3m, following the proposed two-storey side extension, this would be reduced to 20.8m; this interface distance would be well in excess of the minimum interface distance stipulated in the policy guidance. For the consideration of No.2 Chester Road, the interface distance between the proposed rear elevation of the proposal and the side elevation of No.2 would be 10m, whilst this falls short of the 12m policy guidance of principal to gable elevations, this would not worsen the existing relationship between the properties and moreover there are no side facing windows to the side elevation of No.2 and therefore no residential amenity concerns are raised as a result.

No other properties in the locality are considered to be significantly or materially affected as a result of the proposed extension. Any openings inserted to the front and rear elevations of the proposal would not be considered to give rise to any greater overlooking into neighbouring properties or private gardens than the existing relationship.

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Commented [RB2R1]: I've added to the paragraph above as it fit naturally in there.

The proposed side extension would not exceed half the width of the existing dwellinghouse and therefore would be of an acceptable scale. Given the design breaks from the modest set-back and reduced ridge height, and the sufficient distance from the corner plot, this would further ensure that the proposal would be a subordinate addition to the dwelling. External access to the side and rear of the plot would remain and therefore refuse bins can still be stored around the dwelling and easily moved. The proposal would also include a brick pier to the edge of the front elevation to replicate the existing dwelling; this would be supported as it would be in-keeping with the general vernacular and character of the dwelling and building row of properties.

The Householder Development SPD advises that *extensions should preferably be set-back at least one course of brick from the front elevation to avoid an unsightly bonding of old and new brickwork*. The proposed development would be set-back from the immediately adjacent wall by 0.4m, which would be sufficient.

Corner plot:

The Householder Development SPD asserts that *for the consideration of corner plots particular attention should be paid to the design, this is because they can encroach over the building line on either highway frontage and therefore be particularly prominent in the street scene and sometimes create undesirable pinch points at the entrance to side roads. They can also interfere with highway visibility in some solutions*.

For the consideration of two-storey side extension, the following general guidelines apply:

- *Sufficient distance should be retained to the side boundary to preserve the character of the surrounding area. Extensions should not be sited so close to the boundary that they would adversely impact on the street scene.*
- *In the case of two storey extensions, established building lines on both street*

frontages should normally be respected. The presence of existing substantial hedging or fencing / walls, or substantial highway verges would be taken into account in assessing whether a relaxation to the above guidelines can be made.

At its closest, the proposed development would be sited 8.3m from the plot boundary, which would ensure that sufficient distance is retained and preserve the character of the surrounding area. The proposal would result in a modest encroachment over the building line of the No's 2-6 Chester Road, situated to the north-east of the application property, however, given the plentiful distance retained from the side boundary and the distance from these properties (a 10m interface distance exists between the rear elevation of the application property and the gable wall of No.2), the encroachment over that building line would be limited in its impact and would therefore not result in any significant harm to the street scene or character of the area. The distance from the plot boundary ensures that the proposal would not appear as prominent in the street scene.

Materials:

The existing property is brick facing, with grey, interlocking roof tiles and white UPVC openings. The submitted plans contain annotations on external which show that external walling would be brickwork, windows and roof tiles to match existing. This would be further secured by condition.

HIGHWAYS

At present, the application property can accommodate 1 no. vehicle within the curtilage of the dwelling. Any additional vehicles park on-street. The parking arrangements currently utilised involve the applicant taking unlawful access over a raised kerb into the curtilage of the dwelling; this existing access point is secured by 1.8m tall gates and fence.

The Householder Development SPD outlines *4+ bedroomed properties should contain 3 no. parking spaces within the curtilage*. It furthers (6.16) 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 (see Table A of 6.16). 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. Proposals that would result in an adverse impact on street parking conditions to the detriment of highway safety of the amenity of local residents would not be acceptable.*

The proposed development would add an additional bedroom and result in the property having 4 no. bedrooms. The proposal would include a new parking layout with the creation of a new driveway for parking within the plot with a new vehicular access to allow ingress / egress from Chester Road. The in-plot parking provision would provide 2 no. off-street parking spaces, which would comply with the Householder Development SPD measurements (5m x 5.7m).

The Local Highway Authority have been consulted on the application and raise no objection to the proposed development. Highways raise no safety concern regarding the location of the proposed site access and parking scheme. It is a requirement that

the visibility splays of 2m x 2m remain unobstructed over a height of 900mm; Highways are satisfied that this can be achieved and recommend a condition be applied to ensure the visibility splays remain unobstructed. Highways also comment that the proposal will require the construction of a new dropped vehicular crossing. An informative is therefore recommended to inform the applicant that they need to liaise with the Council's approved contractor, Tarmac, to arrange the vehicular works.

Whilst the proposed parking would be a shortfall by 1 no. space, this would be acceptable, as the proposal would improve on the existing level of parking provision. At present, the existing ingress / egress is taken via an unlawful access and is located in close proximity to the kerb radii, which would not be supported due to Highway safety concerns. The proposed parking provision would result in the creation of 2 no. in-plot parking spaces. The LHA also comment that the provision of 2 no. off-street parking bays is an improvement to the existing arrangement and raise no objection to the level of parking.

Following the uplift of suitable parking provision and betterment for highway safety, the proposed development would be acceptable on highway safety considerations and would not be considered to result in a significant increase of on-street parking demand. The shortfall of in-plot parking, for the reasons set out above, would not substantiate a refusal and would be acceptable.

OTHER ISSUES:

COAL CONSULTATION ZONE (LOW-RISK)

The application site is located within a coal consultation (low-risk) area. Householder Development is an exempt type of development, and a Coal Mining Risk Assessment is not required. An informative will be included with the Decision Notice for the benefit of the applicant.

Conclusion

The proposal would be acceptable in terms of design, residential amenity and highways. The proposal also complies with the relevant Core Strategy, Replacement UDP policies and guidance in the NPPF and is therefore recommended for approval subject to conditions.

Recommendation

That planning permission be granted subject to the following 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 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) No part of the development hereby permitted shall be used or occupied until the parking arrangements as shown on the submitted and approved plan 'Existing and Proposed Parking', dwg.no. '1232-ABF-XX-ZZ-DR-A-005 REV G', date received, 11.09.2026, has been implemented in full accordance. Notwithstanding the details shown on the plan, the additional car parking area 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 dwelling. The existing driveway and proposed hardstanding shall remain for parking purposes at all times thereafter.

Reason: To ensure that adequate off-street parking is available in accordance with the National Planning Policy Framework (2024), Policies CS2, CS7 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, Ensuring a Choice of Travel SPD (2010), Householder Development SPD (2016) and the National Planning Policy Framework.

- 5) No part of the development shall be brought into use until visibility splays of 2 metres by 2 metres have been provided on each side of the access. The depth shall be measured from the back of footway/verge into the site and the width measured outward from the edges of the access. The splays shall be provided clear of obstructions to visibility above the height of 0.6m metres measures from the footway/verge level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason: To provide the driver of a vehicle using the access and other users of the public highway with adequate inter-visibility and to comply with Policy CS19 of the Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
01/07/2026	1232-ABF-XX-ZZ-DR-A-001	REV C	LOCATION PLAN AND PROPOSED SITE PLAN
11/09/2026	1232-ABF-XX-ZZ-DR-A-005	REV G	EXISTING AND PROPOSED SITE PLAN
22/06/2026	1232-ABF-XX-ZZ-DR-A-004	REV C	PROPOSED ELEVATIONS
22/06/2026	1232-ABF-XX-ZZ-DR-A-003	REV C	PROPOSED FLOOR AND ROOF PLANS

Signed Case Officer¹: Reece Black

Signed Authorising Officer²: Jo Sheridan

Date: 12/10/2026

Informatives

- 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

- 2 It is an offence to carry out any works within the public highway without the permission of the Highway Authority. This permission requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980, the Highway Authority must specify the works to be carried out.

Prior to the commencement of any works, the applicant is advised to contact the Council's Maintenance Contractor, Tarmac, on 0800 023 2334 or Knowsley.highways@tarmac.com.
- 3 The Location Plan contained within the plan titled 'Location and Site Plan' dwg. no. 1232-ABF-XX-ZZ-DR-A-001 REV C whilst will be an approved plan, will only be relied upon for the Location Plan and the proposed site plan is superseded and replaced by the proposed site plan as shown on the plan titled 'Existing and Proposed Parking', Dwg.no. '1232-ABF-XX-ZZ-DR-A-005-REV G'.

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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