

<u>APPLICATION NO:</u>	25/00426/FUL	<u>CASE OFFICER:</u>	Lee Osborne
<u>WARD:</u>	Whiston & Cronton	<u>PARISH:</u>	Cronton Parish Council
<u>LOCATION:</u>	433 - 435 Cronton Road, Cronton, Knowsley		
<u>PROPOSAL:</u>	CHANGE OF USE OF RESIDENTIAL ANCILLARY ANNEX (C3) TO A SELF CONTAINED 1 BEDROOM APARTMENT WITH ALTERATIONS TO ELEVATIONS.		

Site Description

A single storey extension to the front of a detached house and front curtilage associated with the house and extension. The property is on Cronton Road close to the crossroads junction with Smithy Lane and Chapel Lane. The single storey extension at the front is attached to the hairdressing salon adjacent, which also appears to be a single storey extension at the front of a dwelling. The original. The front hard surfaced area serves as a parking area.

Proposal

The proposal is to change the use of the attached single storey annex extension at the front of the detached house property to a self-contained 1 bedroomed flat. The rest of the building does not form part of the application (and is within the blue lined area on the location map) so would remain in residential C3 Use.

The front of the annex would have bi-fold doors installed together with an entrance door with canopy over and a two-pane window to replace the existing two large windows on the front. On the side the door would be bricked up and a window of door height installed a little closer to the original house, which would also serve as a fire escape. The extension is proposed to be clad in red Cedar timber. The flat would comprise a kitchen / living room area, the kitchen would be where the bi-fold doors are to be sited, with the living room area where the window is to be located, to the right of the entrance door. Adjacent the living room area would be a separate bedroom, with the kitchen leading onto a small utility room with bathroom behind and also with the access to the bedroom.

The access ramp to the side of the annex extension would be removed.

To the front a 1.8m high fence is proposed to run down the party boundary with the adjacent property to 2m from the back of footpath. From 2m back from the back of footpath the existing wall would be retained and that at the front of the property also retained, albeit it shortened in length. A 1.2m high hedge is proposed behind the retained wall at the side and front of the property. The bins of the flat would be located behind the higher part of the party boundary. Cycle parking for one cycle would be sited behind the front wall and hedge, and adjacent the lower part of the party boundary treatment, visible from the kitchen area through the bifold doors. An EVCP would be installed to the front elevation.

Consultations

Highway Authority – No objections in principle but request a condition that the length of front wall is shortened prior to first occupation, the existing access ramp at the side of the annex is removed prior to first occupation and that the hedging details are agreed and retained at the specified height at all times.

Cronton Parish Council - No Comments Received

Representations

This application has been publicised by letters sent to 18 neighbours. It has also been advertised by site notice.

One letter of objection has been received. The objections are on the following grounds:

- The proposal is detrimental to highway safety. The proposal adds a one-bedroom dwelling to the site and the house has 4+ bedrooms. The plans show parking for 1 car for the flat, and 5 other spaces are shown on the plan. the 2 cars at the rear of the site are not feasibly accessible and cars could block in other cars as multiple cars would need to move if the rearmost car was to exit the site.
- Adjacent the site is a shop; there are bus stops and a main road with double yellow lines in each direction for a considerable length. This would lead to dangerous manoeuvres and likely illegal parking.
- The 4 parking spaces (3 for house, 1 for flat) shown on the plans is challenged, as the plans show the flat parking space partially blocking an exit path of one of the parking spaces for the house.
- The plan submitted shows the same overall parking area as a previously submission (25/00120/FUL) that was rejected on the grounds of inadequate parking provision.
- The cars have been rearranged on the plan in a more ambitious formation without addressing the fundamental lack of space available for parking.
- The width shown for the cars for the house parked side by side of 6.919m does not allow for the existing access ramp (not shown on plans), which will presumably need to be maintained to allow for level or ramped access to the new apartment, this considerably reduces the space available for the two cars parked next to each other, further increasing the risk of illegal parking.
- There will be no provision for on street parking on Cronton Road extending from 433 - 435 Cronton Road to past the pedestrian crossing to the east of the property (c150 metres). There is also no other on street parking permitted on neighbouring roads adjacent to Cronton Road, namely, Chapel Lane, and Smithy Lane.
- The proposed change of use clearly has a considerable negative impact on highway safety on an already busy and dangerous road. There have been two serious road traffic collisions in the past two years involving serious injury and this proposed development would increase the likelihood of further collisions in future.

Planning History

97/00377/APP - CHANGE OF USE OF WORKSHOP TO RESIDENTIAL USE AND CHANGE OF USE. Granted: 12.11.1997.

20/00780/CLU - CERTIFICATE OF LAWFULNESS FOR EXISTING SINGLE STOREY FRONT SIDE AND REAR EXTENSION FOR USE OF THE EXISTING

RESIDENTIAL DWELLING HOUSE. Granted: 26.02.2021.

25/00101/FUL - CHANGE OF USE OF RESIDENTIAL DWELLING (C3) TO CARE HOME FOR CHILD AND ADULT CARE TO SUPPORT PERSONS OF COMPLEX HEALTH AND TRAUMA RELATED NEEDS (C2) FOR UPTO 6 RESIDENTS, TOGETHER WITH THE CONVERSION OF GARAGE AND INTERNAL AND EXTERNAL ALTERATIONS. Granted: 23.05.2025.

25/00120/FUL - CHANGE OF USE OF RESIDENTIAL ANCILLARY ANNEX (C3) TO A SELF CONTAINED 1 BEDROOM APARTMENT WITH ALTERATIONS TO ELEVATIONS. Refused: 23.05.2025.

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

CS2 - Development Principles

CS7 - Transport Networks

CS19 - Design Quality and Accessibility in New Development

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

H5 - Development within Primarily Residential Areas

H7 - Provision. of Flats, Nursing and Residential Homes, Hostels, and Housing in Multiple Occupation (HMOS)

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

The proposal is to change the single storey extension annex at the front of the application dwelling to a self-contained one-bedroom flat and retain the remainder of the building as a house, with the site being in a residential area. The proposal is therefore acceptable in principle subject to amenity and policy considerations.

Design and visual amenity considerations

The proposed works to the front annex extension would be acceptable and improve the overall appearance of that structure. The proposed fence running from the extension towards the front boundary would not be acceptable in this visible location on a main road. However, a wall rather than fence in such location would be acceptable. The proposal would not be detrimental to the visual amenities of the neighbouring properties or the area in general.

The application with regards appearance and visual amenity complies with Policies CS2 and CS19 of the UDP and Saved Policies H5 and H7 of the UDP.

Highways considerations

Whilst the proposed site plan shows 1 parking space for the flat and 5 spaces for the remaining house the rear 2 spaces, in the garage and to the front of the garage would not in effect be used. A driver would need to drive approximately 8.8m length between the house and the high party boundary wall with a width of 2.2m between the two, and then at the rear between the original house and garage there is the party boundary wall and a low wall enclosing a courtyard area with a width here of 3.3m. Whilst driving in forward gear could be carried out it is the reversing back from these spaces that would mean that they would not be used.

The ramp at the side of the front annex extension would be removed which would allow 2 cars to park side by side here as the width from the annex extension to the party boundary would be 6.9m which provides useable side by side parking width. With the ramp the width is 5.6m which, taking into account the party boundary wall and the ramp itself together with the cars themselves would not be readily useable in terms of side by side parking. As such the flat would have 1 space, and the remaining house would have 3 spaces, all in the front area. The house parking would be 2 side by side and 2 bonnet to tail parking. To allow the parking space for the flat to be access / egressed independently from the parking for the flat it is proposed to widen the overall site access / egress by removing part of the front wall to give an opening into the site of 8m width. Highways have stated that 8m width is acceptable to provide such access/egress. The three parking spaces for the remaining house accords with the Council's parking standards for 4+ bedroomed houses, whilst the one space for a one-bedroomed flat is acceptable.

Whilst cars would require to back onto a main road to egress the site this is the same as would occur if the building were to remain as existing, albeit the proposal gives a improvement due to the widening of the access. It is considered that the flat, with a separate accessible parking space, would not have an unacceptable impact on highway safety, or that the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios including the context of the site and its current use.

The objections are that the proposal would be detrimental to highway safety and 2 of the parking spaces shown are not accessible, and cars could be blocked in; there is no on-road parking for considerable distance from site; the plan shows the parking for the flat to be partially blocking the exit of one of the spaces for the house; the previous application was rejected on inadequate parking grounds; the space at the side of the flat is not that shown in reality due to the access ramp and therefore reducing the space for side by side parking; no provision for on-street parking; the proposal has considerable negative impact on road safety.

The previous proposal did not propose a widening of the access to 8m, and would have been problematic with regards the access / egress of the parking space for the flat and house insofar as if there were cars parked for the house there would have been issues with being able to access or exit the parking space of the flat and the house parking would have more limited manoeuvrability. The widening of the access would allow the flat parking space to be accessed or exited with the parking for the house in use, and improves the manoeuvrability in and out the site for the parking as straight forward and back manoeuvres could be made with the widened access and one car could reverse partly out before moving behind the flat parking and other side by side parking space to allow the rear parked car to reverse out. The parking itself meets Council parking standards. The applicant has provided a tracking drawing to show how the widened access would facilitate parking access. The cars would reverse out if all parking was occupied, however that is no different than the original situation onsite, and there is a similar situation at a house nearby. The space at the side is as indicated on the drawing as the ramp at the side is to be removed, and the flat access would be at the front (with the originally shown ramp there no longer being proposed). The decked area and low fence at the front of the flat is no longer proposed to enable parking without extending beyond the side elevation of the flat which could have impeded access to one of the house parking spaces. There are double-yellow lines in the vicinity of the site allowing no on-street parking, but this is true for other properties in the immediate locality. The proposal as submitted, and revised, would not be significantly detrimental unacceptable impact on road safety particularly taking the existing / original situation into account, and the Council Highways Engineer has no objections to the current application.

As such the application complies with Policies CS2 and CS7 of the Core Strategy and Saved Policies H5 and H7 of the UDP, together with Para. 116 of the NPPF.

Residential amenity considerations

The application to convert the front single storey annex extension to a self-contained flat and retain the use of the rest of the building in C3 residential use does not as itself raise residential amenity concerns, being for conversion to self-contained residential accommodation in a residential area. No privacy or overlooking concerns are raised by the proposal.

The flat would be set 5m back from the front boundary of the site, with 1.8m boundary treatment at the front and along the party boundary. As such it is considered that due to the distance back into the site of the front of the flat, together with the boundary treatment, no significant privacy issues would be experienced by the occupiers of the flat from the public footpath and highway. The bedroom window of the flat would be adjacent the parking area of the house. However it is likely that this would be a transient area, moving from the car to the houses, and as such it is considered that significant loss of privacy would not occur to residents of the flat.

The occupiers of the flat would have residential amenities of an acceptable level. The New Residential Development Supplementary Planning Document states that gardens serving blocks of flats will be expected to provide a minimum of 20 m² for each flat in the block and that bin stores and clothes-drying areas should not be included in this. However it should be recognised that many flats, usually those in existing buildings converted to flats, do not have garden areas. Taking the context of the proposal into account, in so far as the conversion would be for an existing extension at the front of a house, and the house is to be retained as a house (C3 Use) there is a small area outside the kitchen area of the flat, shielded at the front and side, which could be used for sitting out equating to 15.6 m². Whilst this does not meet the 20 m² required in the SPD it is considered acceptable in this instance due to site circumstances and context.

The application complies with Policies CS2 and CS7 of the Core Strategy and Saved Policies H5 and H7 of the UDP.

Biodiversity Net Gain

The proposal is for a change of use and minor works to within the front area of the overall site. The front area was flagged and hard surfaced and will remain hard surfaced for parking, together with a small area at the front of the flat, together with a front boundary wall with hedge behind. As such the proposal is BNG exempt.

Conclusion

The proposal would be acceptable in appearance and would not be detrimental to the amenities of the area. The proposal would not be detrimental to the residential amenities of the area. The flat would provide acceptable residential and visual amenities for the residents of the flat taking account the context and siting of the flat. With the works proposed in the front area of the overall site there would be sufficient parking for 4+ bedroomed house in line with Council parking standards and a separate accessible parking space for the flat. There would be no overspill parking as there are parking restrictions to Cronton Road. However it is considered that the proposal, taking the existing situation into account and the context of the site would not have an unacceptable impact on highway safety. The proposal, with the widened access / egress and swept path analysis, would be acceptable and comply with planning policies and is recommended for approval.

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) Prior to the one bedroomed flat hereby permitted being occupied the access ramp to the side of the existing annex shall be removed in its entirety and

the land hard surfaced to match the existing hard standing and so maintained at all times the permitted flat remains in use.

Reasons: To ensure that the parking shown on the approved swept path analysis drawing can be achieved and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy H5 of the Knowsley Replacement Unitary Plan adopted June 2006.

- 4) Notwithstanding any submitted drawings the width of access / egress of the site shall be a minimum of 8m as shown on the submitted drawing Proposed Plans and Elevations referenced Dwg. No. 2036-RA-XX-XX-DR-A-0100 Rev PO5 and shall be implemented as such prior to the first use of the flat hereby permitted and shall be so retained or at greater width at all times the flat hereby permitted is on site.

Reason: To ensure adequate access and egress to and from the parking space of the flat at all times in the interests of highway safety and to comply with Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 5) Prior to first occupation of the flat hereby permitted details of the hedging to be installed to the front boundary behind the existing front wall shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include species, size, establishment details and maintenance programme. For the avoidance of doubt the hedge shall be 1.8m high for a length of 3.7m from the party boundary with 431 Cronton Road and then shall be no more than 1.2m in height for a length of 3.1m, to the widened site access / egress.

The approved hedging shall be implemented prior to the first occupation of the flat. The hedging shall not exceed the stated heights at all times the hedging is on site.

Should the hedging or any part of it be removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting it shall be replaced within the next planting season by hedging of similar size and species to that originally agreed

Reason: In the interests of visual and residential amenity, highway safety and to comply with Policies CS2, CS8 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy H5 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 6) Prior to the first occupation of the flat hereby permitted a bin store/shielding shall be installed in accordance with details previously submitted to and agreed in writing with the Local Planning Authority. The approved bin store/shield shall be retained on site at all times the permitted flat is in use.

Reason: In the interests of visual amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 7) Notwithstanding any description of materials in the application, no material shall be used externally on the flat hereby permitted without samples and specifications being submitted to and approved in writing by the Local

Planning Authority. Such details shall include the type, colour and texture of the materials. The development shall be carried out only in accordance with the agreed schedule of materials.

Reason: In the interests of visual amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy H5 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 8) Notwithstanding the submitted drawings Proposed Plans and Elevations referenced Dwg. No. 2036-RA-XX-XX-DR-A-0100 Rev PO4 and Swept Path Analysis of Large Car referenced Dwg. No. J250529-001 the party boundary treatment from the front elevation of the flat hereby permitted to 2m back from the back of public footpath shall be a 1.8m high brick wall rather than a 1.8m high fence as indicated with the remainder of the party boundary and the front boundary being the existing wall to be retained and not heightened. Details of the brick to be used in the construction of the 1.8m high side boundary wall shall be submitted to and agreed in writing prior to the construction of the wall, and the wall shall be installed prior to the first occupation of the flat hereby permitted. The agreed wall shall remain on site at all times that the flat is in use.

Reason: In the interests of visual amenity, to ensure satisfactory privacy for occupants of the proposed flat, and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy H5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 9) The electric vehicle charging point for the flat hereby permitted shown on the drawing Proposed Plans and Elevations referenced Dwg. No. 2036-RA-XX-XX-DR-A-0100 Rev PO4 shall be installed and available for use prior to the first occupation of the flat and shall be weatherproof.

The charge point shall be to the following specifications:

- a) A minimum of 7KW.
- b) At Least Mode 3 or equivalent,
- c) Untethered.
- d) Located in order to comply with the Equality Act 2010 and the accessibility requirements set out in the Building Regulations Part M,

unless otherwise agreed in writing by the Local Planning Authority.

The EV charging point shall be clearly marked as such and the purpose and use explained to new occupants, either within their new home welcome pack/travel planning advice or as a separate leaflet if such pack is not provided.

Reason: In the interests of air quality, promoting sustainable travel opportunities and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and NPPF Para 109.

- 10) Notwithstanding the details submitted prior to the first occupation of the flat hereby permitted a scheme for the provision of cycle parking shall be

submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the cycle parking must be covered and offer a means to secure the cycle(s). The approved scheme shall be implemented before first occupation off the flat and any retained as such thereafter at all times the flat is in use.

Reason: To ensure that adequate provision is made for cycle parking on the site and to comply with Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
14/07/2025	2036-RA-XX-XX-DR-A-0000	-	LOCATION PLAN
05/11/2025	2036-RA-XX-XX-DR-A-0100	P05	PROPOSED PLANS AND ELEVATIONS

Signed Case Officer¹: Lee Osborne

Signed Authorising Officer²: Jo Sheridan

Date: 11/11/2025

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

