

<u>APPLICATION NO:</u>	25/00132/FUL	<u>CASE OFFICER:</u>	Maxine Wishart
<u>WARD:</u>	Halewood South	<u>PARISH:</u>	Halewood Town Council
<u>LOCATION:</u>	27 Hale Road, Halewood, Knowsley		
<u>PROPOSAL:</u>	CONVERSION OF GARAGE TO HABITABLE ROOM AND FRONT BAY WINDOW EXTENSION IN PLACE OF GARAGE DOOR		

Site Description

The application relates to a two-storey detached dwelling with integral garage at No. 27 Hale Road, Halewood. There is hard surfacing to the front, providing additional off-street parking and a grassed garden area. The application plot is at the end of the street before it turns into a cul-de-sac at the end of Hale Road.

The houses on the adjacent part of Hale Road where still under construction at the time of Officer's site visit and the road fronting the application site is not finished and is yet to receive its top finish.

The application dwelling is on a residential development site within the East of Halewood Sustainable Urban Extension and is therefore within a predominantly residential area.

Proposal

The application seeks permission to convert an existing integral garage to form living accommodation and the replacement of the garage door with a new bay window within the front elevation of the existing garage frontage.

The bay window would sit forward of the existing hipped roof at the front of the integral garage. It would have a flat roof and attain a height of 2.4m and would project a maximum of 520mm from the front of the garage frontage.

The application property was built as part of a wider planning permission for the erection of up to 730 dwellings, under the full planning permission (Plot 3) for a hybrid application (outline and Full planning permission) referenced 19/00521/HYB approved in May 2021 and subsequent non material amendments.

It is noted that permitted development rights to convert the garage into living accommodation have not been removed by the original planning permission. The application, however, includes the erection of a bay window and as such the enlarged part of the dwellinghouse would extend beyond a wall which — forms the principal elevation of the original dwellinghouse, consequently, the proposal is not permitted development under Schedule 2, Part 1, Class A.1 (e) (i).

Consultations

Halewood Town Council - No Comments Received

Health and Safety Executive - Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Highway Authority - No objections

Representations

This application has been publicised by letters sent to 4 neighbours. It has also been advertised by Site Notice. No representations have been received.

Planning History

APP. NO: 19/00521/HYB
PROPOSAL: HYBRID PLANNING APPLICATION FOR THE ERECTION OF UP TO 730 DWELLINGS COMPRISING:

PLOT 1 - FULL PLANNING APPLICATION FOR THE RE-GRADING OF THE SITE, ENGINEERING WORKS TO FORM A FLOOD STORAGE AREA AND THE ERECTION OF 148 DWELLINGS WITH ASSOCIATED WORKS (INCLUDING LANDSCAPING, ACCESS, ROADS AND OTHER ASSOCIATED INFRASTRUCTURE); AND,

PLOT 3 - FULL PLANNING APPLICATION FOR THE RE-GRADING OF THE SITE, AND THE ERECTION OF 196 DWELLINGS WITH ASSOCIATED WORKS (INCLUDING LANDSCAPING, ACCESS, ROADS AND OTHER ASSOCIATED INFRASTRUCTURE) AND OUTLINE PLANNING APPLICATION FOR UP TO 386 DWELLINGS (ACCESS TO BE CONSIDERED)

DECISION: Granted
DECISION DATE: 11 May 2021

19/00521/NMA
Granted 29 October 2021
19/00521/NMAs 1 – 6
Granted between 3 May 2022 to 27 September 2024
19/00521/NMA7
Pending Consideration.

APP. NO: 22/00466/REM
PROPOSAL: APPLICATION FOR APPROVAL OF RESERVED MATTERS PURSUANT TO HYBRID PLANNING PERMISSION 19/00521/HYB FOR THE ERECTION OF 318 NO. DWELLINGS AND ASSOCIATED WORKS - APPROVAL SOUGHT FOR LAYOUT, SCALE, APPEARANCE AND LANDSCAPING.

DECISION: Granted
DECISION DATE: 26 July 2023

22/00466/NMA
Granted 14 March 2024

22/00466/NMA1

Granted 27 September 2024

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

NATIONAL PLANNING POLICY FRAMEWORK

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

H5 - Development within Primarily Residential Areas

H8 - Extensions and Alterations to Residential Properties

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

SUE1 - Sustainable Urban Extensions and Safeguarded Land

SUE2 - Sustainable Urban Extensions - Development Principles

SUE2b - Sustainable Urban Extensions - East of Halewood

SUPPLEMENTARY PLANNING DOCUMENTS

Householder Development SPD (2016)

Ensuring a Choice of Travel SPD (2010)

East of Halewood SPD (2020)

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the

presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

The main issues for consideration in determining this application relate to the effect of the proposal on the character and appearance of the original dwelling, the impact on the visual amenities of the streetscene, impacts on the residential amenity of neighbouring dwellings and the availability of parking and highway safety.

Layout

Parking

The proposed development would involve the conversion of an existing integral garage. There is existing hard standing to the front of the garage that provides additional off-street parking. Parking provision is discussed in detail in this report in the Highway section below.

Waste Management

The proposed development would not impact on existing access to the rear of the property which would be retained to provide access to the rear garden for the storage of waste and recycling bins.

The proposal is therefore acceptable in terms of waste management provision in accordance with Saved Policies H5 and H8 of the Replacement UDP, Policies CS2, CS19, SUE1, SUE2, SUE2b and CS26 of the Knowsley Local Plan: Core Strategy, Policy WM8 of the Waste Local Plan and the Householder Development SPD.

Design and Visual Amenity

The conversion of the garage would include the replacement of the garage door within the front elevation with a new bay window. The bay window would comprise of white uPVC 5 window panels. The window would match with the existing windows in terms of size, style and materials.

There would be an infill of brickwork below comprising buff with a red band feature to match the existing dwelling. The proposed bay window would respect and relate to the character of the existing dwelling and surrounding area.

It is considered that the proposed works would be acceptable in terms of impact on visual amenity, design and the character of the host dwelling and visual impact on the streetscene. The proposal is therefore in accordance with Policies CS2, CS19, SUE1, SUE2, SUE2b of the Knowsley Local Plan: Core Strategy, Saved Policies H5 and H8 of the Knowsley Replacement UDP together with the Householder Development SPD and the East of Halewood SPD.

Highway Considerations

Paragraph 112 of the NPPF states that if setting local parking standards for residential and non-residential development policies should take into account: the accessibility of the development; the type, mix and use of the development; the

availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

The application property comprises a 4-bedroom dwelling. Appendix A of the Ensuring a Choice of Travel SPD requires that 4-bedroomed dwellings should be served by 3 no. off-street parking spaces. The house, as recently constructed, has three parking spaces to serve the dwelling, one of which is provided by the integral garage.

The Householder SPD states that: *“...garages will normally count as contributing to the car parking provision where their internal dimensions are sufficient to allow them to be satisfactorily used as such. Minimum internal dimensions of 5.5m x 2.75m”*.

The existing garage has internal dimensions of 5.8 x 3 m and as such, the existing garage meets the minimum standards set out in the guidance. The garage is therefore considered to be a usable parking space, and the proposed development would result in the loss of that space.

The hard surfacing to the front of the garage measures at its shortest 5.9 m in length and is 5.2 m wide. The proposed layout would see the length of the driveway reduced to 5.5 m in front of the bay window. The Council normally seek to ensure that side-by-side parking spaces to the front of dwellings are at least 5 metres long by 5.7 metres wide (to allow pedestrian access to the dwelling) as set out in paragraph 7.10 of the Householder Development SPD.

Whilst the existing hardstanding serving the property is narrower than the prescribed 5.7 m in the SPD this is an existing situation and Officers are satisfied that 2 no. cars can be parked on the site frontage.

The proposal would see the reduction of parking from 3 spaces to 2 for a dwelling approved in the last 4 years and constructed very recently. The approved housing development is made up of a significant number of larger 4-bedroom dwellings across the overall development that will play a significant role in increasing the number of 4-bedroom houses in Halewood. There is therefore a likelihood that the surrounding residential development will attract occupiers with a higher level of car ownership. Additionally, given the number of bedrooms, it is probable that adult children living at home would also own a car. Consequently, the loss of one of the three in-curtilage parking spaces could lead to increased demand for on-street parking in front of the site and the proposal would result in loss of parking for cycles.

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

The Local Highway Authority have no objection to the proposed development and

have commented that while three spaces is the maximum recommended for a dwelling of this size, the reduced level of provision is not contrary to adopted guidance and is not considered that the loss of a parking space would warrant a highway objection. The remaining parking is sufficient to meet the expected demand in many cases, though it is noted that this is a recently constructed estate where higher levels of car ownership may be common.

The site occupies a corner plot and while the potential for some on-street displacement of parking exists, there is no specific evidence at this stage to suggest this would result in highway safety concerns. The road layout and visibility around the junction appear to be generally acceptable and it is not expected that this single proposal would give rise to operational issues.

The Local Highway Authority recognise that changes to new properties can sometimes raise concerns about future precedent, however, from a highway perspective, this proposal falls within the range of what can reasonably be accommodated without significant risk to the function or safety of the local highway network.

Furthermore, it is accepted that permitted development rights for garage conversions have not been removed by a condition imposed on the planning permission for the wider residential development and it is acknowledged that in some cases the conversion of garages will not require the benefit of planning permission if it does not include other built 'development'.

Having regard to the above, it is considered that as development should only be prevented or refused on highway grounds where impacts would be severe there are no reasonable grounds to refuse planning permission in this instance. The Local Highway Authority are satisfied that the level of remaining parking would not result in a materially harmful effect on highway safety. As such the proposed development complies with the NPPF and with Policies CS2 and CS19 of the Local Plan, Saved Policies H5 and H8 of the UDP, Householder Development SPD and the Ensuring the Choice of Travel SPD.

Residential Amenity

The host property is a detached property flanked to the southwest by a detached dwelling and to the northeast by plots which will accommodate detached dwellings which are currently under construction. The application site shares a rear boundary with an apartment block located on Redoaks Way.

No.25 Hale Road

No.25 is located to the west of the application site on the adjacent plot. Any habitable room windows are separated from the proposed bay window by an integral garage serving No. 25. Given the scale of the proposed development, the distance between the bay window and the intervening garage it is not considered that the proposed development would result in unacceptable overshadowing, loss of outlook or loss of privacy for the neighbouring property.

Nos. 14 – 16 Hale Road

These properties directly face the application site. Whilst the proposal would include a new projecting bay window which would come closer to the properties on the opposite side of Hale Road, the remaining interface is considered adequate to ensure that there would be no detrimental impacts on privacy.

Nos 29 - 33 Hale Road

These properties are located within the cul-de-sac to the east of the application site and share their rear boundary with the application site. At the time of Officer's site visit these properties were still under construction and not occupied.

There is an existing high brick wall along the common boundary. The proposed conversion works would result in alterations to the front elevation only and as such it is considered that there would be no detrimental impacts on privacy or loss of light.

Overall, it is not considered that the proposed development would have a detrimental impact on the amenity of surrounding residents.

In view of the above, it is considered that the proposal is in accordance with the NPPF, Policies CS2 and CS19 of the Local Plan, Saved Policies H5 and H8 of the Knowsley Replacement UDP, the Householder Development SPD and the Ensuring the Choice of Travel SPD.

Other Matters

Health and Executive Consultation

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of Major Hazard Sites/ pipelines. HSE has been consulted and they do not advise against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Conclusion

The proposed development would not result in detrimental impacts on the visual amenity of the streetscene or the character of the host dwelling and would not have harmful impacts on the residential amenity of surrounding neighbours.

It is considered, that on balance, the proposal would not result in detrimental impacts to highway and pedestrian safety due to increased demand for on-street parking arising from the reduction in the car parking provision on the application site.

The proposal is therefore 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) The 2 no. car parking spaces to be retained on the site as indicated on Drawing No. P-004 Rev. A, titled Existing and Proposed Roof Plans, received 4 March 2025 shall be kept available at all times for the parking of motor vehicles by the occupants of the dwelling and their visitors and for no other purpose at all times that the property is occupied.

Reason: To ensure that adequate off-street parking is available on the site in the interests of highway and pedestrian safety and to comply with the National Planning Policy Framework (2024), Saved Policies H5 and H8 of the Knowsley Replacement Unitary Development Plan, adopted June 2006, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016; the Ensuring a Choice of Travel SPD (2010) and the Householder Development SPD (2026).

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
04/03/2025	P-001	-	LOCATION PLAN
04/03/2025	P-003	REV A	PROPOSED PLAN, ELEVATIONS AND SECTION
04/03/2025	P-004	REV A	EXISTING AND PROPOSED ROOF PLAN [INC. PARKING]

Signed Case Officer¹: M Wishart

Signed Authorising Officer²: Jo Sheridan

Date: 29/04/2025

Informatives

- 1 NOTE FOR APPLICANT: The applicant's attention is drawn to the following comments;
- 2 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

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

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](https://www.gov.uk/mining-remediation-authority)

Standing Advice valid from 1st January 2025 until 31st December 2026