

APPLICATION NO: 25/00556/FUL **CASE OFFICER:** Maxine Wishart

WARD: St Gabriels **PARISH:**

LOCATION: Sovereign Industrial Park, Wilson Road, Huyton

PROPOSAL: S73 APPLICATION FOR VARIATION OF CONDITION 2 (APPROVED PLANS) ATTACHED TO PLANNING PERMISSION 23/02782/FUL (ERECTION OF 1NO. RETAIL UNIT (USE CLASS E(A) WITH EXTERNAL DISPLAY AREA, PARTIAL DEMOLITION, RECONFIGURATION AND REFURBISHMENT OF EXISTING EMPLOYMENT BUILDING TO CREATE 3NO. INDUSTRIAL/ WAREHOUSE BUILDINGS WITH ANCILLARY OFFICES (USE CLASSES E(G)(III), B2 AND B8) WITH SERVICING AND CAR PARKING ; AMENDMENT OF EXISTING SITE ACCESSES ALONG WITH INTERNAL ESTATE ROADS & 2NO. SUBSTATIONS) TO ALLOW FOR AMENDMENT TO APPROVED PLANS COMPRISING –

UNIT A1: SLIDING GATE TO SERVICE YARD ENTRANCE CHANGED TO SWING GATES, REMOVAL OF SPRINKLER TANK AND PUMP HOUSE, PROPOSED EV CHARGING SPACES, EXTERNAL CYCLE PARKING MOVED WITHIN UNIT, ROOFLIGHTS ADDED, EXTERNAL ALTERATIONS AND INCREASED FLOORSPACE (GIA).

UNIT A2: BOUNDARY TREATMENT REPOSITIONED TO SECURE SERVICE YARD, RELOCATION OF SUB-STATION, EXTERNAL CYCLE PARKING MOVED TO WITHIN UNIT, EXTERNAL ALTERATIONS, ROOFLIGHTS ADDED, AMENDMENTS TO CAR PARK LAYOUT AND PARKING PROVISION AND INCREASED FLOORSPACE (GIA)

UNIT B: AMENDMENT TO ACOUSTIC FENCE & RE-ALIGNMENT, NEW FENCING AND GATE, FOOTPATH CREATED IN FRONT OF OFFICES, PROPOSED EV CHARGING SPACES, MOTORCYCLE SPACES RE-POSITIONED, EXTERNAL ALTERATIONS, RELOCATION OF BREAK OUT SPACE, ROOFLIGHTS ADDED, CYCLE PARKING MOVED TO WITHIN UNIT, ALTERATIONS TO SERVICE YARD AND INCREASED FLOORSPACE (GIA).

RETAIL UNIT: RELOCATION OF CYCLE SHELTERS, TROLLEY BAYS ADDED, PROPOSED LEVEL PEDESTRIAN ACCESS FROM WILSON ROAD, EXTERNAL ALTERATIONS, AMENDMENTS TO PARKING PROVISION / LAYOUT AND DECREASE IN FLOORSPACE (GIA).

Development Plan Allocation:

Primarily Industrial Area

Site Description

The application site comprises 6.54 hectares of land located to the western side of Wilson Road, Huyton, forming part of the former Sovereign Distillery site which has been vacant since 2022. The site currently comprises 3 warehouse buildings which are linked together forming an L shape with areas of hardstanding which comprised the former parking and loading/unloading areas. There is an existing woodland area/landscaping located to the northern (part), western and southern site boundaries.

The application site is bounded by existing residential development and phase 1 of the former Sovereign Distillery to the north (phase 1 which proposes the erection of two industrial units with the part demolition/remodelling of an existing industrial building to form 7 units within use classes E (G)(II) (III), B2 and B8) is currently under construction), a building and garden supplies business to the west, a public house, existing residential development and Cronton Road to the southern boundary and Wilson Road to the eastern site boundary.

Proposal

Planning permission was granted in July 2025 reference 23/02782/FUL for:

Erection of 1no. retail unit (Use Class E (a) with external display area and car parking and servicing arrangements. Partial demolition, reconfiguration and refurbishment of existing employment building to create 3no. industrial / warehouse buildings with ancillary offices (use classes E(g)(iii), B2 and B8) with servicing and car parking; retention and amendment of existing site accesses along with internal estate roads; 2no. Substations; landscaping; and associated works.

This application made under Section 73 (s73) of the Town and Country Planning Act 1990. S73 allows applications to be made to vary condition(s) previously imposed on a planning permission, including making minor material amendments to plans listed. This application proposes amendment to the approved plans (Condition 2) to allow the following:

Unit A1:

- Sliding gate to service yard entrance changed to swing gates,
- Removal of sprinkler tank and pump house;
- Proposed EV charging spaces;
- External cycle parking moved to within the unit;
- Rooflights added; and
- External alterations.

Unit A2:

- Boundary treatment re-positioned to secure service yard;
- Relocation of sub-station,
- External cycle parking moved to within unit;
- External alterations;
- Rooflights added and
- Amendments to car park layout and parking provision.

Unit B:

- Amendment to acoustic fence and re-alignment;
- New 2.4m high steel mesh fence and gate
- Footpath created in front of offices;
- EV charging spaces;
- Motorcycle spaces repositioned;
- External Alterations;
- Relocation of break out space;
- Rooflights added;
- Cycle parking moved to within unit; and
- Alterations to service yard.

Retail Unit:

- Relocation of cycle shelters;
- Trolley bays added;
- Pedestrian access from Wilson Road;
- External alterations;
- Amendment to car parking layout and provision.

All Units

- Increase in gross internal floorspace (GIA) - Units A1, A2 and B and reduced GIA – retail unit.

Since the grant of the original planning permission, works on the site are well underway and the 2025 approval implemented. In September 2025 a non-material amendment to Conditions 5 and 6 of the original planning permission (Ref: 23/02782/FUL) was granted which relates to the varying of the wording of Conditions 5 and 6 with regard to the timing of the submission (Ref: 23/02782/NMA). All pre-commencement planning conditions attached to the original permission have been discharged.

Consultations

Environmental Sustainability - There are no additional comments required in relation to the amendments to application 25/00556/FUL.

Environmental Health - No objection.

Highway Authority - No objection.

Representations

This application has been publicised by letters sent to 108 neighbours. It has also been advertised by site notice and a press notice.

There has been one letter of objection. The representation is summarised as follows:-

- Highway safety.
- Increased traffic:
- Reports indicate Home Bargains engineers feel this will not increase traffic in

- the local area.
- Store, especially at weekends, car parks full so must be increase in traffic and most do not visit on foot or bicycle as report suggests.
- Currently subject to horrendous amount of traffic due to the changes being made on the Tarbock Island roundabout due to go on until December 2026
- Visual amenity.
- At what point do the council feel the needs of local residents should be considered?
- Endured years of building both commercial and residential over last decade, at what point does it stop?
- Feel council are putting profit ahead of the people they are supposed to be working for and this is another example of that.

Relevant Planning History

APP. NO:	APP/99/00279
PROPOSAL:	Erection of approx. 25,870sq.m extension to provide warehouse
DECISION:	Granted
DECISION DATE:	June 1999
APP. NO:	00/00155/FUL
PROPOSAL:	Amendments to Planning Application APP/99/00279 (25,870sqm extension to provide warehouse) comprising alterations to elevations of the former trade team buildings, amendments to landscaped embankment, widening of access road and amends to loading
DECISION:	Granted
DECISION DATE:	April 2000
APP. NO:	13/00073/FUL
PROPOSAL:	Erection of extension to southeast elevation of existing building to form automated storage area for finished products (Use Class B8) together with associated works.
DECISION:	Granted
DECISION DATE:	May 2013
APP. NO:	23/02782/FUL
PROPOSAL:	Erection of 1no. retail unit (Use Class E(a) with external display area and car parking and servicing arrangements. partial demolition, reconfiguration and refurbishment of existing employment building to create 3no. industrial/ warehouse buildings with ancillary offices (Use Classes E(g)(iii), B2 and B8) with servicing and car parking ; retention and amendment of existing site accesses along with internal estate roads; 2no. substations; landscaping; and associated works.
DECISION:	Granted
DECISION DATE:	31 July 2025
APP. NO:	25/00016/TWA
PROPOSAL:	Fell 11no. trees and remedial works to 4no. tree groups
DECISION:	Granted
DECISION DATE:	18 March 2025

APP. NO: 23/02782/NMA
PROPOSAL: Non-material amendment to planning permission 23/02782/FUL (erection of 1no. retail unit (Use Class E (a) with external display area and car parking and servicing arrangements. partial demolition, reconfiguration and refurbishment of existing employment building to create 3no. industrial/ warehouse buildings with ancillary offices (Use Classes E (g)(iii), B2 and B8) with servicing and car parking ; retention and amendment of existing site accesses along with internal estate roads; 2no. substations; landscaping; and associated works) - amendment sought to vary the wording of conditions 5 & 6 with regard to the timing of the submission.
DECISION: Granted
DECISION DATE: 5 September 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.

NATIONAL PLANNING POLICY FRAMEWORK

KNOWSLEY LOCAL PLAN: CORE STRATEGY

- CS1 - Spatial Strategy for Knowsley
- CS2 - Development Principles
- CS4 - Economy and Employment
- CS6 - Town Centres and Retail Strategy
- CS7 - Transport Networks
- CS8 - Green Infrastructure
- CS19 - Design Quality and Accessibility in New Development
- CS21 - Greenspaces and Trees
- CS24 - Managing Flood Risk
- CS27 - Planning and Paying for New Infrastructure

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

T5 - Location of Major Traffic Generating New Development
T5 - Location of Major Traffic Generating New Development
T8 - Transport Assessments
T9 - Travel Plans
DQ4 - Trees and Development
ENV2 - Noise and Vibration
ENV3 - Light Pollution
ENV5 - Contaminated Land
EC3 - Primarily Industrial Areas

SUPPLEMENTARY PLANNING DOCUMENTS

Ensuring a Choice of Travel SPD (2010)
Adding Social Value to Development, Employment and Skills SPD (2018)
Design Quality in New Development SPD (2016)
Town Centre Uses SPD (2016)
Trees and Development SPD (2016)

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

Principle of Development

A s73 planning permission is the grant of a new planning consent. The legal effect is to issue a new grant of planning permission, whilst leaving the original planning consent unaffected; any new permission sits alongside the original permission, with the time limit for implementation the same as the original consent. Either permission can then be implemented. When considering a s73 application consideration must be given to any changes both on the site and within the surrounding area together with any changes to planning policy since the grant of the previous planning permission.

There have been no changes to national or local planning policy since the original planning application was granted (23/02782/FUL).

The principle of the development was established by the original planning permission. Given the nature of the proposed amendments, there are no in principle land use objections to the proposal.

The application site is allocated as a Primarily Industrial Area on the Local Plan Policies Map and the principle of the *erection of 1 no. retail Unit (Use Class E (a) with external display area and car parking and servicing arrangements; partial demolition; reconfiguration and refurbishment existing employment building to create 3no. industrial / warehouse buildings with ancillary offices (Use Classes E(g)(iii), B2 and*

B8) with servicing and car parking; retention and amendment of existing site accesses along with internal estate roads; 2 no. substations; landscaping and associated works was agreed by the granting of the original planning permission (23/02782/FUL) in July 2025.

The application site is not allocated for a retail development which is a 'main town centre use', the suitability of which was established having regard to (i) the impact on town and local centres and (ii) the loss of employment land when planning permission was granted in 2025. The proposed amendments to the proposal therefore accord with the site's allocation.

While the principle of the development was established through the 2025 permission for the development described above, and there is no requirement to revisit all of the issues considered under the original permission, this application must consider whether the cumulative effect of the proposed amendments would give rise to any new or different impacts over and above what has been assessed.

When considering s73 applications the local planning authority must assess the cumulative impact of all amendments to ensure that the development, as amended, does not become materially different in nature or scale from the original permission. The extant planning permission (23/02782/FUL) could still be implemented.

It is not necessary to re-assess all matters addressed under the original planning application when determining this s73 application; only matters relevant to the proposed amendments need to be considered. The extant permission (23/02782/FUL) could still be implemented.

Amendments to Floorspace

The application proposes amendments to the floorspace of the proposed units. The supporting information indicates that there have been some minor design developments following review and as a result, the floorspace figures (GIA) of the units have changed marginally, to reflect actual measurements of the proposed units. These figures represent, at the upper level, a percentage increase of 2.9% for Unit A1 and a reduction by 2.5% in the GIA of the Retail Unit as detailed below:

Unit	Approved Total Floorspace (GIA) (sqm)	Proposed Total Floorspace (GIA) (sqm)	Difference (+/-)	Percentage Difference (+/-)
A1	6,949	7,150	+201	+2.9%
A2	4,537	4,566	+29	+0.6%
B	6,178	6,223	+45	+0.7%
Retail	2,381	2,322	-67	-2.5%

The supporting information indicates that the original buildings on this site comprised of 22,850sqm (GIA). The approved development would result in a reduction of 2,797sqm (GIA). The proposed amendments sought in this application would see an overall uplift in floorspace to that approved to 20,261sqm (GIA) which would represent 208sqm across the development and a reduction in 2,589sqm from that of

original buildings.

Original Buildings (GIA sqm)	Approved Development (GIA sqm)	Proposed Development (GIA sqm)	(+/-) Approved vs Proposed
22,850	20,053	20,261	
Difference (+/-)	-2,797	-2,589	+208

Given that regularisation of the floorspace would represent a minor change to the floorspace it is considered and given the overall scale of the development it would not result in any significant additional impacts beyond that assessed in the original planning application. It is considered that the principle of the changes are acceptable subject to other considerations detailed in this report. The effect of the increase in floorspace on car parking levels will be discussed later in the report.

The proposed amendments to the approved scheme would in principle be acceptable in this Primarily Industrial Area.

Design and Layout

Paragraph 135 of the National Planning Policy Framework (NPPF) requires planning policies and decisions ensure that new developments meet high quality design standards that are visually attractive, sympathetic to local character and history, establish a strong sense of place, optimise the potential of the site supporting local facilities and transport networks; and create safe environments that promote health and wellbeing.

Local Plan Policy CS2 states that new development will be expected to enhance local character and promote quality of place. Policy CS19 also sets out several criteria that developments will be expected to conform to so that they enhance local distinctiveness and the identity and accessibility of new places.

Consideration can only be given as to whether the amendments proposed are acceptable. An objection has been received in relation to visual amenity; however, the comments do not provide any further detail to clarify the basis for their concern.

Unit A1

Sliding gate to service yard entrance changed to swing gates

These amendments are minor in nature and this amendment is acceptable.

Removal of sprinkler tank and pump house

The sprinkler tank and brick built pump house are located to the rear of the unit their removal is acceptable.

EV charging spaces

Two no. electric vehicle charging points are proposed within the car park to the side of the unit. The developer will be required to satisfy Part S of the Building Regulations (England) in relations to EVs. However, EV charging equipment would not be out of place in the industrial / commercial setting.

External cycle parking moved to within the unit

The approved layout plan indicates the siting of cycle stands outside to the side of the unit. It is proposed to move this provision to within the building and this raises no

objection from a design point of view.

Rooflights

It is proposed provide new non-fragile 'Walk On' roof lights to the roof slopes. The host building comprises of a saw-tooth roof design presenting the roof slope to Wilson Road. The building measures approximately 81m by 85m and it is proposed to install 106 rooflights across the roof slopes of the building measuring each measuring approx. 980mm x 6,000mm and providing 10% coverage of the roof slopes.

The rooflights would not look out of place in this location, other units on the adjacent Phase 1 development (Units C, F 1-6 & G1 & 2) are similarly designed and they would be an acceptable addition to this building.

External Alterations

The proposed external works would result in several alterations to the proposed building which would include:

- Modifications to the fenestration;
- Repositioning of the loading dock doors; and
- Installation of a deeper cladded feature surrounding the three loading dock doors.

The proposed materials align with those previously approved for condition 20 of permission 23/02782/FUL. These alterations are acceptable.

Unit A2

Boundary Treatment Re-positioned to Secure Service Yard

The proposal seeks to re-align 2,4m high steel mesh fencing and access gates serving the access off Wilson Road and around the service yard at the front of the unit.

Access gates from Wilson Road would be moved further into the site and the fencing re-aligned to enclose a 'break out' amenity space and adjusted to accommodate access to a re-located substation. The realignment of the fencing and gates is acceptable in relation to design and layout.

Relocation of Sub-station

It is proposed to re-locate a sub-station from near to the access point to this unit off Wilson Road nearer the unit alongside the internal access road leading to the retail unit. The area comprises part a landscaped area adjacent to a 'break out area'.

No specific detail of the sub-station is submitted, although the siting of sub-stations within industrial settings and its re-location would be set further into the site than its approved located nearer to the Wilson Road frontage. If planning permission is granted this detail could be secured by condition. Suitably conditioned, this element of the proposal would not have detrimental impacts on the visual amenity or layout of the site.

External cycle parking moved to within the unit

Approved external cycle stands to the side of the unit are proposed to be moved within the building adjacent to the ancillary office space within the unit. The approved layout plan indicates the siting of cycle stands outside to the side of the unit. This raises no objection from a design point of view.

External Alterations

The proposed external works would result in alterations to the proposed building which would include:

- Modifications to the fenestration.
- Minor changes to cladding.

The proposed materials align with those previously approved for condition 20 of permission 23/02782/FUL. These alterations are acceptable.

Addition of Rooflights

The building measures approximately 65.5m by 60m. The approved roof plan shows 40 rooflights, it is proposed to include 62 no. rooflights across the roof slopes of the building measuring approx. 1200mm x 1000mm. This would provide a 10% coverage of the roof slopes.

The host building comprises of a shallow pitched roof design. The roof plane to the northwest is flanked by Unit C on Phase 1 and the southeast roof plane facing onto internal road. The rooflights would not look out of place in this location and are of an acceptable design in relation to this building and would not have a detrimental impact on visual amenity.

Amendments to Car Park Layout and Parking Provision

It is proposed to alter the entrance point into the dedicated parking area from the internal access road of Wilson Road; this would involve minor alterations to the layout. Due to the re-alignment of the fencing and gates, this would mean that the car parking area would not be enclosed by security fencing. The proposal also seeks changes to the parking provision which would see the loss of 5 no. parking bays, which would reduce the level of bays from 55 to 50 spaces.

The above works proposed do not raise any concerns in relation to the amendments sought and would be acceptable in terms of the design and layout. The reduction in the level of parking is discussed in more detail in the Highway section below.

Unit B

Amendment to Acoustic Fence and Re-alignment

An acoustic fence was proposed under the planning application approved under planning reference 23/02782/FUL with scheme details of that fencing required to be submitted pursuant to Condition 18. An application for the discharge of Condition 18 of that permission has not been sought.

This current proposal seeks to re-locate the acoustic fencing and increase the height from 3m to 3.7m. The fencing is proposed along the edge of the parking area in between Unit A2 and Unit B and it would be so sited to mitigate noise impacts on adjacent residential occupiers on Bridgewater Way from the parking area.

It would be set approx. 9.5m at its nearest point from the common boundary with dwellings on Bridgewater Way. It is considered that in the context of the site and the scale of the surrounding commercial units, the proposed fence would not result in an incongruous feature or result in poor outlook for neighbours.

Nevertheless, no details of the design of the acoustic fencing is submitted at this stage. These details were subject to Condition 18 of the original planning permission which required the full specification of this fencing to be submitted. No further detail has been submitted to discharge that condition and if planning permission is granted

in this instance a similarly worded condition would be imposed.

New Fencing and Gate

It is proposed to erect a new section of 2.4 m high weld mesh fencing and gates adjacent to the acoustic fence at the side of the unit. This is a type of fencing that would typically be seen in industrial locations such as this. Other sections of this type of fencing is approved on other parts of the layout.

Footpath Created in Front of Offices

The application seeks consent to construct a footpath to the front of the offices associated with this unit. The offices are located at the gable frontage of the buildings facing onto car parking associated with the unit. This is a minor amendment to the scheme and would improve accessibility for pedestrians around the building and the car parking area and the proposed 'break out area' and is acceptable.

EV Charging Spaces

It is proposed to provide 2 no. bays with access to EV charging. The bays would be located close to the building and would be served by EV infrastructure serving both bays. The developer will be required to satisfy Part S of the Building Regulations (England) in relations to EVs. However, EV charging equipment would not be out of place in the industrial / commercial setting.

Motorcycle Parking Spaces Re-located

It is proposed to re-position 2 no. motorcycle spaces from near to the entrance of the dedicated car park to the western end of the car park. This is considered to be a minor change that is acceptable.

External Alterations

The proposed external works would result in alterations to the proposed building which would include:

- Modifications to the fenestration.
- Minor changes to cladding.
- Alterations forming projecting clad feature and repositioning of level access loading door to south elevation.

The proposed materials align with those previously approved for condition 20 of permission 23/02782/FUL. These alterations are acceptable.

Relocation of 'Break-out' Space

The approved layout identifies a 'break out area' located to south-west corner of the building adjacent to the service yard. This facility comprises a small seating area (3 tables / benches) which is proposed to be relocated to the north west of the building on land to the rear of residential dwellings on Bridgewater Way. Approx 22.5m would remain between the common boundary with the dwellings and the proposed 'break out area'. The applicant's agent has indicated that the position of the amenity area has been considered and its positioning given the siting of the building within its plot consider that there is a lack of safe and available alternatives that can be easily accessed from the building.

The siting is acceptable in terms of the layout and design impacts. Consideration in respect of its impacts on amenity of nearby residents is considered below.

Addition of Rooflights

It is proposed to insert non-fragile 'Walk On' roof lights to the roof slopes. The host building comprises of a part of an existing building with a duo-pitched roof with the ridge running the length of the building and at the western end of the building it has a hipped end to take account of the building shape. The ridge of the building runs along parallel with the rear boundaries of residential dwellings located on Bridgewater Way. The building is approx. 10 m to the ridge and 8m to the eaves.

The building measures at it longest, approx. 120m by 50.5m. It is proposed to install 66 rooflights across the roof slopes of the building measuring approx. 980mm x 7200mm. This would provide a 10% coverage of the roof slopes.

It is not considered that this addition would cause unacceptable harm to visual amenity. As noted above, the rooflights would not look out of place in this location and would be of similar design to other adjacent units development which are similarly designed.

External Cycle Parking Moved to Within Unit

Approved external cycle stands are proposed to be moved within the building adjacent to the ancillary office space within the unit. This is acceptable and as above, details would be secured by condition if permission is granted.

Alterations to Service yard

Changes to the service yard would involve the realignment of fencing an increase in the depth of the service yard and loss of 1 no. HGV space. These alterations do not raise any concern given the location behind Units A1 and A2 and are considered acceptable.

Retail Unit

Relocation of Cycle Shelters

The approved layout provides for 2 no. cycle parking areas, one immediately adjacent to the unit and the other within the car parking area. It is proposed to relocate the cycle parking elsewhere within the associated car park.

As with the approved planning permission (Condition 5), a condition will be attached to require full specification and detail of the cycle parking before occupation of any of the units. Subject to the detail being secured via a condition it is considered that this element of the proposal is acceptable.

Trolley Bays Added

It is proposed to install a trolley bay close to the parking area at the front of the unit and alongside Wilson Road. This would comprise two side by side curved roof structures with overall dimensions approx. 4.00m by 3.42m with a height of 2.42m.

Proposed Level Pedestrian Access From Wilson Road

The pedestrian access point would be located approximately at the mid-way point of the side elevation of the unit. This would replace an access shown on the original scheme shown in a position nearer to the front elevation. The access point would provide a link through an existing retaining wall along the site frontage on Wilson Road. This would have acceptable impact on the visual appearance of the site.

External Alterations

The proposed external works would result in alterations to the proposed building which would include:

- Modifications to the fenestration.
- Minor changes to cladding.
- Re-positioning of escape and loading doors and loss of

The proposed materials align with those previously approved for condition 20 of permission 23/02782/FUL. These alterations are acceptable.

Car Parking Alterations

The proposed alterations to the car park would see the setting out of the parking bays altered and the number of bays widened and reduced in number but would still be in the confines of the area of parking approved. These amendments do not raise any concerns in relation to impacts on the layout and design and in that regard is considered acceptable.

Conclusion Design and Layout

Overall, the design and layout changes are considered to be acceptable in principle and would be in compliance with the NPPF, Policies CS2 and CS19 of the Core Strategy subject to detailed comments of the Local Highway Authority and Environmental Health as discussed below.

Noise and Disturbance

Paragraph 198 of the NPPF requires that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

Saved UDP Policy ENV2 states that development that will either cause an unacceptable increase in noise or vibration or itself be subject to unacceptable noise or vibration from an existing source will not be permitted. It goes on to state that where developments are permitted, conditions may be attached to ensure that effective noise insulation or other required mitigation measures are carried out.

The main issue would be the noise and disturbance impacts from the proposed amendments on existing residents beyond the application boundary and the area in general.

Unit B

The proposed amendments that could have potential for impacts from noise and disturbance include:- re-alignment / amendment to the acoustic fence; re-positioning of motorcycle parking; and relocation of break-out space.

Existing residential dwellings are located adjacent to part of the northwestern site boundary (Bridgewater Way) and to the part of the southern site boundary (Cranton Road). Noise impacts from the development were considered at the original application stage.

An acoustic fence proposed along the edge of the proposed parking area in between units A2 and Unit B to mitigate noise impacts to the adjacent occupiers on Bridgewater Way would be amended in relation to its siting and increase the height of the acoustic fence to 3.7m (condition 18 applies). The acoustic fence would adjoin new 2.4m high paladin and pedestrian gate at the side of the unit.

The two re-located motorcycle spaces would be located nearer to the boundary with Bridgewater Way, although set behind the acoustic fence.

It is proposed to re-locate the break-out facility to the northwest of the building on land to the rear of residential dwellings on Bridgewater Way. Approx 22.5m would remain between the common boundary with the dwellings and the siting of the 'break out area'. The noise from a small break out area should not itself cause concern or result in adverse impacts.

It is considered that the proposed amendments would not result in any additional material harm by way of noise or disturbance, nor would they adversely affect the amenity of neighbouring occupiers or the character of the wider area

Units A1 & A2 and Retail Unit

It is considered that the amendments proposed to these units would not give rise to detrimental impacts associated with noise and disturbance on the surrounding properties or the area in general.

All Units - Amendments to Floorspace

As detailed above the application seeks to regularise and amend the detail of the gross internal floorspace (GIA) which would see a marginal increase in the floorspace that would be provided for Units A1, A2 and B and reduced GIA for the Retail Unit. Having regard to the overall scale of the development and the site context, it is not considered that the modest change in floorspace would generate a level of additional activity that would give rise to any significant increase in noise or disturbance compared to that of the approved development.

A noise report was submitted to support the original planning application and Condition 9 of that permission requires that prior to occupation of any of the units the recommendations of that report are adhered to and evidence to show compliance submitted. If this planning permission is granted the requirements of Condition 9 would be repeated.

A Construction Management Plan has been submitted to the LPA pursuant to Condition 8 which has been discharged. If planning permission is granted a condition requiring compliance with the agreed details would be imposed.

Condition 18 of the original permission which relates to the submission of scheme details of the acoustic fence will be amended *to remove reference to the height) and re-imposed if planning permission is granted.

Conclusion – Noise and Disturbance

Environmental Health officers have confirmed that have no objection to the proposed amendments. On balance, the proposed amendments are not considered to give rise to any additional concerns regarding noise, disturbance, or their impact on surrounding residents or the wider area. Therefore, subject to the aforementioned planning condition the proposal would be in compliance with Saved policy ENV2 of the UDP and Core Strategy Policies CS2 and CS19.

Residential Amenity

The main issue in terms of impact on residential amenity would be the noise impacts from the proposed amendments on surrounding residents which is considered in the noise and disturbance section above.

It is considered that other amendments would be unlikely to result in adverse impacts on surrounding neighbours.

Conditions attached to the original planning permission which would mitigate impacts on nearby residents can be amended or re-imposed if planning permission is granted. These conditions would include and relate to the following matters:

- *Construction Management Plan*
- *Compliance with Noise Report of original permission*
- *External Lighting*
- *Siting of Air Source Heat Pumps*
- *Landscaping*
- *Acoustic Fence Details*

Environmental Health officers have confirmed that they have no objection to the proposals.

Conclusion – Residential Amenity

Subject to the mitigation measures secured by conditions—carried forward from the previously approved permission (Ref: 23/02782/FUL) and re-worded where necessary to ensure compliance and effective implementation, the proposal would not result in harm to residential amenity. Accordingly, it is considered that the development would not conflict with the NPPF, Core Strategy Policies CS2 and CS19, and UDP Saved Policy ENV2.

Highway Considerations

Paragraph 115 in the NPPF states that in assessing applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

Paragraph 116 states that *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*

Policy CS7 (Transport Networks) in the Core Strategy states that new development will be required to be:

- *Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport and incorporate access for private vehicles;*
- *Where subject to a planning application, accompanied by Transport Assessments*

and/or Travel Plans; and

- In compliance with adopted cycle, car, disabled and service vehicle parking standards.

Vehicular Access (Unit A2)

It is proposed to alter the access road leading from Wilson Road associated with this unit. The Local Highway Authority have advised that the proposed vehicular access is acceptable along with the proposed internal routes of the development site. Visibility splays have been demonstrated and meet current standards; and vehicles would be able to observe oncoming traffic prior to exiting the access.

Parking Provision

This application proposes amendments to the parking provision for Unit A2 and the Retail Unit. The comparison is set out below:

Unit	Parking Spaces - Approved (23/02782/FUL)	Proposed Parking Spaces
A1	76	76
A2	55	50
B	61	61
Retail	127	108

Applying the current standards in the SPD the maximum in relation to where amendments are proposed, the SPD levels are detailed below:

Proposed Use	SPD Standards (maximum)	SPD Maximum No of Spaces	Proposed Spaces
B8 Use	1 Space per 100 sqm	Unit A2 46	Unit A2 50
B2 Use	1 space per 45sqm	Unit A2 101	Unit A2 50
None-Food Retail	1 Space per 20sq.m	Retail Unit 84	Retail Unit 108
Discount Food Retail	1 Space per 14sq.m	Retail Unit 51 Total 135	

The Local Highway Authority (LHA) has advised that they acknowledge the reduction in the parking provision however, in relation to the retail unit the justification is given for its reduction due to the increase in width of proposed parking bays. They consider that this is appropriate as in recent years, the average size of vehicles on UK roads has increased, resulting in a need for larger parking bays to ensure safe and practical manoeuvring. As a result, a modest loss of spaces is considered acceptable and is not considered detrimental to highway safety.

In terms of the proposed B2/B8 units, a combined maximum provision of 181 (B8) and 398 (B2) parking spaces would be required. The proposal, as amended, would provide a combined total of 187 spaces across the 3 units.

Based on the floorspace of the original buildings on the site and having regard to current maximum levels set out in the *Ensuring a Choice of Travel SPD* the following level of parking provision would apply:

Floorspace (sqm)	Use Class	SPD Max. No. of Spaces
22,850	B8 - Storage & Distribution	229
	B2 - General Industrial	508

The level of car parking provision for the original buildings on the site was approx. 270 spaces.

Therefore, the split of spaces between separate units coupled with the minor increase in GIA is deemed to be sufficient in order to suit the operational needs of the units, avoiding any overspill on the local highway network.

Cycle Parking Provision

The application proposes moving cycle parking inside the buildings (A1, A2 and B). The LHA have no objection to this amendment. In terms of the Retail Unit precise details can be secured by condition.

Motorcycle Parking Provision

The amendments seek re-position of motorcycle parking provision for Unit B. The LHA are satisfied that the level of provision remains acceptable.

Disabled Parking Provision

The LHA have advised that adequate accessible parking has been demonstrated.

EV Provision

The LHA acknowledge that provision would be secured via Part S of the Building Regulations.

Conclusion Highway Considerations

The Highway Authority have no objections to the proposed amendments and therefore, subject to the planning conditions repeated from the approved permission, the proposal would be in accordance with the guidance in NPPF and Local Plan policy CS7.

Ecological Considerations

Paragraph 193 in the NPPF states that if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or compensated for, then planning permission should be refused. It also states that opportunities to improve biodiversity in and around developments should be integrated as part of their design.

Policy CS8 of the Local Plan, relating to Green Infrastructure, states that Knowsley's green infrastructure will be protected managed or enhanced primarily to sustain and promote biodiversity, mitigate the effects of flood risk, mitigate air, water and noise pollution and provide sustainable transport linkages between neighbourhoods and easy access to employment and services. The policy goes on to state that the above will be achieved by maintaining and improving water courses and biodiversity assets, protect enhance or introduce biodiversity into areas of green infrastructure and protect and improve green paths and cycleways linking residential areas of greenspace and local community services.

Policy CS19: Design Quality and Accessibility in New Development is of particular

importance, with all proposed developments incorporating tree and landscape development being expected to demonstrate a high standard of sustainable design that can contribute towards and sustain the local distinctiveness of the Borough.

Policy CS21: Greenspaces and Trees sets out the local principles for appropriate types of greenspaces, encouragement of replacement tree planting and assisting the Council to provide and maintain quantitative, qualitative and accessibility standards for public open spaces.

The original application has been supported by a preliminary ecological appraisal, bat survey/roost reports and an ecology note and considered the impacts on ecology. This resulted in a number of conditions imposed on the planning permission requiring submission of:

- Construction Environmental Management Plan (CEMP) incorporating reasonable avoidance measures for protection of badgers and hedgehog mammals;
- External lighting detail and
- Bird nesting and bat boxes.

Where these conditions have not been discharged, a condition would be applied to secure these details if this planning permission is granted.

Biodiversity Net Gain (BNG)

The original planning application was submitted before BNG was mandatory for major developments, nevertheless, the applicant submitted a Statutory Biodiversity Metric. S73 applications are exempt from the mandatory 10% BNG requirement if the original planning permission was either granted before 12 February 2024 or the application for the original permission was made before 12 February 2024. The original application was submitted before This meets the statutory requirement and further details of the ecological enhancements will be secured by planning condition.

Conclusion - Ecology

The proposed amendments that would arise through the variation to condition 2 would not result in any adverse impacts on ecology. As such the development would comply with Policies CS2, CS8, CS19 and CS21 of the Local Plan Core Strategy and the NPPF.

Subject to the imposition of planning conditions securing bat / bird nesting boxes, a lighting scheme and reasonable avoidance measures for the protection of badger and hedgehog the impacts on ecology are considered to be acceptable. The proposed development therefore complies with NPPF and Policy CS8 (Green Infrastructure) in the Local Plan.

Landscaping

Saved UDP Policy DQ4 states that proposals for new development shall include appropriate planting of trees or other soft landscaping. Local Plan Policy CS8 seeks to enhance biodiversity within and around developments. Policy CS21 requires that new development to retain trees, woodland, vegetation and other habitat features and encourages appropriate planting of trees and other soft landscaping and habitat features for the benefit of biodiversity, The original application was supported by a tree report and a landscaping scheme

and given due consideration in line with the above policies. Condition 16 of the original permission (23/02782/FUL) required the submission of a landscaping scheme which has been submitted and discharged. The current application is accompanied by a Planting Plan which makes minor changes to the approved planting layout however, it is considered that the approved landscaping scheme would need updating to take account of the amendments proposed and this would be secured by condition of planning permission is granted

Conclusion – Landscaping

In conclusion the proposal would result in minor changes to the landscaping of the site. Subject to a suitable condition, the development would comply with saved Policy DQ4 of the Knowsley UDP, and Core Strategy Policies CS2, CS8 and CS21 together with the Trees and Development SPD.

Air Quality

Paragraph 199 of the NPPF states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. In line with this, Local Plan Policy CS2 expects developments to minimise and adequately mitigate any adverse effects on air quality. Where a proposal would result in an unacceptable impact, it should only be supported where the wider benefits of the development clearly outweigh the identified harm. Planning Policy Guidance relating to Air Quality (November 2019) provides further guidance.

Air Quality was a material consideration dealt with at the original planning application stage and granted in June 2025. An Air Quality Assessment submitted with that application confirmed that the site is outside an Air Quality Management Area and that the development would have only a *negligible* impact on air quality, staying within national Air Quality Objectives.

Environmental Health accepted the modelling but remained concerned about additional traffic in an area already experiencing poor air quality, particularly near Cronton Road / Whitefield Lane and in the context of other major developments such as Halsnead Garden Village and Beacon 62. As the modelling submitted showed only negligible increases in nitrogen dioxide and particulate matter, the LPA considered that the proposal would not cause unacceptable harm to justify refusal on air-quality grounds.

The minor amendments proposed by this current application would not result in any increased activity on the site. Environmental Health Officers have raised no objection to the application under consideration.

As with the permission granted, mitigation measures through a Construction Management Plan and a Travel Plan would be secured if planning permission is granted.

Conclusion - Air Quality

Subject to relevant conditions to secure mitigation, it is considered that the proposed development would not have an unacceptable effect on air quality and would be in compliance with NPPF and Local Plan Policy CS2.

Contaminated Land Considerations

Saved Policy ENV5 of the UDP states that new development will not be permitted if there is existing contamination which could because of the proposed development place the uses at unacceptable risk.

The original application was supported by reports considered to acceptably address contamination subject to conditions, Conditions 10 and 17 of that permission cover matters relating to the importation of material and a watching brief for unexpected contamination being dealt with. Conditions 10 and 17 would be repeated on the any planning permission granted under the current proposal.

Conclusion - Contamination

Subject to the above conditions, the proposal would be in compliance with saved UDP Policy ENV5.

Surface Water and Flood Considerations

Paragraph 181 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Local Plan Policy CS24 requires that developments do not cause unacceptable risk of flooding on site or elsewhere.

Drainage matters were assessed when determining the original planning application (23/02782/FUL). That application was supported by a Drainage Strategy and Flood Risk Assessment (FRA) which concluded that that the site is at low risk of flooding from overland surface water, groundwater sources and from rivers. A detailed drainage scheme and details of its management were secured by Condition 12 of the original permission and the scheme details subsequently discharged.

A planning condition ensuring that the drainage scheme is carried out in accordance with the agreed details pursuant to Condition 12 of planning permission 23/02782/FUL would be imposed if planning permission is granted.

Conclusion – Surface Water and Flood Considerations

Subject to condition the proposal would be in compliance with guidance in NPPF and Local Plan Policy CS24.

Coal Mining Investigations

The application site falls within the defined Development High Risk Area. Paragraph 196 in the NPPF and Policy CS2 require that planning decisions ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

This matter was considered in the assessment of the original planning permission; the Mining Remediation Authority (MRA) were satisfied it was demonstrated that the site is safe and stable for the proposed development. Given the proposals the subject of this current application it is not necessary to consider this matter any further.

Conclusion – Coal Mining Investigations

The MRA were satisfied that previously approved application demonstrated that the site is safe and stable for the proposed development.

Developer Contributions and Legal Agreement

Policy CS27 sets out the requirements for new developments to meet the infrastructure demands they create. This approach is supported in the Developer Contributions SPD. In order to mitigate the impacts of the development, planning contributions and obligations were sought for the original planning application and secured through a S106 legal agreement. The obligations relate to:

- Monitoring and implementation of a social value strategy (£2,995)
- Off-site tree mitigation planting on Wilson Road (£819.73).
- Provision for a discount variety store in Huyton Town Centre (or an equivalent floorspace to the existing Derby Road store within the boundaries of Huyton Town Centre) to continue trading for a minimum period of 5 years from the date of the first opening of the proposed Wilson Road retail store.

The s106 agreement allows for any application pursuant to section 73 to any variation or release of any condition contained in the Planning Permission and the covenants or provision of the Deed deemed to bind the varied permission and to apply in equal terms to the new planning permission.

Conclusion – Developer Contributions and Legal Agreement

The contributions and provisions set out have been secured by a S106 legal agreement and the proposal is therefore in compliance with the NPPF, Local Plan Policy CS27, Saved UDP policy DQ4, Adding Social Value to Development: Employment and Skills Supplementary Planning Document (2018), Developer Contributions SPD (2016) and Trees and Development SPD (2016).

Other Matters

Neighbour Comments

An objection raised by a local resident questions the extent to which the Council considers the needs of local residents. The objector notes that they have experienced years of commercial and residential development and question at what point this will stop. The writer further expresses their concern that they also feel that the Council is prioritising profit over the interests of local people.

These comments are noted; however, development has already been approved through the earlier planning permission and the amendments proposed under this application are limited in scope and are not considered to significantly increase the impact of the already granted permission. As such, the issues raised, though acknowledged, do not change the conclusion that the proposed modifications would not give rise to significant additional harm beyond that already accepted through the original consent.

Conclusion

The proposed amendments are considered to be acceptable and subject to the

imposition of conditions where necessary would be in compliance with the NPPF, Local Plan and saved UDP policies listed above.

Recommendation

That planning permission be granted subject to the following conditions:

- 1) 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.

- 2) The retail store (Class E (a) hereby permitted shall operate as a discount variety operator only with no more than 950sqm of floorspace selling convenience goods and no more than 1,161sqm of floorspace selling comparison goods. A range of comparison goods shall be sold at all times so not one comparison goods sub sector is dominant.

Reason: The retail impact assessment has been assessed on the above basis regarding the type of goods to be sold and the floorspace split between convenience and comparison goods and to avoid any significant impacts on the vitality and viability of Huyton Town Centre ensuring compliance with Policy CS6 in Knowsley Local Plan Core Strategy (2016) and paragraphs 94 - 95 in the National Planning Policy Framework (2024).

- 3) The employment buildings (Use Class E (g) (iii), B2, B8) hereby permitted shall be completed and available for use prior to the first use of the retail store.

Reason: To ensure that the retail store is not occupied as a stand-alone development without the proposed employment uses being available for occupation and to ensure compliance with Policy CS4 in Knowsley Local Plan: Core Strategy, adopted January 2016 and Saved policy EC3 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 4) Prior to the commencement of works to any vehicular access point a scheme for the design and layout of the vehicular site access junctions shall be submitted to and approved in writing by the Local Planning Authority. The vehicular site access junctions shall both be implemented in accordance with the approved details and shall be available for use prior to first occupation. The access shall be kept available for use at all times.

Reason: To ensure the provision of safe and adequate means of access to the development in the interests of highway safety and amenity and to comply with Policy CS19 of the Core Strategy, adopted January 2016.

- 5) Prior to first occupation of Retail unit precise scheme details for the provision of cycle parking in accordance with the Council's current standards, shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented as approved before any part of the building is brought into use and shall be retained as such thereafter. For

the avoidance of doubt, long stay cycle parking must be covered and offer a means to secure the cycles.

Reason: To ensure that adequate provision is made for parking cycles and motorcycles on the site and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

- 6) During the first year of occupation of each unit, a Full Travel Plan, specific to the unit, and based on the framework Travel Plan (Rappor November 2024 Issue 02) submitted with planning application 23/02782/FUL shall be submitted to and approved in writing by the Local Planning Authority. The approved Full Travel Plans shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority as part of the annual review.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment and to comply with Saved Policy T9 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 7) The development hereby permitted, including any works of demolition, shall only be carried out in accordance with the Construction Management Plan (Sovereign Park, Phase Two, Condition 8 CEMP, v3, Received 21/10/2025 as approved by the Local Planning Authority pursuant to Condition 8 of planning permission referenced 23/02782/FUL.

The approved management plan shall thereafter be adhered to throughout all phases of the development.

Reason: To ensure the satisfactory development of the site and in the interests of protecting the amenity of neighbouring occupiers and to comply with the National Planning Policy Framework, Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016, Policy WM9 of the Merseyside and Halton Joint Waste Local Plan (2013) and Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 8) Prior to the occupation of any building hereby permitted:
- a) The recommendations of the Noise Assessment ref:784-B048969 Rev. 4 (Fourth Issue) dated 25 September 2024 and the Noise Technical Note Ref:784-B048969 (First Issue) dated 21 November 2024 prepared by Tetra Tech submitted with planning permission referenced 23/02782/FUL shall be fully implemented.
 - b) Documentary evidence of the mitigation works shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building which the mitigation relates to.

Reason: To safeguard local residents from noise and disturbance and to comply with Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 9) During the earthworks for this development a visual and olfactory assessment for contaminated land must be undertaken by a suitably qualified practitioner. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported immediately to the Local Planning Authority. Development on the part of the site affected must be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development (or relevant phase of development) being brought into use.

Reason: In the interests of safety, to prevent pollution of the water environment and to comply with Policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 10) Prior to the installation of any external lighting on the site a scheme detailing the proposed external lighting for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the steps taken to minimise light pollution and shall include an Isolux plot and luminosity details and manufactures specifications to demonstrate that the obtrusive light limitations suggested in the Institution of Lighting Engineers Guidance Notes for Light Pollution are met. All works which form part of the scheme shall be completed prior to first operation of the lighting and shall be maintained thereafter in accordance with the agreed scheme.

Reason: To ensure that light pollution is minimised and that any lighting does not adversely impact on residential or visual amenity and to ensure compliance with Saved Policy ENV3 in the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 11) The development hereby permitted shall be carried out in accordance with the details submitted to and approved by the Local Planning Authority pursuant to Condition 12 of planning permission referenced 23/02782/FUL.

- United Utilities Letter Ref. DC/23/4123v5 dated 7 January 2025
- Drawing Ref. 100.23083-ACE-00-ZZ-DR-C-1020
- Designers Risk Assessment Ref: 100.230.83-ACE-XX-XX-HS-S-0001
- Drainage Catchment for Mitigation Index -
Ref. 100.23083-ACE-00-ZZ-DR-C-1025 - P01
- Mitigation Index Score
- SuDS Handbook
- Drainage Asset Maintenance Schedule -
Ref.100.23083-ACE-ZZ-ZZ-RP-C-005

Reason: To prevent increased risk of flooding by ensuring the satisfactory storage of / disposal of surface water from the site and to ensure effectiveness of the flood risk measures during the lifetime of the development and to comply with saved Policies CS2 and CS24 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

- 12) No building shall be occupied until details of the number and location of bird nesting boxes and bat boxes to be incorporated into the scheme have been submitted to and approved in writing by the Local Planning Authority. The bird and bat boxes shall be installed in accordance with the approved details prior

to the first occupation of the buildings they relate to and shall be retained at all times thereafter.

Reason: In the interests of biodiversity conservation and to comply with Policy CS8 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

- 13) Prior to the first occupation of the development hereby permitted a scheme for commercial / industrial waste storage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and prior to the use of each building the waste storage relative to it shall be completed and available in accordance with the approved details.

Reason: To ensure adequate waste storage facilities are provided in accordance with Policy WM9 of the Merseyside and Halton Joint Waste Local Plan.

- 14) Prior to their installation full details of the precise location, appearance and specification (including details of the sound pressure levels) of the air source heat pumps shall be submitted to and approved in writing by the Local Planning Authority. The air source heat pumps shall be 5db below the background noise level. The air source heat pumps shall be installed in accordance with the approved details.

Reason: In the interests of visual and residential amenity and to ensure compliance with policies CS19 and CS22 of the Knowsley Local Plan Core Strategy, adopted January 2016 and Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 15) Notwithstanding the landscaping scheme approved pursuant to Condition 16 of planning permission referenced 23/02782/FUL, prior to the first occupation of any part of the development hereby approved a revised landscaping scheme shall be submitted to and agreed in writing by the Local Planning Authority which shall address the amendments to the layout.

The approved scheme shall be implemented and completed prior to the first occupation of any building on site or in accordance with a timetable to be submitted to and agreed in writing by the Local Planning Authority.

Any trees / shrubs which are removed, die, become severely damaged or diseased within five years of their planting shall be replaced in the next planting season with trees / shrubs of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and to comply with, Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, Saved Policy EC3 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and the National Planning Policy Framework.

- 16) No soil (topsoil and subsoil) is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material should be submitted to and agreed by the Local Planning Authority prior to the soils

being imported onto site. The methodology should include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and evidence submitted to and approved in writing to by the Local Planning Authority.

Reason: In the interests of safety, to prevent pollution of the water environment and to comply with Saved Policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 17) Prior to the installation of the acoustic fence a specification for the acoustic fence including colour finish shall be submitted to and approved in writing to the Local Planning Authority. The fence shall be installed in accordance with the agreed specification prior to the use of any buildings on the site.

Reason: To safeguard local residents from noise and disturbance, in the interests of visual amenity and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy and Saved policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 18) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, the buildings to which this permission relates shall be used as follows :-

Proposed Retail Store - Use Class E (a)
Unit A1 - Use Classes E(g)(iii), B2 and B8
Unit A2 - Use Classes E(g)(iii), B2 and B8
Unit B - Use Classes E(g)(iii), B2 and B8

and for no other purpose, including any other use falling within Class E of the Schedule to that Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, except with the prior grant of a further planning permission.

Reason: To enable the Local Planning Authority to assess any proposal for a further change of use, whether or not it falls within the same Use Class and to comply with Policies CS4 and CS6 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and Saved Policy EC3 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 19) Prior to the commencement of any works relating to the substations hereby permitted full details of their design, including elevations, floor plans and material finishes shall be submitted to and approved in writing by the Local Planning Authority. The sub stations shall thereafter be constructed in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure compliance with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
25/03/2026	7182-514	REV P03	RETAIL UNIT ELEVATIONS 2 OF 2
04/03/2026	7182-602	-	SITE PLAN EXTERNAL WORKS
04/03/2026	7182-600	-	PLANNING SITE PLAN
04/03/2026	13579-AEW-B2-00-DR-A-0541	REV P01	UNIT A1 - PROPOSED GA GROUND FLOOR PLAN
04/03/2026	7182-634	-	PLANNING UNIT B GA BUILDING ELEVATIONS
04/03/2026	7182-624	-	PLANNING UNIT A2 GA BUILDING ELEVATIONS
04/03/2026	7182-622	-	PLANNING UNIT A2 ROOF PLAN
04/03/2026	7182-620	-	PLANNING UNIT A2 BUILDING PLAN
13/12/2025	-	ISSUE 02	TRANSPORT ASSESSMENT
10/12/2025	100.23083-ACE-00-ZZ-DR-C-3200	REV P06	CONTOUR LAYOUT PLAN
10/12/2025	100.23083-ACE-00-ZZ-DR-C-3451	REV P02	EXTERNAL WORKS DETAILS
10/12/2025	SD40	REV C	DETAILS AS PROPOSED - DOUBLE WANZL STANDARD TROLLEY BAY
09/10/2025	7182-302	REV P03	UNIT B - ROOF PLAN
09/10/2025	7182-104	REV P04	Unit A1 GA Building Elevations
09/10/2025	7182-102	REV P03	UNIT A1 ROOF PLAN
15/05/2025	100.23083-ACE-ZZ-ZZ-RP-C-0001	REV P4	DRAINAGE STRATEGY AND FLOOD RISK ASSESMENT
15/05/2025	-	-	DRAINAGE STRATEGY AND FRA APPENDICES
25/03/2025	7182-513	REV P03	RETAIL UNIT ELEVATIONS 1 OF 2
20/02/2025	13579-AEW-XX-SI-DR-A-0506	REV P03	PROPOSED SITE SECTION A -A
19/02/2025	AT_1288.LSCP/M mgt.PLAN.	REV 06	LANDSCAPE MANAGEMENT PLAN REVISED (19/02/2025)
12/02/2025	-	V2	WOODLAND MANAGEMENT PLAN

13/12/2024	-	FIRST ISSUE	NOISE TECHNICAL NOTE
13/12/2024	13579-AEW-B3-XX-DR-A-0539	REV P02	UNIT B - PROPOSED GA SECTIONS
13/12/2024	13579-AEW-B3-01-DR-A-0536	REV P03	UNIT B PROPOSED GA FIRST FLOOR PLANS
13/12/2024	13579-AEW-B3-00-DR-A-0535	REV P04	UNIT B PROPOSED GA GROUND FLOOR PLANS
13/12/2024	13579-AEW-B3-00-DR-A-0535	REV P01	UNIT A2 PROPOSED GA SECTIONS
13/12/2024	13579-AEW-B2-01-DR-A-0552	REV P01	UNIT A2 PROPOSED GA FIRST FLOOR PLANS
13/12/2024	13579-AEW-B2-XX-DR-A-0545	REV P01	UNIT A1 PROPOSED GA SECTIONS
13/12/2024	13579-AEW-B2-01-DR-A-0542	REV P01	UNIT A1 PROPOSED GA FIRST FLOOR PLAN
13/12/2024	13579-AEW-XX-00-DR-A-0801	REV P05	UNIT A AND B DEMOLITION PLAN
13/12/2024	13579-AEW-XX-XX-DR-A-0501	REV P02	SITE LOCATION PLAN
26/03/2024	1379-AEW-XX-SI-DR-A-0505	REV P01	EXISTING SITE SECTION A - A
26/03/2024	13579-AEW-XX-XX-DR-A-0516	REV P04	RETAIL UNIT 1 SECTIONS
26/03/2024	13579-AEW-B1-00-DR-A-0512	-	RETAIL UNIT 1 GROUND FLOOR PLAN
17/11/2023	1379-AEW-B1-RF-DR-A-0514	REV P04	RETAIL UNIT - ROOF PLAN
17/11/2023	16176	-	SOCIAL VALUE STRATEGY
17/11/2023	A601	REV A	TREE SURVEY REPORT (ENCON ASSOCIATEES 30/10/2023)

Signed Case Officer¹:

M Wishart

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

**Signed Authorising
Officer²:**

Jo Sheridan

Date:

27/03/2026

Informatives

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

- 1 The proposed development lies within an area that has been defined by the Mining Remediation Authority as containing coal mining features at surface or shallow depth. These features may include mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Mining Remediation Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure a suitable engineering design which takes account of all relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Mining Remediation Authority Policy in relation to new development and mine entries available at:

Building on or within the influencing distance of mine entries - GOV.UK

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Mining Remediation Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Application forms for Mining Remediation Authority permission and further guidance can be obtained from The Mining Remediation Authority's website at: www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property

What is a permit and how to get one? - GOV.UK (www.gov.uk)

In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities.

If any future development has the potential to encounter coal seams which require excavating, for example excavation of building foundations, service trenches, development platforms, earthworks, non-coal mineral operations, an Incidental Coal Agreement will be required. Further information regarding Incidental Coal Agreements

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can be found here - <https://www.gov.uk/government/publications/incidental-coal-agreement/guidance-notes-for-applicants-for-incidental-coal-agreements>

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Mining Remediation Authority on 0800 288 4242. Further information is available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

Informative Note valid from 1st January 2025 until 31st December 2026

2 The Coal Authority

The applicant shall have regard to the comments of The Coal Authority in their letters dated 19 August 2024 and 27 December 2024 (attached).

3 Breeding Birds

Breeding birds are protected under the general provision of Section 1 of the Wildlife and Countryside Act 1981 as amended. Whilst the nest is being built or is in use, the eggs, young and nest are protected against intentional and reckless taking, damage and destruction. No tree, scrub or hedgerow felling, management and/or cutting operations should take place during the period 1 March to 31 August inclusive to protect breeding birds.

4 Highways – s278

It is an offence to carry out any works within the public highway without the permission of the Highway Authority. The grant of planning permission will require the developer to enter into an agreement under s278 of the Highways Act 1980 with the Council. The applicant is advised to contact the Site Development Team at SiteDevelopment@knowsley.gov.uk to discuss the matter further.

The applicant is reminded that it is an offence to allow material carried from the site to be deposited on or cause damage to the highway, as a result of dirty wheels or badly loaded vehicles. Should this occur, the Council as Local Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute offenders under Sections 131, 148 and 149 of the Highways Act 1980.

5 United Utilities

See attached letter from United Utilities in relation to planning permission referenced 23/02782/FUL dated 08.01.2025

6 Merseyside Fire and Rescue Service

See attached letter from Merseyside Fire and Rescue Service dated 06.12.2023 in relation to planning permission referenced 23/02782/FUL).

7 Photovoltaic Panels

This permission does not confer approval of photovoltaic panels for which a separate application may be required.

8 Advertisements

This permission does not confer any approval of signage / advertisements which may require a separate application.