

<u>APPLICATION NO:</u>	26/00315/FUL	<u>CASE OFFICER:</u>	Reece Black
<u>WARD:</u>	Whitefield	<u>PARISH:</u>	
<u>LOCATION:</u>	Kirkby Railway Station, Whitefield Drive, Westvale		
<u>PROPOSAL:</u>	INSTALLATION OF 1 NO. AUTOMATED PARCEL DELIVERY LOCKER MACHINE		

Site Description

The application relates to Kirkby Railway Station, Westvale and is situated within a Primary Residential Area in the Development Plan; the proposed development would be sited within a section of land allocated as Railway in the Development Plan.

The site comprises of the ticket office building with cycle storage and bus shelter to the west/south-west with a car park to the east, south and west; the railway line is located to the north. There are residential properties situated to all directions in the wider locality, with the closest being located circa 43m to the south-west.

Proposal

The proposal is for the installation of an automated parcel delivery locker machine.

The proposal would have a width of 2m, a depth of 0.8m (1m when including the canopy roof overhang) and attain a maximum height of 2.4m. The proposed development would be sited in between the west / south-western facing side elevation of the ticket office building and the cycle storage. The proposal would be sited on a polymer concrete base.

Consultations

Environmental Health: – No objections received.

Representations

This application has been publicised by the erection of a site notice. No representations have been received.

Planning History

No relevant recorded planning history.

Relevant Policy

Policy S3 (Presumption in favour of sustainable development) of the NPPF states that

1. Decisions on development proposals should apply a presumption in favour of sustainable development. This means:

- a. Policy S4 in this Framework should be applied when considering development proposals within settlements;
- b. Outside settlements, policy S5 should be applied; and
- c. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

Policy S4: Principle of development within settlements states that:

- 1. Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

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

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

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

H5 - Development within Primarily Residential Areas

H8 - Extensions and Alterations to Residential Properties

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

Saved Policy H8 (Criterion 2) in the Replacement Unitary Development Plan states that *new development within the Primarily Residential Areas which is for uses appropriate to a residential area will be permitted provided that the development (either by itself or in conjunction with other developments) would not:*

- a) *Have an unacceptable impact on the amenity of neighbouring occupiers by reason of noise, disturbance, overlooking, visual intrusion, smells, fumes, on-street parking or other causes; or*
- b) *Adversely affect the character or street scene of the area.*

PRINCIPLE OF DEVELOPMENT

The accompanying guidance to Saved Policy H5 (5.48) states some non-residential development and uses, such as corner shops, and local services, may be appropriately sited within Primarily Residential Areas. In many cases such uses are indeed needed to provide facilities close to where people live. Such uses should be carefully sited and designed to avoid causing loss of amenity for neighbours, and planning conditions will be imposed where necessary (for example covering opening hours or parking facilities) to ensure that such uses do not adversely affect occupiers of neighbouring property.

The proposal is for the erection of an automated parcel delivery locker. These act as a consolidated, central pick-up point for deliveries to local properties. The proposed development is to be sited within the railway station to maximise its use. These lockers are placed at strategic, key locations where people naturally work or commute etc to integrate parcel collection and returns into their existing journeys and reduce the need for separate trips.

The proposal is considered to provide a local use to the residents of the wider primarily residential area. The proposal in principle, would be considered an acceptable use for within a primarily residential area, subject to compliance with relevant local policy and guidance.

DESIGN AND RESIDENTIAL AMENITY

The proposed development would be of a small, modest scale in contrast to the surrounding built development and would appear subordinate. The proposal would appear discrete due to its location and its sufficient set-back from Whitefield Drive. The visual appearance of the proposal would be negligible within its setting and would not detract from existing visual amenities of the railway station, given that these types of storage and collection lockers are commonly seen within residential areas, typically in association with transport and small commercial uses within primarily residential areas and the proposal would be considered acceptable as it would emulate the proportions and massing of the 'in-situ' Amazon automated parcel locker.

The proposal would be utilitarian in design; the submitted 'Proposed Elevations dwg.no. L(02)101 REV P2' contain a materials schedule, which will be further secured by condition. The external elevations would be metallic cladding, which would largely be white, grey, dark grey and silver in colour to its respective parts. The submitted elevations include a material finishes key. The use of these materials would be considered acceptable as it would not detract from the surrounding locality and would be considered generally a standard design for a proposal such as this.

The proposed development would also contain internal CCTV and motion sensors, to enhance security, along with integrated LED strip lighting (for operational purposes). This is set out as being 400-450 lux within the submitted supporting document 'InPost Sustainability and Planning Policy Document' as ambient lighting. The proposal, including its associated lighting, would not be considered to result in any adverse harm to the living conditions or enjoyment of the homes of nearby residential properties.

This is supported by Councils' Environmental Health Officers, who have reviewed the application and raise no objections. The Environmental Health Officer has outlined that the lighting is downward facing and the proposed development is located

between two existing structures, which reduces the potential for light spill beyond the immediate area. Moreover, despite the illuminance levels stipulated to be within the region of 400-450 lux, the closest residential property (No.3 Railway View, situated to the south-west) is located over 40m away from where the proposal would be sited. Due to the separation distance, orientation of the lighting, siting and location of the proposal with the screening provided by the surrounding structures, it is not anticipated that the proposal would result in any significantly adverse artificial light pollution issues and therefore would be deemed acceptable.

HIGHWAYS

The existing railway station benefits from a large amount of parking spaces, with an overflow carpark located to the west. The site would provide good access for the proposal and as set out within this report, would be largely utilised by commuters of Kirkby Railway Station.

The proposed development would be sited adjacent the ticket office building, within the carpark (which, along with its access road, is unadopted) and would not result in the loss of any car parking provided for the railway station. Whilst the proposal may result in an uplift of trip generation to the site, it would be anticipated that this would be to a very modest increase, given that the locker storage would be utilised by commuters. For the consideration of people travelling to the site specifically for the use of the storage locker, these trips would be for a very short duration and subsequently, it would not be considered the proposal would result in any notable intensification of the use or require any permeant, dedicated parking or lead to a significant increase in demand.

The proposal would be considered acceptable on highway safety and parking considerations.

Conclusion

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

Recommendation

That planning permission be granted subject to the following condition(s):-

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2) The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 3) The development hereby permitted shall be constructed entirely with the materials detail, shown within the schedule titled 'Finishes Key' of which are

shown on plan No. L(02)101, titled 'PROPOSED ELEVATIONS, received on 11.08.2026.

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

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
29/06/2026	L(00)100	REV P1	LOCATION PLAN
11/08/2026	L(01)101	REV P2	PROPOSED PLAN
11/08/2026	L(02)101	REV P2	PROPOSED ELEVATIONS
29/06/2026	L(00)100	-	PROPOSED SITE PLAN
22/06/2026	2025	-	InPOST SUSTAINABILITY AND PLANNING POLICY DOCUMENT
22/02/2026	OCTOBER 2025	-	InPOST BATTERY AND ELECTRICAL LOCKER SPECIFICATIONS

Signed Case Officer¹: **Reece Black**

Signed Authorising Officer²: **Alan Kilroe**

Date: **21 August 2026**

Informatives

Not applicable

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

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