

<u>APPLICATION NO:</u>	25/00041/FUL	<u>CASE OFFICER:</u>	Maxine Wishart
<u>WARD:</u>	Prescot North	<u>PARISH:</u>	Prescot Town Council
<u>LOCATION:</u>	53 Houghton Street, Prescot, Knowsley		
<u>PROPOSAL:</u>	CHANGE OF USE FROM USE CLASS B2 (GENERAL INDUSTRIAL) TO CONVENIENCE STORE CLASS E (COMMERCIAL, BUSINESS AND SERVICE) AND RETENTION OF SHOP FRONT, ROLLER SHUTTERS AND ASSOCIATED PLANT		

KNOWSLEY LOCAL PLAN POLICIES MAP ALLOCATION:

Primarily Industrial Area

Site Description

The application relates to a unit located on the eastern side of Houghton Street, Prescot and is identified as No. 53. The site comprises a single storey 'L' shaped unit fronting onto Houghton Street covering a floorspace of 132 sqm. The surrounding area contains a mix of commercial and residential uses.

The premises sits within a row of other commercial premises. The adjoining unit to the north comprises a dog groomers and the application premises extends around the back of that unit. The application premises backs onto other commercial premises and has no access at the rear or no associated external space.

It appears from Google Street View that the premises were previously operating until at least August 2024 as motor vehicle maintenance and repair workshop (Earo Groups Ltd.).

Properties immediately adjoining the application site and further along Houghton Street to the north comprise of industrial and commercial uses. Residential dwellings are located approximately 12.5m to the south on Houghton Street (Nos. 65 – 77) and to the north at approximately 90m from the application site. The Royal Oak Public House is located at the end of Houghton Street at its junction with Warrington Road.

Other residential dwellings are located opposite the application site and comprise a number of four storey blocks of flats located on Beaconsfield with the nearest building being located approx. 14.5m from the application site. A car repair / garage use is located immediately behind the site located on Pottery Fields. To the southeast of the application site, there is a car park serving a Children's Day Nursery, accessed via Bond Street. This car park shares a small portion of its boundary with the application site.

The application site is located approximately 150m to east of the defined area of the Prescot Town Centre and Cables Retail Park is located to the south at approximately 145m in a straight line to the car park from the application site.

At the time of the Officer's site visit, the premises had undergone substantial internal fit-out, including the installation of shelving, refrigeration units, and other shop fittings in preparation for the proposed use. A new shop front had also been installed, featuring external box housing roller shutters with under-lighting. Additionally, condensing unit equipment associated with the proposed use had been installed on the roof of the building.

Proposal

The proposal seeks planning permission for the change of use of an industrial unit (Class B2 - General Industrial) which has historically been used for vehicle repair and maintenance and previously for tyre services, to what the supporting information indicates is for an off-licence offering convenience goods sales (Use Class E) – Commercial, Business and Service). The intended use falls with Class E a) shop other than for the sale of hot food. At the time of officer's site visit the unit was not in operation.

The application is also partly retrospective as it includes a new shop front; externally mounted solid roller shutters with lighting; and plant serving the proposed retail unit which have been erected / sited without planning permission.

Consultations

Highway Authority - No objections in principle subject to a condition relating to reinstatement of dropped kerb to full height footway and an informative in relation to permission of the Highway Authority for any works to the highway.

Environmental Health - No objections in principle subject to conditions relating to control of construction hours; delivery and refuse collection times; opening times; and control of noise from fixed plant.

Prescot Town Council - No comments received.

Merseyside Police - No objections raised in principle but advise that the Merseyside Police Designing Out Crime Unit strongly advocate that commercial developments in Merseyside be designed and constructed to Secured by Design security standards, using the Secured By Design 'Non-Residential 2025' Design Guide specifications. Providing data on crime risks in the area with recommendations to the applicant for consideration, which are in line with SBD.

Representations

This application has been publicised by letters sent to 24 neighbours. It has also been advertised by Site Notice. No representations have been received.

Planning History

APP. NO:	K/APP/11968 (Alt Ref: 74/12215/HIST)
PROPOSAL:	ERECTION OF EXTENSION TO EXISTING WORKSHOPS TO PROVIDE COVERED YARD
DECISION:	Granted

DECISION DATE: 18 December 1989

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

CS2 - Development Principles
CS4 - Economy and Employment
CS6 - Town Centres and Retail Strategy
CS7 - Transport Networks
CS19 - Design Quality and Accessibility in New Development
CS26 - Waste Management

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

EC3 - Primarily Industrial Areas
H5 - Development within Primarily Residential Areas
S9 - Shop Fronts and Security Shutters
DQ2 - Security in the Built Environment
ENV2 - Noise and Vibration
ENV3 - Light Pollution

THE JOINT MERSEYSIDE AND HALTON WASTE LOCAL PLAN 2013

WM9 - Sustainable Waste Management Design and Layout of New Development

SUPPLEMENTARY PLANNING DOCUMENTS

Ensuring a Choice of Travel SPD (2010)
Design Quality in New Development SPD (2016)
Shopfronts and Signage Design SPD (2016)

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable additional information to support the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

ASSESSMENT

The following are the key considerations in the assessment of this planning application:

- Principle of development involving the loss of employment use and retail use in the proposed location;
- Layout and Design - whether the installation of the shop front, the externally mounted box-style solid roller shutter on the front elevation and the external plant would harm the appearance of the building and the street scene;
- Waste management;
- Impacts on the local highway network; and
- Impact on residential amenity.

Principle of Development

The application site is located within a designated Primarily Industrial Area on the Knowsley Local Plan Policies Map and as defined by Saved UDP Policy EC3. The last known use is believed to have been a car repair workshop until at least August 2024 (Google Street View), the lawful use remains within Use Class B2.

The application site is therefore not allocated for a retail use defined as a *main town centre use* in Appendix A of the Core Strategy and Annex 2 of the NPPF.

Impact on Town and Local Centres

In establishing whether the proposed retail use is acceptable the main considerations are:

- (i) the impact on town and local centres and
- (ii) the loss of employment land.

Core Strategy Policy CS4 (Economy and Employment) states '*New retail and other main town centre uses, as defined in Appendix A Glossary, will be primarily located within existing town centres in accordance with Policy CS6: Town Centres and Retail Strategy. A sequential approach to site selection shall be applied with locations in existing town, district and local centres of an appropriate scale being considered first, then edge of centre locations and then only if suitable sites are not available should out of centre sites be considered. For edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the town centre.*'

The proposed use would therefore fall within the definition and should be treated as a 'main town centre' use (as identified in Appendix A Glossary of the Core Strategy) for the purpose of applying Policy CS6.

Core Strategy Policy CS6 (Hierarchy of Centres and Retail Strategy) at criterion 2) states

that proposals for retail and other 'main town centre uses' outside of defined town and local centres will only be permitted if they would complement regeneration opportunities, avoid significant impact upon the viability and vitality of the town, district and local centres, and comply with the sequential test in Policy CS4.

NPPF Paragraphs 91 states 'Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered'

Paragraph 92 of the NPPF requires that 'when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.'

Paragraphs 94 and 95 of the NPPF state that 'When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace). Where an application fails to satisfy the sequential test or is likely to have a significant adverse impact on one or more of the considerations in paragraph 94, it should be refused.'

The scale of the proposed development (132sqm) is below the 2,500 sqm threshold set out in Policy CS6 and paragraph 94 of the NPPF for requiring a retail impact assessment. While an impact assessment is not required in this case, the requirement to provide a sequential assessment remains.

Edge of Centre

For the purposes of applying the NPPF in relation to edge of centre locations, the NPPF definition of edge of centre for retail purposes is *'a location that is well connected to, and up to 300 metres from, the primary shopping area... In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.'*

The application site lies (in a direct line) within approximately 100metres of the defined edge of Prescot Town Centre, which is a designated retail centre. The application site is located a 3 minute walk and approx. 61m from the nearest defined area of the Town Centre (junction Kemble Street / Aspinall Street).

Located within the town centre, there are several convenience stores operating, including Today's Express, which offers extended opening hours and is accessible to the same residential catchment. The application site is also located approx. 100 metres from (the rear) of Cables Retail Park, which accommodates a Tesco Extra (open 6am to midnight Monday to Saturday and 10am to 4pm on Sundays), alongside other retailers including M&S Food and B&M. While Cables Retail Park is not designated as a retail centre in the Local Plan, it clearly performs a significant convenience retail function.

In addition, outside the town centre, there is a Morrisons Daily, located at 47 Warrington Road, approximately a three-minute walk from the application site and approx. 85 metres from the town centre boundary. That unit provides an existing convenience retail offer that is functionally and operationally comparable to the proposal but in a more sequentially preferable location. These examples highlight the extent of existing

provision within and around Prescott Town Centre. The presence of established, accessible and better located alternatives further undermines the justification for introducing a new out of centre retail unit in this location.

The application is accompanied by a Sequential Test (ST), as required by Policy CS6.

This ST assesses the merits of any suitably available site in Prescott Town Centre over the period 3 July – 25 July 2025, it is considered to be broadly reflective of the current position. The ST confirms that Prescott town Centre is the nearest Town/Retail Centre location and therefore discounts other Centres that are further away from the application site given the scale of the proposed development. No other edge of centre locations have been considered. The test period covered consisted of a walkabout search around Prescott Town Centre on 4/7/2025 & 24/7/2025, along with a desktop survey. Four sites were considered:

- Unit SU3, Prescott Centre– Not suitable or comparative, floor space too big
- 13 -15 Atherton Street:– Not suitable or comparative, Floorspace too small / significant alterations / required/ financial investment too high.
- 20 Eccleston Street– not suitable or comparative floorspace too small.
- 6 Church Street, Prescott – Not suitable or comparative, floorspace too small

Whilst the test does not provide full justification and evidence when considering a sequential test, paragraph 92 of the NPPF states that when considering edge of centre and out of centre proposals, preference should be *given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale so that opportunities to utilise suitable town centre and edge of centre sites are fully explored.*

The findings of the sequential test are not compelling in demonstrating that no other suitable units exist in the town centre and this must weigh against the proposals. However, the following factors mitigate the harm caused by the failure to comply with the sequential test meaning that only minimal harm would be caused:

- The proposed use is unlikely to result in passing trade that would detour shoppers from Prescott Town Centre;
- The scale of the proposed retail store would not have a significant adverse effect on the viability of Prescott Town Centre;
- The location is considered to be an accessible site that is well connected to the town centre.

This will be weighed in the planning balance.

Loss of Employment Land

Policy CS4 (Economy and Employment) criterion 7) addressed the safeguarding of existing employment land and states that *'Land which is currently in use or allocated for employment development will be safeguarded from changes to other types of development, except where: there is no current or likely future demand for employment uses on the land; or where other uses would bring wider regeneration, environmental and amenity benefits.'*

Saved UDP Policy EC3 (Primarily Industrial Areas) states '1) *Primarily industrial areas are identified on the Proposals Map and are appropriate locations for Business (Class*

B1); General Industry (Class B2); and Storage and Distribution (Class B8) uses.¹

2) Proposals for development for other uses in these areas (either on sites which are allocated for development or on other land or buildings) will only be permitted where they would:

- a) Be complementary to and compatible with the surrounding employment uses;*
- b) Be consistent with any approved regeneration strategy for the area;*
- c) Preserve or enhance the image of the industrial area; and*
- d) Avoid causing an unacceptable loss of land available for industrial development.'*

The floorspace of the unit which this change of use to a non-employment use applies is 132sqm (GEA).

It is noted that the adjoining 2 units to the south of the site appear to have been vacant for some time. The scale and shape of the application site does not easily lend itself to modern industrial practices and it is considered that future employment opportunities would likely be limited and the level of employees would be very limited. Furthermore, Officers consider that the proposed loss of just 132sqm (GEA) of employment land to retail would not undermine the supply of employment land and would not result in an unacceptable loss of employment land.

Conclusion – Principle

On balance, having regard to the above matters, the proposal, given its location and scale is not considered to have detrimental impacts on the vitality and viability of the town centre or undermine the supply of available employment land. The proposal would not result in unacceptable impacts and therefore does not conflict with the NPPF, Local Plan policies CS4 (Economy and Employment) and CS6 (Hierarchy of Centres and Retail Strategy) and Saved UDP policy EC3 (Primarily Industrial Areas).

Layout

The application site is an 'L' shaped unit which wraps around an adjoining unit to the north currently operating as a dog groomers. The premises fronts onto the public footpath and is set back approximately 1.2m from the adjoining unit to the south. The unit backs onto other commercial premises and has no external space associated with the unit.

Waste Management

Policy CS26 (c) requires that new development will be expected to facilitate the collection and recycling of waste. Policy WM9 of the Merseyside Waste Local Plan further requires that suitable provision for the storage and collection of waste and recycling is achieved.

The application premises does not include any outside areas for the storage of waste. The application proposes the storage of bins within the unit. Environmental Health have raised no objection to this and this matter would be dealt with by Environmental Health Food Officers who have advised that if there is no food or food waste within the store then this should not be an issue. The use of internal bins used for food waste could cause issues with pests; however, the proposed shop would need to be inspected by

¹ Updated on 1 September 2020 (The Town and Country Planning (Use Classes) Order 1987 (as amended). Use Class B1(c) (Light Industry) has effectively been replaced with the new Class E(g), broader Class E (Commercial, Business and Service). Use Class B2 (General Industrial) has generally remained in relation to uses for industrial processes other than one falling within class E(g) (previously Class B1). B8 (Storage or distribution) use remains valid

Environmental Health Officers and this matter sits outside the planning system.

Design and Visual Amenity

Shop Front and Roller Shutters

Saved Policy S9 states that security shutters and grilles, including their related housing shall be permitted if they (b) have as little impact on appearance as possible during both business and non-business hours; and (c) when located on highway frontages provide some perforated visibility into the premises.

The Council's Shopfront and Signage Design SPD comments on how developments can achieve successful shop security. The SPD places emphasis on how proposals for alterations to existing shopfronts and the erection of new shopfronts and the display of signage can achieve good design that is appropriate to its context.

The applicant has installed a new shop front and roller shutters to the front of the premises. The shop front has a central door with windows either side with deep stallriser panels below. The shop front is coloured light grey. The roller shutters comprise of solid lathes and have an external box housing above the shop front. The box housing is underlit and there are small CCTV cameras located at either side of the housing pointing in the direction of the access door.



Source Officer Photograph



Source Officer Photograph

The Council's Shopfront and Signage Design SPD comments on how developments can achieve successful shop security. The SPD places emphasis on how proposals for alterations to existing shopfronts and the erection of new shopfronts and the display of signage can achieve good design that is appropriate to its context.

Whilst the SPD is a material consideration in determining this application, its emphasis is on retail centres. It states the Local Plan '*aims to ensure that the borough's retail*

centres² are vibrant and welcoming focal points where people chose to shop or use other facilities and services.’ It continues to highlight that [solid] shutters may provide security, but they make the street feel dead and unsafe. This increases the fear of crime for pedestrians, particularly at night when most shutters are down. If poorly designed the roller shutter, its external steel box and its runners all obscure the details of the shopfront and can squash the proportions of windows and signage. It is for these reasons of fear of crime, deadening the street and the visual impact that solid external roller shutters are unacceptable. The SPD goes on to advise of alternative ways of ensuring that a shop is secure and that can also make the street feel safer and look more attractive.

Having regard to the above, the advice of the SPD is that the type of roller shutters installed are generally considered to be of poor design and do not contribute to making the area safe. However, the application under consideration must be considered in its context; the site is not located within any of the borough’s retail centres; it is in a mixed use area with units flanking the application premises and those further to the north along Houghton Street having similar roller shutters and box housing.



Source: Google Maps October 2025



Source: Google Maps October 2025

Roller shutters on commercial premises are not unusual and these other neighbouring premises incorporate this type of security shutters. The shutters of the adjacent units immediately to the south of the application premises appear to be permanently closed. The new roller shutters for which consent is sought have replaced a solid shutter, albeit that it did not have an external box housing.

² For the purposes of this SPD, throughout the document the term `retail centres` will be used when referring to: town, district and major and medium local centres, or local shopping centres / parades



Source: Google Maps (October 2020)



Source: Google Maps August 2024)

It is considered that on balance, given the site's context and the prevalence of similar solid shutters with external box housings in the immediate area the proposed shutters would not have an unacceptable impact on the character of the area.

External Plant

The application seeks consent for the retention of external plant associated with the function of the proposed use. No details of the plant supports the application. They are located on the roof of the unit. Due to the slope in the street the flat roof of the application unit is lower than the adjoining unit (dog groomers) and the plant is located adjacent to the neighbour's gable towards the centre of the roof. The plant is only visible from certain public vantage point towards the centre of the roof and there would be very limited views from the flats on Beaconsfield at a substantial distance.



Source: Google Maps

It is considered that given the location, this element of the development does not have a significant impact on the visual amenity of the building or the streetscene.

Conclusion Design

Overall, it is considered that the proposal would not significantly detract from the appearance of the site and the streetscene to warrant refusal of planning permission and would not conflict with in NPPF, local plan policies and SPD guidance referred to above.

Highway Considerations

Policy CS7 requires that development is accessible and that it does not have an unacceptable impact on the transport network. The application confirms that there would be no dedicated parking provision and all customer and servicing access would be via the public highway.

The Local Highway Authority has advised that they have no objections to the proposed development and that the proposed store has a small floor area which is unlikely to attract significant numbers of visitors owing to a limited product range. The road is not a major thoroughfare with relatively low traffic volumes which would serve to limit traffic generation.

The Local Highway Authority highlights that the area is due to become a resident's parking zone in the near future which would require any staff members without a permit to park in a designated place to avoid risking a fine. Customers are expected to visit for just a short time and with the introduction of the parking scheme, pressure for parking in the vicinity of the store is likely to be reduced.

The Local Highway Authority have requested that a planning condition is imposed to secure works to reinstate a dropped kerb and footway crossover to full height footway should planning permission be granted. The dropped kerb fronting the site previously facilitated vehicular access into the unit associated with the car repair function. It is however considered that to impose such a condition would not satisfy all the relevant tests in so much as it would not in Officer's view be necessary – as the condition would not be essential to make the development acceptable; and it would not be relevant in that it would not be directly related to the proposed development.

Impact on Amenity

Whilst the application site is designated as a Primarily Industrial Area the site is also close to existing residential properties. Core Strategy Policy CS2 (Principle 4) requires that development proposals should respect its setting and be compatible with the local character and promote quality of place. Policy CS19 requires that development should maintain a good standard of amenity for the surrounding uses with include avoiding unacceptable impacts on existing residents, business occupiers...minimising crime, fear of crime and anti-social behaviour.

Saved Policy ENV2 requires that development that will either cause an unacceptable increase in noise or vibration levels or itself be subject to unacceptable noise or vibration from an existing source will not be permitted.

Planning records are limited in relation to the premises, however, it appears that the unit has historically been used for industrial and commercial purposes, most recently for car repairs, (Earo Groups Ltd - Google Maps Aug 2024) and prior to that tyre services (M & R Tyre Services – Google Maps Sept 2026).

The former uses appear to have operated from the unit with frontage open during opening hours. Online sources indicate that the previous use operated between 10:00 a.m. and 5:00 p.m.



Source Google Maps

The existing situation sees a B2 Use of the premises could continue to operate from the unit. Whilst the former car repairs use appears to have been carried out during daytime hours, the B2 use is not restricted to that particular and could operate as any other use within the B2 (General Industrial) Class and additionally, would not be controlled in its hours of operation. There is no evidence to suggest that the former use of the site caused unacceptable impacts on neighbouring properties.

The use proposed is considered to be less intensive than the former uses, albeit with longer opening hours. However, Officers consider that there is potential for a rise in activity and associated noise, mainly due to the increased hours of use. This would be from comings and goings, deliveries and waste collection and potentially from the associated plant serving the use.

Hours of Opening

The supporting information indicates that the applicant's proposed opening hours would be 07:00 - 23:00, seven days a week. The proposed retail use is therefore likely to generate increased footfall and activity later in the evening than previous use which could have detrimental impacts on the amenity of local residents.

During the daytime the noise and any general disturbance from visitors would be subsumed by the general activity associated with other uses in the area. The proposed use would have trade spread throughout the day and activity, noise and general disturbance would be more obvious during the evening when local residents would expect a quieter environment.

The Council's Environmental Health Officers do not support the proposed hours and have raised concern over the proposed opening times. They have commented that the businesses within the street at present are only open until 6pm, and there are a number of residential houses within the area which could be affected by noise issues if the business operated until that time. They recommend that if planning permission is granted, the hours of opening should be restricted to between the hours of 0900 to 2100hrs on any day.

The applicant has applied for the use to operate from 0700 to 2300 hrs and this is not unreasonable for a small convenience store in a mixed residential/industrial/commercial area. It is noted that an existing convenience store located approximately 180m north of the application site, at 47 Warrington Road, trading as Morrisons Daily opens between the hours of 0700 – 2200 hrs. It is considered that opening hours aligned with the

nearby unit until 10pm would be more reasonable and would not cause unacceptable harm to amenity.

If planning permission is granted it would be necessary to control the hours of use and this could be secured through the imposition of a condition.

Deliveries / Waste Collection

Deliveries to the premises, typically involving vehicle movements and unloading and handling of goods, could result in noise and general disturbance. These impacts would be particularly noticeable during early morning or late evening periods.

If planning permission is granted it would therefore be necessary to impose appropriate measures, such as restricting delivery times and waste collections, to ensure that the proposed use would not cause unacceptable harm to the living conditions of nearby residents and these measures can be secured by condition(s).

Lighting

Lighting is incorporated underneath the roller box shutter. This should not produce significant outward glare that would cause unacceptable impacts on surrounding premises.

Fixed Plant Noise

The application seeks consent for the retention of external plant associated with the function of the proposed use. No details of the plant supports the application. Notwithstanding this, the Council's Environmental Health Team have requested that a condition is imposed if planning permission is granted to control the noise levels from the in relation to the nearest noise sensitive property and should planning permission be granted this would be imposed to mitigate potential noise impacts.

Conclusion – Residential Amenity

Having regard to the above matters, subject to the implementation of appropriate conditions, it is considered that the proposed change of use would not give rise to significant harm to the amenity of neighbouring occupiers to warrant refusal.

The proposal does not therefore conflict with the National Planning Policy Framework, Policies CS2 and CS19 of the Core Strategy and Saved Policy ENV2 of the UDP.

Conclusion

On balance, it is considered that the proposed development is acceptable in principle, it would not have any detrimental impacts on the character and appearance of the premises or the surrounding area or the amenity of neighbouring residents and would not cause any significant harm to highway safety. Consequently, it is recommended that the planning permission is granted subject to conditions.

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 premises shall not be open to visitors or service users outside the hours of:
07:00 to 22:00 Monday on any day

Reason: To safeguard the amenities of nearby residents and to comply with the National Planning Policy Framework (2024), Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan, adopted 2006 and Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

- 3) Waste shall be stored securely within the building at all times and waste collections and deliveries to the premises shall only take place between the hours of:

08:00 and 18:00 Monday to Saturday and not at all on Sundays and Public Holidays.

Reason: To safeguard the amenities of nearby residents and to comply with the National Planning Policy Framework (2024), Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

- 4) Fixed plant and machinery associated with the development shall be to a level that is at least 5dB(A) below the existing L_{A90} background noise level as measured during the relevant time period. Any tonal, impulsive and/or irregular noise would be addressed by imposing a penalty as per the methodology set out in BS 4142:2014+A1:2019, Methods for rating and assessing industrial and commercial sound. Noise limits for fixed plant are to apply at a position 1 metre from the closest affected window of the nearest noise sensitive property.

Reason: To safeguard local residents from noise and disturbance, and to comply with the National Planning Policy Framework (2024), Policy CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 5) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended), the premises shall not be used for any other purpose, other than the proposed E a) – Shop other than for the sale of hot food use hereby granted, including any other use falling within Use 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: For the avoidance of doubt and 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, to comply with Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
11/04/2025	SHEET NO:1	-	LOCATION PLAN
11/04/2025	SHEET NO. 4	-	PROPOSED PLANS
11/04/2025	SHEET NO. K2	-	BLOCK PLAN

<u>Signed Case Officer³:</u>	<u>M Wishart</u>
<u>Signed Authorising Officer⁴:</u>	<u>Jo Sheridan</u>
	<u>02/04/2026</u>
<u>Date:</u>	

Informatives

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

Mining Remediation Authority

- 1 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

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

Merseyside Police

- 2 The applicant's attention is drawn to the advice and comments given by Merseyside Police in their email of 16 May 2025.

³ 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

⁴ 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