

Our ref: EW/AC/Q230156
Your ref: 23/02782/FUL
Email: eve.warwick@quod.com
Date: 8th September 2025



Planning Services
Knowsley Metropolitan Borough Council
Municipal Buildings
Huyton
Knowsley
L36 9UX

Submitted via Planning Portal (PP-14321661)

Dear Sir / Madam,

Town and Country Planning Act 1990 (as amended)
Section 73 application to vary Condition 2 (approved plans) of application ref. 23/02782/FUL, dated 30th July 2025
Sovereign Industrial Park, Wilson Road, Huyton, Knowsley
Application submitted on behalf of DAVOS Property Developments Limited

We are instructed by our client, DAVOS Property Developments Limited ('the Applicant'), to submit the enclosed Section 73 application to vary Condition 2 (Approved Plans) of planning application reference 23/02782/FUL, dated 30th July 2025 at Sovereign Industrial Park, Wilson Road, Huyton, Knowsley ('the Application Site').

The application has been submitted via the Planning Portal (PP-14321661) and includes the following documents in line with your validation requirements:

- **Requisite application form, duly completed;**
- **Certificate B & Agricultural Holding Certificate;**
- **Notice to Owner & Cover Letter;**
- **Decision Notice (ref. 23/02782/FUL, dated 30th July 2025);**
- **NMA Decision Notice (ref. 23/02782/NMA, dated 5th September);**
- **Transport Assessment (approved under ref. 23/02782/FUL);**
- **Approved and revised planning drawings, prepared by AJA Architects;**



Drawing Reference	Drawing Title	Scale
Approved Plans to be replaced		
13579-AEW-SI-XX-DR-A-1103 P04	Proposed Site Plan	1000@A1
13579-AEW-B2-RF-DR-A-0543 P01	Proposed Unit A1 Roof Plan	1:200@A1
13579-AEW-B2-RF-DR-A-0553 P01	Proposed Unit A2 Roof Plan	1:200@A1
AEW-B3-RF-DR-A-0537 P02	Proposed Unit B Roof Plan	1:200@A1
AT.23.1288.101r9	Proposed Landscaping Details	1:500@A1
13579-AEW-B2-XX-DR-A-0544 P01	Proposed Unit A1 Elevations	1:200@A0
13579-AEW-B2-XX-DR-A-0554 P01	Proposed Unit A2 Elevations	1:200@A0
13579-AEW-B3-XX-DR-A-0538 P04	Proposed Unit B Elevations	1:200@A1
13579-AEW-B1-XX-DR-A-0515 P06	Proposed Retail Unit Elevations	1:200@A1
Revised Plans		
7182 040	Proposed Site Plan	1:400@A0
7182 102 Rev P03	Proposed Unit A1 Roof Plan	1:200@A1
7182 202 Rev P02	Proposed Unit A2 Roof Plan	1:200@A1
7182 302 Rev P03	Proposed Unit B Roof Plan	1:200@A1
AT.23.1288.101r10	Proposed Landscaping Details	1:500@A1
7182-104 Rev P04	Proposed Unit A1 Elevations	1:100@A0
7182-204 Rev P04	Proposed Unit A2 Elevations	1:100@A0
7182-304 Rev P03	Proposed Unit B Elevations	1:100@A0
7182-514 Rev P03	Proposed Retail Unit Elevations	1:100@A0

A payment of £2,000 along with the administrative service charge has been made via the Planning Portal to cover the requisite planning application fee.



1 Background

Full planning permission (ref. 23/02782/FUL) was granted on 30th July 2025 (herein referred to as ‘the July 2025 permission’) for the following development:

“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 2no. 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 was subject to 21no. conditions and a Section 106 Legal Agreement.

More recently, an application for a non-material amendment (ref. 23/02782/NMA) was approved on 5th September 2025. This permitted amendments to the timing triggers of Condition 5 (Vehicle Access) and Condition 6 (Cycle and Motorcycle Parking).

This application seeks amendments to the site layout and unit facades, controlled by Condition 2 (Approved Plans) of the July 2025 permission. These changes arose following a detailed design review of the development. Following discussions with Officers at Knowsley Metropolitan Borough Council (KMBC), it was felt that the proposed changes constituted minor material amendments which has resulted in this S73 planning application.

The application is advanced on this basis.

2 Proposed Minor Amendments

This application seeks to vary Condition 2 by making minor amendments to the plans approved under planning permission ref. 23/02782/FUL, dated 30th July 2025. The changes sought arise following a detailed design review and comprise a series of amendments to the site layout and unit elevations. These are necessary to align with the operational requirements of the incoming occupier in relation to the retail unit and to optimise the efficiency of the industrial units. Crucially the amendments do not introduce anything new to the Application Site which has not already been permitted. The proposed amendments have been spilt into three parts: Site Layout and Elevations, Floorspace and Parking Layout.

Site Layout and Elevations

Unit A1

- Sliding gate at the service yard entrance has been changed to swing gates.
- Removal of sprinkler tank and pump house.
- EV Charging spaces relocated.



- External cycle parking has been moved to within the unit.
- Rooflights added to the roof

Unit A2

- Boundary treatment repositioned to secure service yard.
- Relocation of sub-station.
- External cycle parking has been moved to within the unit.
- Additional loading door.
- Rooflights added to the roof.

Unit B

- Acoustic fence alignment.
- Footpath created in front of the offices.
- EV Charging spaces relocated.
- Additional loading door.
- Break out space relocated.
- Rooflights added to the roof.

Retail Unit

- Cycle shelters relocated.
- Trolley bay added.
- New level pedestrian access from Wilson Road.

Floorspace

There have been some minor design developments, following the instruction of a new architect, the tender process and contractor review. As a result, the floorspace figures (Gross Internal Floorspace (GIA)) of the units have changed marginally, to reflect actual measurements of the proposed units. These are set out in the table below.

Unit	Approved Total Floorspace (GIA) (sqm)	Proposed Total Floorspace (GIA) (sqm)	Difference (+/-)
A1	6,949	7,150	+201
A2	4,537	4,566	+29
B	6,178	6,223	+45
Retail	2,389	2,322	-67

To confirm, there are no changes to the Gross External Floorspace (GEA) of the units.



Parking Layout

This application also seeks to marginally increase the width of the customer parking spaces within the car park of the retail unit. This will result in a total of 108no. car parking spaces (down from 127no. parking spaces).

3 Planning Considerations

This application should not raise any in-principle concerns. The changes sought do not seek to introduce anything new into the scheme, instead as a result of detailed design seek to amend the scheme to improve it from an operator and efficiency perspective. The changes sought are dealt with in turn below.

Site Layout and Elevations

The minor amendments to the site layout and elevations are all modest in nature and have arisen as a result of detailed design which has now included the contractor. The amendments do not seek to introduce anything new to the Application Site.

These changes, many of which could be deemed non-material if being sought separately, should raise no matters of principle.

Floorspace

It should be noted from the outset that there is no change in the GEA floorspace as a result of the amendments sought. Indeed, the industrial floorspace is already in situ and is being modernised and refurbished as part of this development. Instead, the increase in floorspace, by 275 square metres across the three industrial units, arises from revised measurements and the thickness of the walls being reduced, which increases the gross internal area without increasing the building size.

The increases in floorspace are limited to the industrial units and therefore given the Application Site's location within a Primary Industrial Area, should be fully supported. This enhances the industrial offer, as well as improves the efficiency of the already built floorspace.

The floorspace at the retail unit will decrease by 67 square metres (GIA). This is again due to the measurements of the unit being recalculated. The revised floorspace figure of 2,322 square metres is now more accurate than the previous figure.

The impact of the retail floorspace, prior to the reduction, has been assessed and found acceptable and therefore the reduction in floorspace will only reduce any impact further.

Parking

The 127no. approved car parking spaces at 2.4 metres x 4.8 metres are tight and Home Bargains', the incoming occupier, has experience of these size spaces at other stores. Whilst these measures have long been the norm and have their origins in the 1970s, Home Bargain's experience is that in



reality one in every three space is unusable as cars are squeezed into spaces and run close to the parking bay lines. This would decrease the number of useable parking bays to just 89. This issue is especially the case at Home Bargains stores where customers can buy a number of large bulky items requiring additional space around the vehicle for loading.

The British Parking Association¹ outlines that *“These dimensions are neither minimum nor written in tablets of stone, and may be revised to suit your particular needs, but remember that good access and wider bays aids efficient use of the parking area” (our emphasis)*

As part of a detailed review with the incoming occupier, it is proposed to reduce the number of parking spaces to 108no, inclusive of 7no. EV standard spaces, 2no. disabled EV spaces, 4no. disabled spaces and 4no. parent and child spaces. However, these standard spaces will measure 2.6 metres x 5 metres.

Prior to applying the maximum parking standards, set out in the Knowsley Council Ensuring a Choice of Travel Supplementary Planning Document ('Travel SPD'), it should be noted that the size of the retail unit is also proposed to be reduced as part of this application.

The Travel SPD states that for non-food retail, it requires 1 space per 20 square metres and for food retail, it requires 1 space per 14 square metres. The total GIA of the unit (2,322 square metres) would therefore require a maximum of 130 parking spaces if split between 70% non-food and 30% food. The proposals would therefore be 22no. spaces below the maximum and 19no. spaces below on the approved scheme.

Furthermore, the Transport Assessment (under the July 2025 permission) outlines that the development is demonstrated to operate within theoretical capacity for the 2028 future year scenario plus proposed development, with only a minor increase in saturation flows and one additional queueing vehicle in any of the peak hours over the entire junction. There should be no concerns that vehicles will spill out onto the public highway or block any access roads.

Home Bargains have over 550 stores nationwide and are continually seeking to improve their stores through an array of difference means. It is in no interest to the incoming operator to have a full car park which would likely result in customers turning away, potentially for the long term. Indeed, it is a fundamental operational requirement to have at-grade customer car parking of an appropriate size directly adjacent to the retail unit to allow the safe and direct transfer of goods from store to vehicle.

¹ British Parking Association (2016). *Parking Know How Bay Size*. [online] [www.britishparking.co.uk](https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf). Available at: https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf.



This wording was outlined in Paragraph 6.24 of the Planning and Retail Statement submitted in support of the original application in November 2023.

The shortfall against the maximum car parking spaces recommended is 16.92% with the car park still provide 108no. good quality and fully useable spaces.

4 Conclusion

We are instructed by our client, DAVOS Property Developments Limited, to submit the enclosed Section 73 application to vary Condition 2 of planning consent ref. 23/02782/FUL. The changes, arisen through the process of detailed design, are necessary to align with the operational requirements of the incoming occupier in relation to the retail unit and to optimise the efficiency of the industrial units. We trust the enclosed is sufficient for you to register and validate this planning application, and we look forward to receiving confirmation in due course. However, if you require any additional information, please do not hesitate to contact me.

Yours faithfully,

Adam Cornish
Associate Director

enc.

cc. DAVOS Property Developments Limited