

<u>APPLICATION NO:</u>	26/00272/FUL	<u>CASE OFFICER:</u>	Louise Robinson
<u>WARD:</u>	Halewood South	<u>PARISH:</u>	Halewood Town Council
<u>LOCATION:</u>	The Halewood Shopping Centre, Leathers Lane, Halewood, Knowsley, L26 0AD		
<u>PROPOSAL:</u>	INSTALLATION OF 4NO. RAPID ELECTRICAL VEHICLE CHARGING STATIONS INCLUDING 1NO. ACCESSIBLE BAY AND ANCILLARY EQUIPMENT		

Site Description

The application site comprises a car park to the south of the Halewood Shopping Centre.

The site car park itself is primarily hardstanding which comprises 6 disabled parking bays to the northeast, an ambulance bay to the east, 2 further disabled bays to the southwest, 3 motorcycle bays to the west and 109 regular parking spaces within the car park. A grass verge borders the car park with various trees, metal fencing and lampposts also adjacent to the site.

There are various retail and fast-food stores to the north, and a further car park which predominantly serves the Aldi store. To the east of the site is the Halewood Centre. To the south of the site are two-storey semi-detached and terraced dwellings, 'Gary Williams Solicitors' and the highway of Roseheath Drive. To the west of the site is Halewood Town Junior Football Academy and the highway of Leathers Lane.

The application site is located within Halewood Town Centre and is allocated as a Town and District Centre, as shown on the Policies Map and defined by Policies CS1 and CS6 of the Knowsley Local Plan: Core Strategy.

Site Constraints

- Adjacent to a 'Coal Surface Development Area'.

Proposal

Planning permission is sought for the installation of 4no. rapid EV charging stations including 1no. accessible bay and ancillary equipment.

Seven existing parking spaces would be replaced with 4 EV charging spaces (including 1 disabled EV charging space) and would be located within the southwest corner of the existing car park.

A total of 4 EV charging points would be installed along with a feeder pillar, CCTV and bollards. The charging points would have heights of 2.2m, widths of 1.3m (if a single arm charger) or 1.8m (if a dual arm charger) and would be set away from the southern boundary of the site by 0.9m – 3.1m.

The feeder pillar would have a height of 2.3m, a width of 2.1m and would be set 1.7m away from the southern boundary of the site.

The charging points would be provided by the commercial EV charging provider 'InstaVolt'. Similar EV charging points can be found across Knowsley and the wider Liverpool City Region.

Consultations

Highways – No objections.

Provided comments surrounding the EV charging point provision and also outlined informatives regarding street works and construction management which will be included on the decision notice.

Environmental Health – No objections in principle.

Provided comments regarding protection from noise, construction hours, unexpected contamination and lighting which will be included as a condition, to protect the amenity of nearby residential properties.

Merseyside Fire and Rescue – No objections, provided information regarding access for firefighting and water provision to be included as an informative.

Representations

This application has been publicised by letters sent to 29 neighbours and 3 site notices displayed near to the site. No comments or objections were received during the consultation period.

Planning History

26/00273/ADV DISPLAY OF SIGNAGE COMPRISING 1NO. NON-ILLUMINATED SINGLE SIDED TOTEM SIGN AND 1NO. NON-ILLUMINATED DOUBLE SIDED TOTEM SIGN

PENDING CONSIDERATION (AS OF AUGUST 2026)

Relevant Policy

Paragraphs 11 and 12 of the December 2024 National Planning Policy Framework (NPPF) have been superseded by the August 2026 NPPF. The presumption in favour of sustainable development is now set out in Policies S3 to S5 of the NPPF (2026).

Paragraph S3 of the NPPF (2026): Presumption in favour of sustainable development states:

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.
- 2. Where a development proposal falls partly within and partly outside a settlement, Policies S4 and S5 should be applied to the relevant parts which are inside or outside of the settlement boundary (as appropriate), before coming to an overall view on the proposal.

Paragraph S4 of the NPPF (2026): Principle of Development within settlements states:

- 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.
- 2. In applying Policy S4, the circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects include (but are not restricted to) situations where the development proposal would:
 - a. Have a substantial adverse impact in relation to:
 - i. The allocation or safeguarding of land or buildings for particular uses in the development plan, unless there is no reasonable prospect of an application coming forward for the allocated use, or there is evidence that the safeguarding is no longer appropriate; or
 - ii. The application of the policies in this Framework for existing recreational land and facilities (HC7), Local Green Space (HC8), areas of particular importance for biodiversity and geodiversity (N6), Protected Landscapes (N4) and development within residential curtilages (L2(1)(d)).
 - b. Involve the whole or partial loss of undeveloped land which is used for a cemetery or burial ground; or for water storage and/or flood risk management (unless suitable compensatory provision is made that does not increase the risk of flooding either on or off-site); or
 - c. Fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances.

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

Policy CS1	Sustainable Development
Policy CS2	Development Principles
Policy CS6	Town Centres and Retail Strategy

Policy CS7 Transport Networks
Policy CS19 Design Quality and Accessibility in New Development

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

Policy ENV2 Noise and Vibration
Policy DQ2 Security in the Built Environment

SUPPLEMENTARY PLANNING DOCUMENTS

Ensuring a Choice of Travel SPD

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

The application site is identified as a Town and District Centre in the Knowsley Local Plan: Core Strategy. As such, the proposal is considered to be acceptable in principle, subject to compliance with local planning policy and guidance.

RESIDENTIAL AMENITY

The nearest residential property to the application site would be located 20.5m away from the proposed EV charging bays, and a further 1.7m to the proposed feeder pillar. As the EV bays and ancillary equipment would be located within the existing shopping centre car park, it is considered that the charging points would not have an additional impact on the noise levels and the residential amenity than the existing car park.

With regards to the CCTV post that would be installed, this equipment would face onto the proposed bays (away from the residential dwellings) for site security. The proposed CCTV would not look onto the neighbouring residential dwellings and would be designed in a manner which would comply with Policy DQ2 of the Replacement UDP and would contribute towards the creation of a safe and secure environment.

Environmental Health have reviewed the information submitted and have stated that they have no objections to the application in principle. To protect the amenity of the nearby residential dwellings, they have suggested conditions regarding protection from noise, construction hours, unexpected contamination and lighting.

As such, the application complies with Policies CS2 and CS19 of the Core Strategy and Saved Policies ENV2 and DQ2 of the Replacement UDP.

VISUAL AMENITY

The charging points, feeder pillar and bollards would be minor in scale and would have limited visual impact and are considered to be acceptable in terms of appearance.

The CCTV post to be installed on site would have a height of 4.0m and would be finished in black powder coated aluminium. The introduction of this new feature raises no concerns, as the post will be of a similar design to that of the existing lighting columns within the wider area and would not have a negative impact on the visual amenity.

As such, the application complies with Policy CS2 and CS19 of the Core Strategy and Saved Policy ENV3 of the Replacement UDP.

HIGHWAYS

The proposal would result in the net loss of 3 parking spaces. However, the remaining parking spaces in the wider car park would still be available for customers, along with the proposed 4 EV parking spaces. The proposal would provide EV charging infrastructure that is not currently available within the shopping centre. It would also help electric car owners who cannot charge at home and would be in accordance with the council's declaration of climate emergency. The benefits of the scheme significantly outweigh any minor loss of parking. In addition, there are permitted development rights for EV Charge points. The charge points themselves would be permitted development if they were not linked to the feeder pillars and bollards.

Highways have reviewed the submitted information have stated that they have no objections to the proposal.

The proposal is located entirely within the existing shopping centre car park and does not involve any alterations to the existing vehicular access arrangements from the public highway. Access to the charging facilities will continue to be obtained via the established internal circulation network serving the shopping centre. Whilst the proposal would result in a net loss of 3 parking spaces, given the scale of the wider shopping centre car park, this level of parking loss would not adversely affect the operation of the site or result in overspill parking on the surrounding highway network.

As such, the proposal supports the provision of the infrastructure for low-emission vehicles, would not affect the highway safety and complies with Policies CS2, CS7 and CS19 of the Core Strategy, Chapter 15 of the NPPF (August 2026) 'Promoting Sustainable Transport' and the Ensuring a Choice of Travel SPD.

ENVIRONMENTAL HEALTH

Environmental Health have reviewed the information submitted and have stated that they have no objections to the application in principle. To protect the amenity of nearby residential properties, and to prevent background noise creep, they have suggested conditions which will be included on the decision notice.

PROTECTION FROM NOISE

The noise level of the EV charging stations has been stated as ≤ 65 dB; however, the information provided does not specify the distance at which this noise level was

measured. Given the proximity of residential properties, a noise assessment is required to demonstrate whether the development, with or without mitigation measures, would avoid a significant adverse impact on nearby residents.

In addition, if the charging units are to operate during night-time hours, there is potential for noise disturbance arising not only from the equipment itself but also from vehicle movements, door slams, conversations and other customer-related activities. A condition has therefore been suggested to address these concerns.

Should the units not operate at night (i.e. between 23:00 and 07:00), it is unlikely that such an assessment would be necessary given the established use of the site as a car park during the daytime, and a condition restricting the hours of operation of the charging units could be included instead on any permission granted.

CONSTRUCTION MANAGEMENT PLAN AND CONSTRUCTION HOURS

Given the scale of the development a construction management plan is not required, but we would suggest our construction hours condition is included on any permission granted, to protect the amenity of the nearby residents during the construction phase.

UNEXPECTED CONTAMINATION

Given that minor groundworks will be required as part of the development, a condition is recommended to address any unexpected contamination that may be encountered during construction. This will ensure that appropriate investigation and remediation measures can be implemented, where necessary, to protect human health and the environment.

LIGHTING

There appears to be no lighting scheme associated with this development and therefore no condition has been suggested.

COAL SURFACE DEVELOPMENT AREA

The application site falls just outside of a coal surface development area. For the avoidance of doubt, the Coal Authorities Standing Advice will be included as an informative on the decision notice.

Conclusion

The proposal would be acceptable in terms of any impacts on the residential and visual amenity, highway safety and environmental health. The proposal also complies with the Knowsley Local Plan: Core Strategy, Replacement UDP Policies and guidance provided in the NPPF, and is therefore recommended for approval, subject to conditions.

Recommendation

That planning permission be granted subject to the following conditions:

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

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

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

Reason: For the avoidance of doubt.

- 3) Prior to the installation of the electric vehicle charging units, a Noise Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken by a suitably qualified acoustic consultant and shall consider the potential impact of the development during night-time hours (23:00–07:00), including noise arising from the charging equipment, vehicle movements, vehicle door slams, and customer activity associated with the use of the charging facilities.

The assessment shall identify any mitigation measures necessary to ensure that the development does not result in a significant adverse impact on the amenity of nearby residents. Any approved mitigation measures shall be implemented in full prior to the first use of the charging facility and shall thereafter be retained and maintained for the lifetime of the development.

Reason: In the interests of residential amenity and prevention of noise nuisance and to comply with Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy; adopted January 2016 and Saved Policy ENV2 of the Knowsley Replacement UDP; adopted June 2006.

- 4) No construction shall take place outside the hours of 08:00-18:00 hours Monday to Friday, 08:00-13:00 hours Saturday and not at all on Sundays/Public Holidays without the prior written permission of the Local Planning Authority

Reason: To protect the amenity of nearby residents and to comply with Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy; adopted January 2016 and Saved Policy ENV2 of the Knowsley Replacement UDP; adopted June 2006.

- 5) 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: To ensure that any previously unidentified contamination is appropriately assessed and remediated in the interests of human health and environmental protection and to comply with Policy ENV5 of the Knowsley Replacement UDP; adopted June 2006.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
10.06.2026	001_27	REV B	FEEDER PILLAR – RMC2100 (WITH SPACER)
10.06.2026	001_29	REV C	BYD 160KW CHARGER
10.06.2026	001_58	REV A	BYD 160KW SINGLE ARM CHARGER
10.06.2026	001_59	REV C	CCTV – INCLUDING CABLING DETAILS (UNDERGROUND)
10.06.2026	10249-0089_01-PL	REV E	PLANNING SITE LAYOUT
10.06.2026	10249-0089_02	REV E	LOCATION AND BLOCK PLAN

Signed Case Officer¹: **Louise Robinson**

Signed Authorising Officer²: **Jo Sheridan**

Date: **25/08/2026**

Informatives

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

2. The applicant is advised that this permission does not authorise any works within the adopted highway. Any proposed works affecting the highway, including utility connections, excavation, installation of apparatus, traffic management measures or other associated works required in connection with the development, will require the appropriate permissions, licences, permits or agreements from the Highway Authority prior to the commencement of such works. The applicant is advised to contact the

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

² I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

Council's Street Works Team at NRSWA.TeamDRES@knowsley.gov.uk for further information.

3. The applicant is advised to ensure that the installation works are undertaken in a manner that maintains the safe operation of the shopping centre car park. Working areas should be suitably segregated from pedestrians and vehicles with appropriate barriers, cones and signage and, where reasonably practicable, works should be programmed to take place during periods of lower car park usage.

4. **Access for Fire Fighting**

Access for fire appliances should comply with the requirements of Section B5, Schedule 1 of the Building Regulations. Provisions for access will depend on the size and use of the building. The design of the access route, for example minimum road widths and maximum reversing distances, should also be considered (Appendix A, attached).

In accordance with Section 55 of the County of Merseyside Act 1980, the position of the premises should not compromise or impede existing means of fire service access to a neighbouring building.

Water Provision

Water supplies for firefighting purposes should be risk assessed in accordance with the undermentioned guidance in liaison with the water undertakers (United Utilities - 0161 907 7351) with suitable and sufficient fire hydrants supplied.

Consideration should be given to the recommendations within the 'National guidance document on the provision of water for firefighting', produced by the Local Government Association and Water UK, available for free download via:

<https://www.water.org.uk/national-guidance-document-provision-water-firefighting>

Further information regarding access requirements can be found in the current version of Approved Document B, which is available for free download via:

<https://www.gov.uk/government/publications/fire-safety-approved-document-b>

Appendix A - Access and Facilities for the Fire Service as given in Section B5 of Approved Document B

Domestic Dwellings

For dwelling houses, access for a pumping appliance should be provided to within 45m of all points inside the dwelling house.

For flats, either: access for a pumping appliance should be provided to within 45m of all points inside each flat of a block, measured along the route of the hose; or fire mains should be provided.

Commercial Buildings

Small buildings (up to 2000m², with a top occupied storey a maximum of 11m above ground level), require access for a pump appliance to 15% of the perimeter, or within 45m of every point of the footprint of the building, whichever is the less onerous.

Larger buildings will require access to a percentage of the perimeter that increases incrementally with size of the total floor area and height of building – please see details in Approved Document B Volume 2 Section 15.

Elevations to which vehicle access is provided will require a door, to give access into the building. The maximum distance between doors, or between a door and the end of the elevation, is 60m (ie a 150m elevation would need a minimum of two doors).

All Buildings

Access routes and hardstanding should comply with Table 13.1 ADB Volume 1 / Table 15.2 ADB Volume 2. Please note: MFRS appliances are 17 tonnes (pump) and 26 tonnes (high reach).

Dead-end access routes longer than 20m require turning facilities (eg a turning circle or hammer head, or other turning point).

Where fire mains are fitted, access should be provided for a pumping appliance to within 18m of each fire main inlet connection point. Inlets should be on the face of the building and visible from the parking position of the appliance. The run of horizontal internal connecting pipe should be a maximum of 18m in length.

Buildings with a storey more than 18m above the fire service vehicle access level, or a basement more than 10m below, should have one or more firefighting shafts containing fire-fighting lifts and fire mains (a minimum of two fire-fighting shafts will be required for buildings with a floor area of 900 m² or more).

Buildings in the 'shop and commercial', 'assembly and recreation' or 'industrial' purpose groups (Groups 4, 5, or 6), with a storey area of 900m² or more and a storey height of 7.5m or more above fire service vehicle access level will require at least two firefighting shafts (firefighting lifts may not be needed).

Entry to a firefighting shaft at fire service access level should be available either directly from the open air or by way of a protected corridor not exceeding 18m in length. The corridor is deemed to be part of the firefighting shaft, and any access to it from the accommodation should be by way of protected lobbies.

Hydrants

Where a building has a compartment with an area of more than 280m² and is being erected more than 100m from an existing fire hydrant, additional hydrants are required as follows:

Buildings with fire main – hydrant within 90m of dry fire main inlet;

Buildings without fire main – hydrant within 90m of an entrance to the building; and a maximum of 90m apart.