

APPLICATION NO: 26/00158/KMBC1 **CASE OFFICER:** Andrew Hunt

WARD: Roby **PARISH:** n/a

LOCATION: 5 - 8A Cavendish Walk, Derby Road, Huyton, Knowsley, L36 9YG

PROPOSAL: CHANGE OF USE FROM A RETAIL UNIT (USE CLASS E) TO A MIXED UNIT CONTAINING A COMMUNITY LIBRARY (USE CLASS F1) AND OFFICES (USE CLASS E) WITH EXTERNAL ACCESS STEPS, RAMP AND WALL AND CHANGES TO ELEVATIONS

Site Description

The application site is a large two storey building located at Cavendish Walk, Huyton within Huyton Town centre. The site is located to the south of the B5199 (Archway Road) and to the west of Cavendish Walk. There are other town centre units to the west and south, a parking area to the east, and a mixture of commercial and residential buildings to the west and north west, beyond Archway Road.

Proposal

The proposal is for the change of use of retail unit (Class E) to a mixed unit containing a community library (Use Class f1) and offices (Use Class E) with external access steps, ramp and wall.

- The total floorspace would be 1737sqm.
- The ground floor would be 859 sqm and would be used as a library.
- The first floor would be 878 sqm and would be used as an office.
- The brick wall would be between 1.1 metres and 1.5 metres high (due to different ground levels) and 5.8 metres wide.
- There would be additional windows on the front, side and rear elevations.
- There would be changes to the rear doors.
- A new cladding aluminium cladding would be added.

Consultations

Environmental Health - No objection.

Representations

This application has been publicised by a site notice, and by letters sent to 15 neighbours. No representation have been received from the public.

Planning History

N/A

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that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear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.

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles
CS6 - Town Centres and Retail Strategy
CS7 - Transport Networks
CS19 - Design Quality and Accessibility in New Development

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

ENV2 - Noise and Vibration

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 situated within Huyton Town Centre.

Core Strategy Policy CS6 (Town Centres and Retail Strategy) states that:

“1) In order to enhance the vitality and viability of Knowsley's centres and maintain appropriate local service provision, the following hierarchy shall apply:

a) Huyton, Kirkby and Prescott Town Centres will enhance their equal role in providing comparison and convenience shopping. This will be supplemented by a complementary mix of leisure, health, residential, education, cultural, employment, service uses and complementary evening and night time uses.

b) Halewood (Ravenscourt), Liverpool Road/Page Moss and Stockbridge Village will retain a district centre role providing a local shopping function to complement the town centres, mainly focused on convenience shopping and services appropriate to local needs.

c) Local Centres will provide local shopping and service provision of an appropriate scale relative to the size and function of each centre”.

National Planning Policy Framework Para 90 states that:

“90. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;

b) define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;

c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones;

d) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;

e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and

f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites”.

Annex 2: Glossary of the NPPF defines main town centre uses as the following:

Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Offices are considered to be a main town centre use and a library is considered arts and culture use. Therefore both uses are considered to be main town centre uses and acceptable in principle in a town centre, subject to other considerations which are assessed separately.

Amenity

Policy CS19 requires that to maintain a good standard of amenity for all existing and future occupants of land and buildings, development proposals will be required to avoid unacceptable impacts on existing residents, business occupiers, and future occupiers.

Loss of Light / Outlook

The nearest dwellings would be 41 metres away on Archway Road to the north west. There would be no external changes with the current application apart from the access steps and wall which would be located on Cavendish Walk (on the opposite side of the building). As a result, there would be no harm to neighbour amenity from loss of light or outlook.

Privacy

In relation to privacy, there would be no change from the existing situation. In addition, the distance between the building and nearest residential property is greater than the 22metres standard for housing which implies that homes more than 22 metres away will not suffer from significant privacy impacts.

Noise

In relation to noise impacts, there is no evidence that noise impacts will be materially greater than the previous retail use. Overall, the proposal will not cause harmful noise impact on neighbours. This is supported by Environmental Health who have no objection to the development.

Future Occupiers

The proposal would provide appropriate levels of light, privacy and outlook for future occupiers of the building.

Overall, the proposal will not result in harm to neighbour amenity and the proposal complies with Core Strategy Policy CS19.

Street Scene

Core Strategy Policy CS19 States the following:

- 1) To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to:*
- a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment;*
 - b) Complement and enhance (where possible), existing landscape, topography, Green Infrastructure; and features of local importance and historic interest;*
 - c) Consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities;*
 - d) Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high quality public realm and open spaces, public art (as appropriate); and landscaping which promotes biodiversity and integrates existing local habitats;*
 - e) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;*
 - f) Integrate effectively with existing development and link to existing shopping and service provision; and*
 - g) Demonstrate community engagement during the design phase of major development proposals.*

In relation to street scene impacts, there would be elevation changes with the addition of windows and an aluminium cladding system with new aluminium windows and doors. There would also be a wall, steps and a ramp.

The window changes are considered acceptable in principle whilst there are no details of colours of the aluminium cladding or new aluminium windows and doors. The use of cladding is considered acceptable in principle subject to detailed design and materials however, due to the potential to have a large visual change to the building, this would need to be subject to a planning condition along with details of the doors and windows. The brick wall would be the same colour to match the existing brick and is considered to be acceptable in street scene terms.

Overall, the proposal is considered acceptable in street scene terms (subject to condition) and complies with Core Strategy Policy CS19.

Highways

Part 2 of Core Strategy Policy CS7 (Location, Design and Management of New Development) states that:

“2) New development will be required to be:

- a) 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 deficiencies are identified, developer contributions will be required to improve the accessibility of the location;*
- b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;*
- c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;*
- d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;*
- e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and*
- f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport”.*

NPPF para 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.

In relation to parking, the Choice of Travel SPD give the following standards for car parking:

- The current use – (Food retail) gives a maximum of requires 1 space per 16 sqm. The proposed office use gives a maximum of 1 space, per 40 sqm.
- The proposed library use gives a maximum of 1 space per 40 sqm.

Therefore, in total the previous maximum parking requirement was 109 parking spaces and the current maximum parking requirement is for 43 parking spaces. Therefore, the current proposal will be a much less intensive use than the previous use of the site with a much lower requirement for parking spaces.

There are extensive parking areas within the wider Huyton town centre, which combined with the excellent public transport links, means that there will be sufficient parking to serve the proposal.

The Choice of Travel SPD gives the following minimum standards for cycle parking.

- Food Retail - 1 space per, 140 sqm, (minimum of 2 spaces).
- Office - 1 space per 300 sqm, (minimum of 2 spaces).
- Library - 1 per, 200sqm, (minimum of 2 spaces).

The proposal will therefore result in a reduction in cycle parking requirements from 12

spaces to 8 spaces. It is proposed to secure cycle parking details via a planning condition.

Overall, the level of parking is considered sufficient for the proposed use and would not cause significant harm to highway safety.

In relation to impact on Cavendish Walk, there would be a new access with stairs, a ramp and a wall, however, this is a small scale alteration and would not significantly affect Cavendish Walk (which is very wide), it would also be required in order to allow disabled persons access to the building. Overall, there would be no harm to highway safety from the proposal and it complies with Core Strategy Policy CS6 and the NPPF.

Conclusion

The proposal would be acceptable in principle and in relation to neighbour amenity and highway safety. The application complies with local planning policies and is recommended for approval.

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.

Materials

- 3) Prior to occupation of the development, details of the proposed cladding and new windows and doors shall have been submitted to, and have been approved by, the local planning authority. The works shall be carried out in accordance with the approved details and retained as such hereafter.

Reason: To protect the character of the street scene.

Cycle Parking

- 4) Prior to occupation of the development, details of proposed cycle parking shall have been submitted to, and have been approved by, the local planning authority. The works shall be carried out in accordance with the approved details and retained as such hereafter.

Reason: To ensure suitable cycle parking as part of the proposal.

Signed Case Officer¹: **Andrew Hunt**

Signed Authorising Officer²: **Alan Kilroe**

Date: **2 June 2026**

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

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
02/04/2026	MER1078C - 021	-	Location Plan
02/04/2026	MER1078C - 026	-	Proposed Site Plan
02/04/2026	MER1078C - 027	-	Proposed Floor Plans
02/04/2026	MER1078C - 029	-	Proposed Elevations
02/04/2026	1078C-118.1	-	Proposed Roof Plan

Informatives

1) Coal Mining

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