

<u>APPLICATION NO:</u>	25/00400/COU	<u>CASE OFFICER:</u>	Louise Robinson
<u>WARD:</u>	St Gabriels	<u>PARISH:</u>	N/A
<u>LOCATION:</u>	Newlands, 1A Huyton Hey Road, Huyton, Knowsley, L36 5SE		
<u>PROPOSAL:</u>	APPLICATION FOR A CHANGE OF USE FROM USE CLASS F1 (SPECIAL NEEDS SCHOOL) TO USE CLASS E (DISABILITY DAY CARE CENTRE FOR ADULTS).		

Site Description

“Newlands” is the historic name of the Grade II Listed property at 1A Huyton Hey Road. The villa was constructed in the mid-19th century (circa 1850s) during a period of suburban expansion in Huyton.

The property is a brick villa with stone base and plaster dressing, two storeys and 4 bays, with projecting end bays featuring recessed curved angles and open pediments. Original architectural features include sash windows, decorative window surrounds with friezes and pediments, and a prominent bracketed eaves cornice.

The main elevations facing Huyton Hey Road and Victoria Road are highly intact, showcasing the elegant proportions and detailing characteristics of the period. Internally, the building retains elements of its historic layout and ornamentation (such as ornate plaster, coving, a grand staircase and marble fireplaces), which have been preserved through successive uses.

The property occupies a generous plot with landscaped grounds. The front forecourt has been adapted to provide on-site parking for approximately 10+ vehicles, secured by electric gates at the entrance.

The existing layout of the property is as follows:

Basement: 3no. Rooms, Kitchen, Boiler Room, W.C.

Ground Floor: 2no. Rooms, Kitchen, Disabled W.C.

First Floor: 4no. Rooms, Washroom, Bathroom.

Second Floor: 3no. Rooms, W.C. Kitchen.

Proposal

Planning permission is sought to change the use of the property from Use Class F1 (Special Needs School) to Use Class E (Disability Day Care Centre for Disabled Adults).

The day care centre would cater up to 35 young adults (aged 18-35) with physical and / or learning disabilities, supported by approximately 10-12 staff on site (7no. full time, 5no. part time). The operating hours would be Monday – Friday 08:30 - 17:00 (with no evening or weekend hours). All activities would occur indoors, utilising the buildings

spacious rooms.

No structural alterations are proposed to the property. There will be no demolition, extensions or structural changes internally or externally.

The initial proposal also included the installation of a portable modular ramp to the entrance of the property, however, this has since been removed.

The proposed layout of the property would be as followed:

Basement: Office / Staff Room, Gym, Snug, Kitchen, W.C., Boiler Room.

Ground Floor: Living Room, Dining Room, Kitchen, Disabled W.C.

First Floor: Gaming Room, Games Room, 2no. Arts and Crafts Rooms, Washroom, Bathroom.

Second Floor: Kitchen, W.C., Cinema / Sensory Room, Storage Room, Gaming Room.

Consultations

Conservation – No objections.

I consider that the proposed development for the Change of Use of Newlands to form a Day Care Centre for Disabled Adults will cause no discernible level of harm or loss of significance of the Grade II listed Newland or to the character and appearance of the Victoria Road and Huyton Church Road Conservation Area. As such, the proposal complies with the objectives contained in Chapter 16 of the NPPF and the Local Plan CS20 and Conservation raise no objections from a heritage perspective.

Environmental Health – No objections.

Environmental Health has reviewed the information submitted and we have no objections to this application.

Given the proposed use and the fact that no new building works or extensions are proposed, there are no suggested conditions.

Highways – No objection, subject to condition.

Provided comments regarding site access and visibility, traffic impact and trip generation, internal layout and circulation, parking and servicing, pedestrian and cycle connectivity, public transport access, road safety considerations, construction impacts, and legal/procedural requirements which are detailed within the 'highways' sub-section of this report within the assessment.

Representations

This application has been publicised by letters sent to 8 neighbours and a site notice displayed near to the site (as of 18 July 2025). The application was also published in the Metro Newspaper (as of 01 August 2025). No comments or objections were received during the consultation period.

Planning History

25/00401/LBC	Listed Building Consent for the installation of a portable modular ramp to the entrance of the property. Withdrawn (30.09.2025)
13/00765/NMA	Application for a Non-Material Amendment following the grant of planning permission 13/00765/COU – Alteration to boundary treatments, relocation of bin storage, area of hardstanding to rear of property together with planning. Granted (05.03.2015)
13/00767/LBC	Listed Building Consent sought for internal and external alterations in connection with conversion of building from Office Use to a School for children with special needs (Class Use B1 to D1). Granted (05.05.2015)
13/00765/COU	Change of Use from Offices to a School for children with special needs (Use Class B1 to D1). Granted (24.01.2014)
06/00296/LBC	Listed Building Consent for construction of car parking area and internal alterations. Granted (15.06.2006)
06/00294/COU	Change of Use of existing dwelling to form office accommodation and construction of car parking area. Granted (14.06.2006)

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.

Planning (Listed Building and Conservation Areas) Act 1990

The principal statutory duty under the Planning (Listed Building and Conservation Areas) Act 1990 is to preserve the special character of heritage assets, including their setting. LPAs should, in coming to decisions, consider the principal Act, which states the following:

Listed buildings – Section 66 (1)

In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The principal statutory duty under the Planning (Listed Building and Conservation Areas) Act 1990 is to preserve the special character of heritage assets, including their setting. LPAs should, in coming to decisions, consider the principal Act, which states the following:

Conservation areas – Section 72 (1)

In undertaking its role as a planning authority the Council, in respect to any buildings or land in conservation areas, should pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

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

Section 16 Conserving and Enhancing the Historic Environment

PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT 1990

Section 66 (1) Listed Buildings

Section 72 (1) Conservation Areas

KNOWSLEY LOCAL PLAN: CORE STRATEGY

Policy CS2 Development Principles

Policy CS19 Design Quality and Accessibility in New Development

Policy CS20 Managing the Borough's Historic Environment

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

Policy H5 Development within Primarily Residential Areas

Policy DQ5 Development in Conservation Areas

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 identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to 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

Policy CS19 of the Knowsley Local Plan: Core Strategy outlines 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 integrated 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.
- 2) To maintain a good standard of amenity for all existing and future occupants of land and buildings, development proposals will be required to:
 - a) Avoid unacceptable impacts on existing residents, business occupiers and future occupiers.
 - b) Minimise crime, fear of crime and anti-social behaviour, including good levels of natural surveillance and security.
 - c) Accommodate future maintenance and long-term management requirements.

Principle of Development

The application site is identified as a Primarily Residential Area in the Knowsley Local Plan: Core Strategy.

As the application site borders a Town and District Centre of Huyton Town Centre, the change of use is considered to be acceptable in principle, subject to compliance with local and national planning policy and guidance.

Residential Amenity

The proposal would involve the provision of activities for up to 35 young disabled adults. The services would be located within the building and would take place during the hours of 8:30am – 5pm Monday to Friday.

The young adults would be supported by approximately 10-12 staff on site (7no. full time, 5no. part time).

Environmental Health were consulted during the consultation period and have no objections to the proposal. To protect the amenity of neighbouring properties, a condition will be attached to restrict opening hours to avoid noise in the evenings and weekends.

Therefore, the proposal would be in accordance with the Knowsley Local Plan: Core Strategy Policy CS19.

Impact on Heritage / Victoria Road and Huyton Church Road Conservation Area and Design

Policy

Planning (Listed Building and Conservation Areas) Act 1990

The principal statutory duty under the Planning (Listed Building and Conservation Areas) Act 1990 is to preserve the special character of heritage assets, including their setting. LPAs should, in coming to decisions, consider the principal Act, which states the following:

Listed buildings – Section 66 (1)

In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The principal statutory duty under the Planning (Listed Building and Conservation Areas) Act 1990 is to preserve the special character of heritage assets, including their setting. LPAs should, in coming to decisions, consider the principal Act, which states the following:

Conservation areas – Section 72 (1)

In undertaking its role as a planning authority the Council, in respect to any buildings or land in conservation areas, should pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

NPPF (2024)

Paragraph 203 of the NPPF (2024) outlines that plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- d) The desirability of sustaining and enhancing the significance of heritage asset and putting them to viable uses consistent with their conservation.
- e) The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.
- f) The desirability of new development making a positive contribution to local character and distinctiveness
- g) Opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 210 of the NPPF (2024) states in determining planning applications LPAs should take account of:

- a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- b) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality.
- c) The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 212 of the NPPF (2024) states that when considering the impact of proposals on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be applied. This is irrespective of whether any harm is identified as being substantial, total loss or less than substantial harm to its significance.

Paragraph 213 of the NPPF (2024) states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Knowsley Local Plan: Core Strategy

Policy CS20 of the Knowsley Local Plan: Core Strategy states that development proposals in Knowsley should preserve or enhance the borough's historic and architectural assets, including Listed Buildings, Conservation Areas, Historic Parks and Gardens and archaeological remains, together with other local areas, buildings and structures of historic importance. The Council will:

- a) Require preservation of the local distinctiveness and character of historic assets through sensitive design of new development, including appropriate integration with their setting and immediate landscape.
- b) Prevent demolition and/or development which would result in substantial harm

or the loss of a designated historic asset or its setting, unless the proposal would result in substantial public benefits which clearly outweigh the harm or loss.

- c) Where a development proposal will result in less than substantial harm to a designated heritage asset or its setting, assess such harm against the benefits of the proposal.
- d) Facilitate long term conservation and enhancement of local assets and areas of historic importance, including through the preparation of Conservation Area Management Plans.

Background

The Victoria Road and Huyton Church Road Conservation Area is architecturally one of the most important areas of Huyton, contributing significantly to the town's rich cultural heritage. The Conservation Area was first designated in 1978.

The two roads of Victoria Road and Huyton Church Road were developed following the opening of Huyton Railway, which is located nearby. The Conservation Area serves as an attractive, and to a large extent, well preserved example of a Victorian suburb characterised by large villa style houses with extensive gardens. Such estates proved popular with wealthy merchants and lower gentry, who were drawn to the appeal of living in leafy rural surroundings and the easy access that the railway provided to both the commercial and leisure amenities of the nearby centre of Liverpool. The special interest of the conservation area is derived from its variety of high-quality buildings, tranquil suburban character and plan form, of which only Victoria Road and Huyton Church Road were completed of a proposed larger masterplan.

The mature trees that populate the entirety of the area form an important feature. They help to retain the character and peacefulness of the suburb, despite the modern town centre being located close by. Many of the trees overhang the gardens and roads, significantly enhancing the visual appearance of the area and helping to create a strong sense of place.

To the west of the application property is the Grade II listed Park Hall, a former Congregational Church and School, which dates from 1856, and is currently undergoing redevelopment to form residential units. It is constructed in rock-faced stone, with ashlar dressings in a neo-gothic style. The application site forms the immediate setting of Park Hall to the east along Huyton Hey Road and is considered to make a minor positive contribution to its significance, having been constructed at the same period as Huyton developed.

The application property forms the western half of a mid-19th century semi-detached pair of Victorian Villas, set within large garden plots at the corner of Huyton Hey Road and Victoria Road. It comprises two storeys, plus basement and attic, built in red brick over a stone cill course. The front elevation features a central rectangular tripartite window to the ground floor, flanked by a two-storey bay with basement, recessed curved corners, and an open pediment. The entrance door is positioned centrally on the side elevation, flanked by two niches with arched heads. Above is a bracketed cornice to the eaves, and a slated roof with prominent brick chimneys at the centre and west corner.

As a Grade II listed building Newland is of high significance. While no longer in use as a dwelling the property has retained its original plan form, detailing and character, though its grounds to the front now form a tarmac surfaced car parking area with some mature trees to its boundaries.

Comments from Conservation

Initial Comments from the Conservation Officer (as of 31 July 2025) outlined the following:

Though not part of this application, the supporting documents to refer to possible future proposals for a stair lift or elevator, a permanent access ramp and possible changes to provide a shower / bathroom – these works would require a Listed Building Consent. Additionally, any minor works mentioned to install grab rails, if requires as part of this Change of Use, should be submitted since they may impact the interior / exterior details or fabric of the building and require LBC.

Externally, the application proposes to utilise, without alteration, the existing parking area, and will retain the existing railings and gate to the front forecourt. The rear landscaped garden would also be retained for use by the building users. The number of parking spaces would be the same as for existing use and would therefore result in no additional impact / harm to the character or appearance of the Conservation Area.

Whilst the proposed Change of Use of Newland does not propose physical work to the listed building, or anything which would be attached to it; I recommend that the details of the portable access ramp to the main entrance, are submitted. Though the application refers to the access ramp being portable, I am mindful that a removable ramp in daily use may effectively be a permanent addition to the listed building which may 'affect its character as building of special architectural or historic interest' and therefore require Listed Building Consent.

I do not think that the proposed Change of Use of the building would have any impact on the character and appearance of the conservation area but am mindful that the application property makes a substantial contribution to the special interest of the conservation area and the forecourt and main entrance to the building are visible from Huyton Hey Road. I recommend therefore that the details of the proposed portable ramp are submitted in order that any visual impact / harm to the Conservation Area can be assessed.

With regard to the nearby listed building, Park Hill, I think that the proposed Change of Use would result in no notable harm to the minor positive contribution made by setting to its special interest, given the limited visibility between the buildings and limited external changes proposed.

Further comments from the Conservation Officer have been received as of 26 August 2025 outlining the following:

In the previous comments the potential need for Listed Building Consent was noted, with regards to the proposed access ramp and its use, and any other alterations proposed to the buildings. I was mindful that a removable ramp in daily use may effectively be a permanent addition to the listed building, which may '*affect its character as building of special architectural or historic interest*' and therefore require Listed Building Consent. A future stairlift was also mentioned in the supporting statement; however, the Applicant has now confirmed that no stairlift is currently

proposed and no physical alterations to the listed building are shown on the application drawings.

Where the portable ramp might remain in situ (and not be removed each day), I think that this could, subject to the choice and siting of the ramp, have a minor negative visual impact on the listed building. However, I do not think that this would translate to any notable harm, given that the ramp would not be physically attached the building – and would be reversible.

The details of the ramp are limited, though on the basis that a portable metal modular ramp of the types shown will be used, I consider that there would also be no notable harm to the character and appearance of the Victoria Road and Huyton Church Conservation Area. The Change of Use of Newlands to form a Day Care Centre for Disabled Adults will cause no discernible level of harm or loss of significance of the Grade II listed Newland or to the character and appearance of the Victoria Road and Huyton Church Conservation Area.

Since these comments have been provided, the applicant and agent have both provided correspondence that NO portable modular ramp will be installed to the entrance of the property.

Assessment

There would be no proposed changes to the elevations of the property, as the changes would be internal only. Therefore, there would be no harm to the street scene.

Therefore, the proposal would be in accordance with the Knowsley Local Plan: Core Strategy Policies CS19 and CS20.

Highways

Highways were consulted on the application and have provided the following comments.

1. Site Access and Visibility

The site is accessed via an existed gated driveway onto Huyton Hey Road. The access is of adequate width to accommodate light vehicles, however, there is no evidence provided of swept-paths analysis for larger vehicles (e.g. minibuses, emergency vehicles and refuse collection).

No visibility splays have been demonstrated in the submission. The applicant asserts good visibility, but without measurements taken from a 2.4m x 43m distance (based on the 30mph speed limit in force at Huyton Hey Road, this cannot be confirmed. This should be obtained via condition.

There are no immediately conflicting junctions adjacent to the access, though Huyton Hey Road is locally trafficked and serves as a connector route into Huyton Town Centre.

2. Traffic Impact and Trip Generation

No Transport Statement has been provided due to the scale of the development. The Planning Statement and Design and Access Statement are inconsistent, quoting

between 5-12 and 10-25 users. For the purposes of brevity, the Local Highway Authority has adopted a conservative (realistic worst case) scenario of 12 staff and 35 service users (maximum on site at any one time). Assuming all staff travel by private car and 50% of service users are dropped off by private car, this equates to a parking demand of approximately 30 cars at peak times

Peak activity is likely to occur during morning drop-off (08:30-09:30) and afternoon pick-up (16:00-17:00), generating up to 30 vehicle trips per hour in each period. On a strategic level this is not expected to materially affect local junction capacity or the wider network and therefore does not give rise to “severe” impacts as defined by NPPF paragraph 111. However, without dimensioned parking layouts, swept path analysis or confirmed travel arrangements, it cannot be demonstrated that this level of demand can be safely accommodated within the site. A proposed condition has been included to secure this information.

3. Internal Layout and Circulation

The Proposed Site Plan shows a forecourt capable of accommodating “multiple vehicles”. However, no swept path analysis has been submitted to demonstrate manoeuvring of a minibus, ambulance, or refuse vehicle without reversing onto Huyton Hey Road.

The layout is not intended for adoption; therefore, adoption standards do not apply. A condition has been included to secure this information.

4. Parking and Servicing

The forecourt is stated to provide “10+ spaces” including two accessible bays, but no dimensioned parking or bay markings have been provided. Compliance with the SPD “Ensuring a Choice of Travel” cannot therefore be confirmed.

Cycle parking is not shown. Refuse collection arrangements are also unclear, no bin store location is provided, and it is uncertain if collection will be kerbside or from within the site. A condition has been included to secure this information.

5. Pedestrian and Cycle Connectivity

The site is within approximately 1km walking distance (10-15 minutes) of Huyton Town Centre and Huyton Rail Station. The pedestrian environment locally is acceptable with footways on Huyton Hey Road, though no dedicated cycle infrastructure is present.

There are no requirements of improvements to footway/cycleway links, and given the user profile, safe and convenient drop-off within the forecourt is critical.

6. Public Transport Access

Rail services are available from Huyton Train Station, approximately 1km from the site, with frequent services to Liverpool and Manchester.

Local Bus Network & Accessibility

Huyton Hey Road and Hey Park stops are within ~20seconds’ walk (~25m) from the site. Major nearby stops include Huyton Bus Station, approximately 170m away. These provide frequent daytime services with multiple routes.

Key routes include:

- Services to Liverpool, Widnes, Warrington and St Helens.

Merseytravel confirms that every community in Knowsley, including this site, is within 400m of a bus route. Major interchanges at Huyton, Kirkby, Prescott and Halewood connect to Liverpool, St Helens, Widnes, and Warrington. A flat single fare of £2 applies across bus journeys.

There is a direct bus service from Prescott Bus Station to Widnes (cost ca.£2-3), operating hourly, with the trip taking approximately 40 minutes. The first departure from Huyton (via Prescott) is around 09:11, and the last is around 19:13.

Service 217, links Huyton to Kirkby Bus Station, running every 20 minutes on weekdays, every 30 minutes on Saturdays, and hourly during evenings and Sundays, taking around 40 minutes.

While direct service frequency to Widnes and Kirkby is lower compared to Liverpool and Prescott, these destinations remain accessible via public transport.

Rail Services

Huyton Railway Station (~1km, 10-15min walk) is a staffed station with four platforms, served by Northern Trains. The station offers strong rail connectivity:

- **Liverpool Lime Street** – approx. 4 trains per hour.
- **Wigan North Western** – approx. 2 trains per hour.
- **Manchester Victoria** – approx. 1 train per hour.
- **Preston/Blackpool** – approx. 1 train per hour.

For destinations such as Kirkby (North Knowsley) or Widnes, there are no direct rail services from Huyton. Passengers must change at Liverpool Lime Street (to Merseyrail services) or undertake longer journeys via Wigan.

Whilst the site benefits from good direct links to Liverpool, Prescott, St Helens, Wigan and Manchester, connectivity to certain local destinations (notably Kirkby, Widnes and Halewood) is less convenient. There are no direct rail services, and journeys typically require a change at Liverpool Lime Street or an indirect route via Prescott. Bus services exist (e.g. route 3 to Halewood, route 217 to Kirkby, hourly Prescott-Widnes services), but these are less frequent, involve longer journey times.

This means that although the site is technically accessible by public transport, in practice, for some destinations the journey time, frequency and need for interchange may discourage sustainable travel choices. Staff and visitors are therefore more likely to rely on private car for trips to and from these areas.

To mitigate this risk and remain consistent with Policy CS2: Sustainable Development Principles, and the SPD Ensuring a Choice of Travel, it is recommended that a Travel Statement/Management Plan be secured by condition, identifying how staff travel can be managed, how car parking will be prioritised, and how users will be supported to make sustainable choices where realistic.

7. Road Safety Considerations

No collision data has been provided. The access is located in a residential area with schools nearby. Vulnerable user safety is therefore relevant. Given the small scale, a formal Road Safety Audit is not required, but visibility and manoeuvring concerns must be addressed by condition.

8. Construction Impacts

If works are limited to an internal re-fit, impacts will be minimal. However, any external works or servicing connections will require a Construction Management Plan / Statement.

A suggested condition has been included, should there be significant works for the development to be realised.

9. Legal / Procedural Requirements

If there are requirements to amend an existing dropped crossing point, the applicant is advised to contact the Site Development team (SiteDevelopment@knowsley.gov.uk) to arrange any works required.

No Section 278 or Section 38 adoption is anticipated as the forecourt remains private.

There are no known impacts on Public Rights of Way.

A Section 106 contribution is not justified for a development of this scale.

Conclusion

On balance, the change of use is acceptable in principle from a highways perspective subject to receipt of further technical detail on visibility splays, swept path analysis, parking layout, cycle provision and refuse arrangements.

The above issues can reasonably be secured by condition. The Highway Authority therefore raised no in-principal objection, subject to the recommended conditions.

Conclusion

The proposal would be acceptable in terms of any impacts on the residential and visual amenity, impact on The Victoria Road and Huyton Church Road Conservation Area, and highways. 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) The proposed operating hours shall be 08:30 – 17:00 Monday to Friday.

Reason: To protect the amenity of neighbouring properties to avoid noise in the evenings and weekends and to comply with Policies CS2 and CS19 of the Knowsley Local Plan: Core Strategy, adopted January 2016 and Saved Policy H5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

- 4) Visibility Splays

No part of the development hereby permitted shall be occupied until visibility splays of 2.4m x 43m in both directions have been provided at the site access onto Huyton Hey Road. These splays shall be kept clear of obstruction to visibility exceeding 0.9m above carriageway level and retained as such thereafter.

Reason: To ensure safe and suitable access for all users, in accordance with NPPF paragraphs 115(b) and 116, and Knowsley's Local Plan: Core Strategy Policy CS2: Development Principles.

- 5) Parking Provision & Trip Generation

Prior to first use of the development, a Parking and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall:

- Show bay markings and aisle widths.
- Provide swept path analysis for minibuses, ambulances and refuse vehicles.
- Identify secure, covered cycle parking.
- Identify refuse storage and collection arrangements.

The approved parking and servicing plan be implemented prior to the first use of the development and shall be retained and kept available for their intended purpose thereafter.

Reason: In accordance with Knowsley's Local Plan: Core Strategy Policy CS2: Sustainable Development, and CS19: Design Quality and Accessibility in New Development and the SPD Ensuring a Choice of Travel.

- 6) Travel Statement

Prior to first occupation of the development, a Travel Statement shall be submitted to and approved in writing by the Local Planning Authority. The Travel Statement shall:

- Identify the likely travel patterns of staff and visitors, taking into account the small scale of the operation.
- Set out practical measures to encourage sustainable travel choices where realistic, including walking, cycling, car sharing and use of public transport.

- Include arrangements for on-site parking management, ensuring efficient use of spaces for staff and visitors.
- Provide a timetable for implementation, and a point of contact for monitoring or review if necessary.

The approved Travel Statement shall be implemented and maintained thereafter.

Reason: In accordance with Knowsley's Local Plan: Core Strategy Policy CS2: Sustainable Development, and CS19: Design Quality and Accessibility in New Development and the SPD Ensuring a Choice of Travel.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
10.07.2025	A101	-	Location Plan
10.07.2025	A104	-	Proposed Site Plan
10.07.2025	A401	-	Proposed Basement Plan
10.07.2025	A402	-	Proposed Ground Floor Plan
10.07.2025	A403	-	Proposed First Floor Plan
10.07.2025	A404	-	Proposed Second Floor Plan
30.09.2025	-	-	Conservation Statement
30.09.2025	-	-	Planning Statement
30.09.2025	-	-	Design, Access and Heritage Statement

Signed Case Officer¹: Louise Robinson

Signed Authorising Officer²: Mark Quinn

Date: 02.10.2025

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

Informatives

1. The applicant is advised that the proposed access works may require an amendment to the existing private dropped crossing point. The applicant should contact SiteDevelopment@knowsley.gov.uk at the earliest opportunity.

Site Photographs



