

## **PLANNING STATEMENT**

### **PROPOSED EXTERNAL ALTERATIONS AT THE TYRE OUTLET, 296-304 LIVERPOOL ROAD, HUYTON**

#### **Introduction**

This planning statement has been prepared on behalf of Concept Property UK Limited (Concept) in relation to its premises at the Tyre Outlet, Liverpool Road, Huyton. The Tyre Outlet is a vehicle maintenance and repair facility currently employing 7 full-time staff. The business is intending to increase the number of jobs on site over the next 2-3 years as part of an ongoing investment strategy.

Concept owns the existing Tyre Outlet premises which comprise of 296-300 Liverpool Road. The applicant also owns No. 302 Liverpool Road and is in the final stages of acquiring No. 304 Liverpool Road at the time of this submission. Previous works have been undertaken at the site (circa 2012) in order to add additional customer car parking spaces and there has been a longstanding requirement to provide additional car parking spaces, manoeuvring areas and to generally improve the day-to-day operation and flow of customer vehicles and delivery vehicles within the site. The site has an existing single point of access for both pedestrians and vehicles from Liverpool Road with a courtyard style carpark where customers can park on arrival and where vehicles which have already been serviced or maintained are then stored prior to collection.

With the acquisition of the adjoining premises namely No.'s 302-304 Liverpool Road, the applicant wishes to improve the operation of the Tyre Outlet site by reconfiguring the car parking area and increasing the space available for the parking of cars, manoeuvring of vehicles and to improve the overall flow of vehicles within the site. This is to be achieved by utilising land to the rear of No.'s 302 and 304 Liverpool Road which is currently redundant.

This statement provides an overview of the site and planning history, summarises the proposed development, identifies the key planning policy considerations and then provides a brief assessment and conclusions.

#### **Site Location and Planning History**

The Tyre Outlet and adjoining premises are located within the area of Huyton in the Metropolitan Borough of Knowsley immediately fronting the A57 Liverpool Road which is a key arterial route connecting to Liverpool City Centre to the west and to Junction 2 of the M57 to the east. The site is highly accessible by a range of modes of transport including by walking and cycling with bus stops located in close proximity to the site providing frequent services to the local area and city centre. An extract of the submitted site location plan is provided below for context.



The site is located in a broader urban area comprising predominantly of interwar residential housing however the character of the frontage of Liverpool Road is mixed use in nature with the frontages to the main road generally comprising of commercial uses. To the immediate west of the Tyre Outlet is the Oak Tree Public House whilst at the junction of Liverpool Road and Twig Lane there are local services including a pharmacy, convenience store, barbers, and takeaways. The site therefore sits within an area of mixed use including commercial services which provide important local services to the surrounding community.

As noted previously the Tyre Outlet business comprises of 296-298 Liverpool Road and as can be seen in the images below, the overall height of the frontage premises is around two-storeys. The properties comprising 300-304 Liverpool Road are generally two-storey brick built construction and date to the earlier part of the 20<sup>th</sup> century. The properties include a rear outrigger to No. 302 whilst to the rear of No. 304 is a flat roof brick built garage structure which is in a very poor state of condition. These properties have historically provided commercial uses at ground floor with residential flats above however No. 304 was formerly in use as a funeral directors. The premises to the east and adjoining the Tyre Outlet (No.'s 300-304 inclusive) are all presently vacant.



300-304 Liverpool Road Looking East



*The Tyre Outlet: 296-298 Liverpool Road*

To the rear of the properties there is an existing red brick boundary wall which is in poor condition and needs to be demolished and rebuilt in the interests of health and safety. There is also an existing gated access to a rear alleyway which appears to provide onward access to the rear of residential dwellings on Cuper Crescent and potentially also dwellings located along Kingsway. The proposals would not impact upon this rear access although it is proposed to replace the historic gates to Cuper Crescent as these will need to be removed to allow for the rebuilding of the unsafe wall structure.



*Structurally Unsound Rear Boundary Wall*

In terms of planning history there are a number of historic planning applications affecting the wider planning application site dating from the 1970s including the original permission for the Tyre Outlet business (74/12732/HIST). Relevant applications from more recent history include:

- 302 Liverpool Road - 11/00694/COU Change of Use of vacant unit to Use Class C3 a)
- 300 Liverpool Road - 02/00546/FUL Renewal of Temporary Permission for use as café
- 302 Liverpool Road - 06/00003/COU Change of Use of former bookmakers to hot food takeaway

Of direct relevance to these proposals is application Ref: 12/00395/FUL which was granted full planning permission on 12<sup>th</sup> September 2012 for the demolition of the rear outrigger to No. 300 Liverpool Road and the modest expansion of the Tyre Outlet car park plus associated boundary treatment works and resurfacing.

The planning history indicates that the Council has previously supported the Tyre Outlet with proposals to improve facilities at the site. This planning application represents additional works of a very similar nature to that which the Council has previously approved and supported.

### **Proposed Development**

It is proposed to expand the current car park to the Tyre Outlet to the east, meaning that the existing separate rear yard areas to No. 302 and 304 Liverpool Road will physically become part of the Tyre Outlet site. This land will be made level and resurfaced to provide a combination of customer car parking spaces and a through route (egress only) for cars to exit the site via the pre-existing vehicle exit which leads to Cuper Crescent. The description of development which appears on the planning application forms is as follows:

*"Reconfiguration of site including demolition of garage building and internal boundary walls, rebuilding of external boundary walls, laying out of additional car parking spaces and installation of roller shutter door."*

The submitted drawings confirm that an element of selective demolition will be undertaken including the rear single storey outrigger to 302 Liverpool Road and a flat roof brick built garage structure which lies to the rear of 304 Liverpool Road.

As indicated in the submitted photographs, this will require the demolition of intervening boundary walls and the demolition and rebuild of the existing rear boundary wall to 304 Liverpool Road where this fronts onto Cuper Crescent and the rear alleyway. This wall is likely tied into and forms part of the dilapidated garage structure which is in a poor state of condition due to water ingress, and which has meant that the structure is compromised.

As can be seen from the submitted elevation drawings it is proposed to rebuild the boundary wall to Cuper Crescent and the rear alleyway to match the existing treatment meaning there will be no change in terms of the appearance and therefore no appreciable impact in terms of residential amenity. There will be a localised benefit in that the untidy and unkempt rear of the buildings will be enhanced through demolition and rebuild of the boundary structures which will ensure the ongoing security of the Tyre Outlet site. As noted previously the existing vehicular gated access from the former funeral directors' building will be slightly enlarged with the gates replaced by a lockable and secure roller shutter door. This will provide an egress only option for customer

vehicle (cars only) to exit the Tyre Outlet site through this existing established access point thereby providing connectivity to Liverpool Road from both the existing main site access and this alternative connection point. For the avoidance of doubt the egress only point to Cuper Crescent would not be utilised by any service vehicle, delivery vehicle or vehicle larger than a car.

As indicated on the proposed site plan the existing car park within the Tyre Outlet site would be adjusted to allow for the flow of customer vehicles to exit the site onto Cuper Crescent whilst the newly available rear yard area space behind 302 and 304 Liverpool Road will be reconfigured to allow for additional car parking. The rear elevations of 302 and 304 Liverpool Road will be subject to remedial works where required with any openings being rebuilt in traditional red brick to match existing and standard window and door fittings where appropriate. In terms of overall car parking provision the proposals will allow for a total of 14 spaces.

## **Key Planning Policy Considerations**

### *The Development Plan*

The Development Plan comprises of the Knowsley Local Plan Core Strategy (adopted January 2016) in addition to remaining saved policies of the Unitary Development Plan. The adopted proposals map for Knowsley confirms that the planning application site is located within a defined Primarily Residential Area (PRA). In addition to the policies of the Development Plan other additional relevant guidance is set out in the various supplementary planning documents.

Of particular relevance to these proposals are the following policies of the core strategy:

- Policy SD1: Sustainable Development
- Policy CS2: Development Principles
- Policy CS4: Economy and Employment
- Policy CS19: Design Quality and Accessibility in New Development

In terms of the remaining saved policies of the Unitary Development Plan the key policy of relevance is H5 (Development within Primarily Residential Areas). As noted previously the entirety of the planning application site is located within a Primarily Residential Area. Clause 2 of the policy states:

*“New development within the Primarily Residential Areas (or proposals for the change of use or redevelopment of existing buildings) which is for uses appropriate to a residential area will be permitted provided that the development (either by itself or in conjunction with other developments) would not:*

- a) have an unacceptable impact on the amenity of neighbouring occupiers by reason of noise, disturbance, overlooking, visual intrusion, smells, fumes, on-street parking or other causes; or*
- b) adversely affect the character or street scene of the area”*

The Core Strategy provides a spatial vision for Knowsley in 2028 including that the economy will be stronger and more diverse, providing employment choices for local people and helping to drive

economic growth in the wider Liverpool City Region. The future strategic objectives seek to achieve sustainable economic growth, to continue to regenerate the Borough and improve quality of place. The proposals to enhance the Tyre Outlet, whilst modest in scale, do represent investment from an important local employer which will lead to additional job growth at the site and improve the quality of the local environment in line with the wider objectives of the Council.

Policy SD1 (Sustainable Development) reflects the presumption in favour of sustainable development as per the National Planning Policy Framework.

Policy CS2 (Development Principles) includes principles to promote:

- Sustainable economic development
- Improving business productivity and employment levels
- Good quality design
- Regeneration of previously developed land including derelict or unsightly areas
- Improving the image of Knowsley and using land resources efficiently

Policy CS4 (Economy and Employment) sets out an overall employment development strategy including an objective to support sustainable economic growth and meet the development needs of established and emerging employment sectors, to enhance the quality and efficiency of land use within existing employment areas and to provide sufficient land to meet employment development needs.

Policy CS19 (Design Quality and Accessibility in New Development) is relevant to the determination of the proposals. In order to enhance local distinctiveness, identity and accessibility of places, new development is expected to meet a set of criteria. In order to maintain a good standard of amenity for existing and future occupants of land and buildings, the policy requires development proposals to avoid unacceptable impacts on residents, business occupiers and future occupiers, to minimise crime, ensuring good levels of natural surveillance and security and to accommodate maintenance and long term management requirements.

### *National Planning Policy Framework*

The NPPF (Chapter 6) states that planning policies and decisions should help create the conditions in which businesses can invest, expand, and adapt. It notes that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

### **Assessment of the Proposals**

#### *Principle*

In respect of the principle of development, whilst the Tyre Outlet site and adjoining premises are identified within the PRA, it is also the case that these frontage premises to Liverpool Road and their curtilage have always been in commercial use and were designed as such as part of the wider planned Huyton area. The planning application proposals do not seek to alter the use of any of the buildings but simply to provide additional car parking and operational space for the Tyre

Outlet, which is a longstanding and valued local business, very well-utilised by the community. The specific changes which will be brought about by the proposals are to replace existing boundary walls which are in a poor state of repair on a like for like basis and to bring under-utilised and derelict land to the rear of the vacant premises back into use to help support an existing business. There is no requirement to assess the change of use of the retained buildings as this is not proposed and therefore the core of the assessment exercise is to identify whether the expanded car park would be an acceptable use of land in this particular circumstance and whether there would be any planning harm arising.

The expansion of the Tyre Outlet car parking is associated with an existing and long standing local business, utilising redundant previously developed land associated with now vacant commercial uses. These uses have coexisted alongside the residential development within the wider area for many years. The proposed use is low impact and will not generate any new significant effects by way of amenity impacts for example due to noise, disturbance, smells, or fumes. The development will not generate any impacts in terms of overlooking or visual intrusion, with no appreciable impact on the local area compared to the existing scenario. The development would not adversely affect the character or street scene of the area and therefore Policy H5 is evidently complied with.

Furthermore, the Council has previously (see 2012 permission) supported similar alterations in order to support the business and therefore the current proposals can be seen and assessed in a similar manner and should be judged to be acceptable. The current employment levels on the site are 7 full-time staff with the aspiration that this will be increased to 15 over the next 2-3 years. The investment strategy is dependent upon enhancing the efficiency of the site which is currently hampered by the amount, location and configuration of the car parking and turning areas. Utilising the vacant land to the rear of 302-304 Liverpool Road will increase the efficiency of the site, allow for more efficient car parking and an improved customer experience overall. It will also permit customer only vehicles to utilise the pre-existing egress only point onto Cuper Crescent and mean that the Tyre Outlet business can become more efficient and attract more custom. The rationale for the proposals is that it will therefore provide socioeconomic benefits which fits squarely with the overall aspirations of the Development Plan.

The proposals will also result in visual and environmental benefits by investing in the environment around vacant buildings where their rear yards have become disused, and the boundary walls and external structures are in a poor state of repair. From a visual environmental perspective the proposals will clean up the frontage onto Cuper Crescent and will be acceptable from a design and amenity perspective as the external boundary wall features will essentially be replaced on a like for like basis. Other than during the construction process there will be no discernible impacts upon adjoining properties and indeed any temporary construction impacts will be limited, with neighbouring properties advised in advance of any works and provided with a contact telephone number for the appointed contractor.

In respect of the Biodiversity Net Gain requirements, this proposal is concluded to be exempt as it represents a development below the De Minimis threshold. Guidance provided by the Department for the Environment (DEFRA) confirms that development is exempt where it does not impact a priority habitat, would impact less than 25 square metres of non-priority on-site habitat or 5 metres for non-priority on-site linear habitat. The make-up of the entirety of the planning application site comprises existing buildings and sealed surfaces including tarmac and concrete

which are assigned a zero score in the Statutory Biodiversity Metric. DEFRA advise that these surfaces are effectively exempted from the 10% net gain requirement. In conclusion the proposals do not affect any habitats or land with any present biodiversity value and also falls below the De Minimis threshold. There is therefore no requirement to provide a biodiversity net gain in this instance.

In respect of surface water drainage, there are no proposals to install new connections and given the relatively modest land area involved in the application, it is simply proposed to utilise permeable surfacing where relevant including permeable tarmac.

In respect of highways and car parking considerations the proposals will not affect the existing arrangement with all arriving vehicles coming into the site from Liverpool Road. The pre-existing vehicle egress to Cuper Crescent will be utilised to allow for an alternative egress to customer vehicles only. The overall level of car parking at the site will not change significantly, is proportionate to the nature of the use itself and in accordance with the Council's adopted standards.

### **Key Benefits and Conclusions**

These proposals will permit a valued local employer to improve their business operation and provide a better customer experience with the benefit of new investment to the site, thereby growing the number of jobs from 7 current full-time roles to 15 roles over the course of the next 2-3 years.

In addition to the socioeconomic benefits, the proposals will enhance the appearance of the site and the currently vacant adjoining premises thereby providing a local environmental and regeneration benefit. There is no harm arising from the development as there will be no appreciable impacts in terms of residential amenity - this is especially the case given that the existing boundary treatments which separate the commercial premises fronting Liverpool Road from dwellings on Cuper Crescent will be replicated and reinstated. There will therefore be no appreciable difference between the longstanding use and operation of the adjoining land as the operational part of the Tyre Outlet (where cars are maintained, serviced and subject to MOT) will remain unaffected, i.e. being located within the existing premises at 296-298 Liverpool Road.

In conclusion the proposals complying with the Development Plan, deliver important benefits for a local employer and will help to aid regeneration efforts locally. In the absence of any planning harm whatsoever, it is evident that Policy SD1 of the Local Plan Core Strategy directs that planning permission should be granted. This conclusion is reached in the context of paragraph 11 of NPPF which confirms that for decision taking, councils should approve development proposals that accord with an up to date development plan without delay. On this basis the councils respectfully request to grant planning permission.

### **CV Planning**

**June 2024**