

REGENERATION AND ECONOMIC DEVELOPMENT DEPARTMENT

APPLICATION NO: 21/00233/FUL

APPLICANT: Mr Kevin Kinsley

WARD AFFECTED: St Michael's

DEVELOPMENT: CHANGE OF USE FROM DWELLINGHOUSE (USE CLASS C3) TO A
RESIDENTIAL INSTITUTION (USE CLASS C2)

LOCATION OF SITE: 22 Edenfield Crescent, Huyton, L36 6DS

KNOWSLEY LOCAL PLAN ALLOCATION –

Urban Greenspace and Educational Land

RELEVANT POLICIES

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS8 - Green Infrastructure

CS19 - Design Quality and Accessibility in New Development

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

N/A

ARTICLE 35

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.

PLANNING HISTORY

None Relevant

TECHNICAL CONSULTATIONS:

Environmental Health – No Comments.

Highway Department - No Objection subject to a condition to require cycle parking.

Police Architectural Liaison Officer – No comments.

NEIGHBOUR NOTIFICATION:

This application has been publicised by letters sent to 6 neighbours. 1 Representation and 1 objection has been received consisting of the following main points:

Representation

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PS/DC/OP04/05	003	23/9/02

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- This seems to be a wonderful opportunity for young people in the community.
- Please request that any risk assessments associated with the premises being in close proximity to a primary school (traffic, pupils, staff etc).

Objection

- The proposal will make the existing parking situation around the school worse.
- There is unfinished infrastructure in place including unfinished roadworks and lack of street lighting.
- There are drainage problems within the area which the proposal will make worse.
- I do not feel sufficient contact was made to the owners of neighbouring properties regarding this application. It was purely by chance one of the tenants passed on this information but I feel I should have been contacted directly in relation to this matter at either my home address or email.

ISSUES AND ASSESSMENT:

PROPOSAL

The application is for the change of use from dwellinghouse (Use Class C3) to a residential institution (Use Class C2).

POLICY CONSIDERATIONS

The application site is situated within an area of Urban Greenspace and Education Use. However, the character of the area is residential in nature and there would be no built development as part of the proposal. The development is therefore acceptable in principle.

The application complies with policies CS2, CS8 and CS19 of the Knowsley Core strategy.

DESIGN, ACCESS AND CRIME PREVENTION

The design of the proposal is acceptable. There would be no external changes to the building as part of the change of use. The application raises no crime or anti-social behaviour issues. This view is supported by the Police Architectural Liaison officer who has no comments to make on the application.

RESIDENTIAL AMENITY

The proposal would not significantly harm the amenity of neighbouring properties in relation to noise and disturbance. There would be no external changes that would impact neighbours or the adjacent school. This view is supported by Environmental Health who have no objection to the development.

HIGHWAY SAFETY

NPPF para 109 states that a development should only be refused on highways grounds if *“there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

The application has been subject to an assessment from the council’s highways department on the impact on the surrounding uses, including the adjacent school (St Joseph’s Catholic Primary School). The main access to the school is to the north, the dwelling would therefore be a reasonable distance

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away from the entrance and would not impact on the safe movement of staff and pupils to and from the school. The traffic generated from the proposal would be limited compared to a school in which hundreds of pupils would enter and exit at rush hour. The staff and persons at the premises would largely travel there outside of school rush hour, so whilst there may be a small increase in traffic in the area this is likely to be outside of peak times.

Overall, the proposal would not cause significant harm to highway safety. This view is supported by the council's highways department who have no objection to the proposal subject to a condition to secure the implementation of cycle parking. The cycle parking details have been provided and are acceptable to the council's highways department.

OTHER MATTERS

In relation to unfished infrastructure, the solution to this is to complete the infrastructure up to relevant standards, not to prevent otherwise acceptable development from taking place. There will also be a team of staff permanently on hand to look after any potentially vulnerable persons.

In relation to drainage issues, no built development will take place, as works will be internal only relating to change of the use. These will not significantly impact on the existing drainage within the area. Any drainage issues could be addressed through additional upgrades and would not be a legitimate reason to refuse the application.

In relation to consultation, 6 of the closest neighbours have been directly consulted on the application in accordance with the council's Statement of Community Involvement and relevant legislation. Therefore, the relevant legal and policy requirements have been met for the application.

CONCLUSION

The proposal is acceptable in design and would not harm the amenity of neighbouring properties or highway safety. The application complies with local planning policies and is recommended for approval.

RECOMMENDATION:

That Planning Permission be granted subject to the following condition(s):-

- 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) Provision of Cycle Parking

The cycle storage for two cycles shall be available on site before the property is brought into use and shall be retained as such thereafter. For the avoidance of doubt, the cycle parking must be covered, offer a means to secure the cycles and must not be in the dwelling building.

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Reason: To ensure that adequate provision is made for parking cycles on the site and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
11/05/2021	-	-	Cycle Store Photo
11/05/2021			Cycle Store Email details
16/03/2021	-	-	Management Plan Letter
16/03/2021	-	-	Statement of Purpose
07/04/2021	-	-	Existing and Proposed Plans

Informatives

N/A

Andrew Hunt

03 June 2021

Signed by

Mark Quinn

04/06/2021

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