

Knowsley Council
Regeneration and Economic Development Directorate.
Delegated Planning Report

APPLICATION NO: 25/00092/FUL

CASE OFFICER: Andrew Hunt

WARD: Page Moss

PARISH: N/A

LOCATION: The Tyre Outlet, 296 - 300 Liverpool Road, Huyton, Knowsley, L36 3RN

PROPOSAL: EXTERNAL RECONFIGURATION WORKS INCLUDING DEMOLITION OF GARAGE AND PARTIAL DEMOLITION AND REBUILDING OF INTERNAL/EXTERNAL BOUNDARY WALLS, NEW SITE ACCESS, NEW BOUNDARY FENCING, LAYING OUT OF ADDITIONAL CAR PARKING SPACES AND NEW ACCESS GATE

Site Description

This application site is a series of commercial buildings mostly fronting onto Liverpool Road with a car park in the centre of the site. There is a busy road to the north (Liverpool Road) with housing beyond this and housing to the south. There are other commercial building to the east and west including a petrol station to the east and a shopping parade to the west.

Proposal

The proposal is for external reconfiguration works including partial demolition of garage building and internal boundary walls, new site access, demolition and rebuilding of external boundary walls*, layout out of additional car parking spaces and installation of new roller shutter door.

**The original application proposed full demolition of external boundary walls, however this was changed to demolish only the top part of the wall and replace with a metal railing.*

- The proposed access gate would be 3 metres high with a width of 4.1 metres.
- The black metal railing on top of the south elevation wall would be 0.7metres tall and 16.6 meters wide with a maximum height of 2.9 metres above ground.
- The other changes would involve demolition of the garage and associated building to the south west of the site to create a new access route, and the demolition and rebuilding of part of the wall with a similar red brick style.
- There would be an additional 6 parking spaces increasing the total from 13 to 19.

Consultations

Cadent Gas - No objection, informative note required.

Environmental Health - No objection subject to conditions in relation to dust control and construction hours.

Highways - Highways have no objections to the proposals. The paladin fencing has been deemed suitable for the location

Merseyside Fire and Rescue – No Objection subject to informatives.

Representations

This application has been publicised by letters sent to 25 neighbours. No representations have been received.

Planning History

A recent similar application was approved (24/00328/FUL) - EXTERNAL RECONFIGURATION WORKS INCLUDING DEMOLITION OF GARAGE BUILDING AND INTERNAL BOUNDARY WALLS, DEMOLITION AND REBUILDING OF EXTERNAL BOUNDARY WALLS, NEW SITE ACCESS, LAYING OUT OF ADDITIONAL CAR PARKING SPACES AND INSTALLATION OF NEW ROLLER SHUTTER DOOR – approved 20/09/2024).

The main change from the previous approved application is the partial demolition of The top of a wall and replacement with a black railing on the proposed south elevation. There would also be a new black metal access gate following demolition of the old entrance.

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

CS7 - Transport Networks

CS9 - Principal Regeneration Area – North Huyton and Stockbridge Village

CS19 - Design Quality and Accessibility in New Development

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

H5 – Development within predominantly residential areas

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

Streetscene

Policy CS19 in the Core Strategy requires new developments to respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment.

The proposal would include a new access gate and black metal railings.

Access Gate

- The proposed access gate would be 3 metres high with a width of 4.1 metres.

There would be a small change when viewed from Cuper Close to the east, where a building would be demolished to make way for a new entrance and a new access gate is proposed. The access gate would be painted black and would be a double gate opening in the middle. The appearance of the gate is considered acceptable and in keeping with the commercial character of the tyre outlet and the surrounding area.

Metal Railings

- The black metal railing on top of the south elevation wall would be 0.7 metres tall and 16.6 metres wide with a maximum height of 2.9 metres above ground.

In relation to streetscene impacts, the black metal railing would not be readily visible from Cuper Close as it would be south facing.

Demolition of Garage and wall

The other changes would involve demolition of the garage and associated buildings to the south west of the site to create a new access route, and rebuilding of part of the south east part of the wall with a similar red brick style.

The changes would demolish buildings which are not prominent in the streetscene with only the eastern part of the buildings being visible from Cuper Crescent which is a secondary frontage. The buildings proposed to be demolished are not particularly attractive or noteworthy when viewed from Cuper Crescent and their removal would not harm the character of the area.

The wall would be partially demolished due to structural reasons, however it would be rebuilt in its current materials and so there would be no harm to the character of the area.

Parking Spaces

There would be an increase of 6 spaces overall with 10 new spaces (from 10 to 19) and 4 existing spaces being lost. The introduction of 3 parking space 17,18 and 19 to the east merely formalises the existing parking arrangements as cars already park on this area. Whilst spaces 10-16 Merely are internal only well within the site and are not readily visible from outside the site. The parking changes do not hamr the character of the area.

Overall, there would be no harm to the streetscene from the proposal.

Amenity

Policy CS19 in the Core Strategy requires new developments to maintain a good standard of amenity for all existing and future occupants of land and buildings by avoiding unacceptable impacts on existing residents and future occupiers.

Access Gate

The proposed access gate would not harm residential amenity as it would be the same height and position as the existing entrance wall. It would not be any close to neighbours or taller.

Metal Railings

The metail railings proposed would replace the existing wall and would not be any higher than the existing wall (2.9 metres). The railing would be instead of the existing top part of the wall not in addition to. The change from brick to metal railing does not materially affect the amenity of any neighbours.

Demolition of Garage and wall

The other changes would not affect amenity as they would involve demolition of

existing buildings within the site and the demolition and rebuilding of the wall with its existing style and materials. There would be no harm in relation to loss of light, outlook or privacy.

Parking Spaces

The increase in parking spaces would not affect residential amenity as they would not be located directly next to neighbouring properties.

Overall, there would be no harm to amenity from the proposal.

Highways

NPPF para 116 states that a development should only be refused on highways grounds if there would be an unacceptable impact on highway safety.

“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”.

The application would involve a new access from Cuper Close to the east. Cuper Close is a relatively quiet road leading to a cul de sac on Pine Close. Cuper Close is therefore not a through route and would only be used by residents of Cuper Close and Pine Close or visitors to them. Given the limited traffic on this road, the additional access will not cause significant harm to highway safety. This view is supported by the council's highways department who have reviewed this and are happy with the access arrangements. Overall, there would be no harm to highway safety.

Biodiversity Net Gain

In relation to biodiversity net gain. The development would not impact on any existing habitat (as it would relate only to existing hardstanding and building areas) and therefore meets the requirement for an exemption. Any grassed area affected would be below 25sqm.

Other Considerations

In relation to conditions, it is considered that due to the absence of any landscaping that a contamination condition is not needed, instead an informative will be added. The main potential issue is considered to be dust which will be addressed via condition.

Conclusion

The proposal would be acceptable in relation to Street scene 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 following approved plans and documents :-
 - a. Existing and Proposed Plans and Elevations – Rev P05 (Received 16/05/2025).
 - b. Proposed Site Plan – Rev P05 (Received 16/05/2025).
 - c. Location Plan - (Received 12/02/2025).

Reason: For the avoidance of doubt.

3. **Dust Control during construction**

Water suppression techniques shall be employed throughout the construction and demolition works, when required, to prevent dust travelling off-site.

Reason: In order to prevent harm to human health from contamination.

4. **Construction / Demolition Hours**

No construction (or Demolition) work 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: In order to safeguard the amenity of local residents.

<u>Signed Case Officer¹:</u>	<u>Andrew Hunt</u>
<u>Signed Authorising Officer²:</u>	<u>Jo Sheridan</u>
	<u>17/06/2025</u>
<u>Date:</u>	

Informatives

- 1) **Cadent – See Letter**

2) Merseyside Fire and Rescue – See Letter

3) Contamination

Based on the information available we are not aware of any contamination on this site. However, the responsibility to properly address contaminated land issues lies with the owner/developer of the site, irrespective of any involvement by this Authority. The applicant/developer is requested to contact the Council's Environmental Protection Unit (Tel: 0151 443 4712) as soon as is practicable should contamination be encountered during the development of the site.

If contaminated material is encountered the applicant/developer is required to dispose of the contaminated arisings appropriately. They should also be aware of their health and safety responsibilities to workers in respect of handling such materials. The developer should also ensure that no pathways are created by which any contamination may either migrate off-site or affect site users.

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