



Overflow Car Park, Kings Business Park, Prescott

Planning and Heritage Statement

Prepared for

Mayfair Motor Group T/A Motorology
Nice Investments Ltd

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1.0 INTRODUCTION

1.1 Introduction

1.1.1 This Planning and Heritage Statement has been prepared on behalf of Mayfair Motor Group T/A Motorology and Nice Investments Ltd (hereafter referred to as the ‘Applicants’) in support of a retrospective planning application for the development of a temporary facility for the sale of motor vehicles, including installation of an office structure, in place of an existing disused overflow car park (hereafter referred to as the ‘Proposed Development’).

1.1.2 The application relates to an existing car park at Kings Business Park, Prescot (hereafter referred to as ‘the Site’). The local planning authority is Knowsley Council.

1.2 Scope of the Planning Application

1.2.1 The application is contained within this Planning and Heritage Statement, the Appendices, the planning application forms and certificates, and the planning application drawings.

1.2.2 The Statement is divided into seven sections, with this introduction being **Section 1.0**.

1.2.3 **Section 2.0** describes the Site and its context, including any planning history.

1.2.4 **Section 3.0** provides a description of the Proposed Development.

1.2.5 **Section 4.0** provides an assessment of the transport and traffic impact of the Proposed Development.

1.2.6 **Section 5.0** provides an assessment of the heritage impact of the Proposed Development

1.2.7 **Section 6.0** identifies the other key planning policies against which application should be determined and assesses whether the Proposed Development accords with the Development Plan, and other material considerations relevant.

1.2.8 **Section 7.0** provides concise conclusions.



2.0 THE SITE AND ITS CONTEXT

2.1 Site Location and Surroundings

- 2.1.1 The Site measures circa 0.35 hectares (ha) and comprises an existing overflow car park for use by Business Park employees and visitors. It contains hardstanding and a number of lighting columns throughout.
- 2.1.2 However, it is understood that the car park has never been required for this purpose since planning permission was granted in 2003.
- 2.1.3 The Business Park, which comprises a mix of office, research and leisure uses, is located off the A57 Liverpool Road on the western edge of Prescot. Junction 2 of the M57 is situated circa 250m from the Site. The location and extent of the Site is illustrated on the Location Plan (Drawing Ref: 2311_01).
- 2.1.4 The Site is located on the eastern side of the pedestrian, cycle and vehicular access to the Business Park, which is accessed via a large five-arm roundabout junction. The junction arm is known as Kings Drive and provides access to the Site and wider Business Park.
- 2.1.5 In terms of its immediate surroundings, the Site is bound on all sides by woodland. There is a wall along much of the eastern boundary, which is Grade II Listed ('Garden Wall to The Hazels'). The wall appears to have been damaged by trees within the garden area.
- 2.1.6 The closest residential property is 100m to the north east of the Site. There are further residential properties beyond the Business Park boundaries to the south west and south east.
- 2.1.7 The closest bus stop is circa 275m to the west of the Site on Liverpool Road, with bus numbers 10 and 217 providing services to Liverpool.
- 2.1.8 The Site is located within Flood Zone 1 which means it has a low probability of flooding from rivers and the sea. There is also a very low risk of flooding from surface water.



2.2 Planning History

2.2.1 Following a review of the online planning register for Knowsley Council, Table 1 below identifies the following planning history of relevance to the Site and the wider Business Park:

Ref.	Proposal	Decision (date)
74/12427/HIST	Change of use of existing buildings from educational to business and residential uses with associated car parking and access	Approved (22/03/1991)
74/13408/HIST	Change of use to business park including 100 bed hotel with leisure and conference facilities laying out of new roads and landscaping	Approved (17/07/1991)
74/14086/HIST	Approval of reserved matters for erection of 7 number B1 units following granting of outline permission dated 17/07/91 ref K/APP/13348	Approved (11/06/1992)
94/00476/APP	Renewal of outline planning permission for the redevelopment of redundant teacher training college to create business park class A2 and B1 uses (financial and professional services and business uses), including 100 bedroom hotel with leisure and conference facilities and ancillary retail use, comprising redevelopment and refurbishment of selected premises, erection of new units and laying out of new roads and landscaping.	Approved (17/11/1994)
95/00130/APP	Redevelopment of redundant teacher training college to create a mixed development, including housing, business uses (class B1) and open space	Appeal withdrawn (21/02/1996)
97/00204/APP	Variation of condition 1 of application no. APP/94/00476	Approved (17/06/1997)

97/00100/APP	Proposed 21 hectare business park including access to roundabout (M57 junction 2/Liverpool Road) structural landscaping and internal road layout, 7 hectare of residential development with access to Liverpool Road and 2.4 hectares of public open space.	Approved (18/08/1997)
99/00544/APP	Erection of one no. 2-3 storey office building (class B1)	Approved (12/11/1999)
99/00631/APP	Approval of reserved matters for structural landscaping	Approved (23/12/1999)
01/00163/OUT	Outline application- proposed business park	Approved (22/06/2001)
01/00054/FUL	Retention of generator and fuel tank	Approved (07/09/2001)
02/00368/FUL	Retention of earth mound to part of southern boundary	Approved (17/06/2002)
02/01094/FUL	Erection of bike shelter and smoking shelter	Approved (26/02/2003)
02/00615/FUL	Construction of 110 space car park and access road	Approved (11/06/2003)
04/00678/OUT	Renewal of outline planning permission for the remainder of proposed business park	Approved (06/08/2004)
14/00673/TWA	Felling of 1 No. tree and remedial pruning to 5 no. individual trees and 5 no. groups of trees	Approved (02/12/2014)
15/00183/FUL	External alterations to building elevations to replace the external green panel copper cladding to trespa (red) cladding	Approved (03/06/2015)
17/00492/TWA	Remedial pruning to 1 no individual tree and 5 no groups of trees	Approved (05/01/2018)
20/00250/TWA	Fell 19 No trees and remedial works to 2 no trees	Approved (07/07/2020)

3.0 THE PROPOSED DEVELOPMENT

- 3.1.1 The Proposed Development is a temporary facility for the sale of motor vehicles, including an office structure and associated development.
- 3.1.2 A temporary permission is sought for a period of five years as the lease of the Site by Mayfair Motor Group T/A Motorology is also for five years.
- 3.1.3 When reading this section, reference should be made to planning application drawings, particularly the Proposed Site Plan (Drawing Ref: 2311_03) and Office Layout (Drawing Ref: 2311_05).
- 3.1.4 The key components of the Proposed Development are as follows:
- Single-storey office structure: This will measure 12.19 m (L) x 4.97m (W) x 2.74m (H) (floorspace = 60.6sqm). The following materials are proposed:
 - Roof: Insulated fibreglass (Colour: Anthracite);
 - Cladding: Vertical hardwood timber battens;
 - Windows and doors: UPVC or aluminium (Colour: Anthracite).
 - A total of 77 spaces for the parking/storage of vehicles for sale;
 - A total of 8 spaces dedicated to staff and visitors including 1 disabled parking space;
 - Secured cycle parking for four bicycles adjacent to the office for staff and visitors;
 - A 6m double leaf car gate and 1.2m pedestrian gate; and
 - Fencing to provide secure car storage; 2.4m mesh fence.
- 3.1.5 The proposed car sales business is operated by Mayfair Motor Group T/A Motorology. The operations of the business are set out in an accompanying statement prepared by Mayfair Motor Group T/A Motorology (see Appendix B).
- 3.1.6 In summary, the business operates a new model of car purchasing rather than the traditional car showroom operation, focusing on an appointment-only basis, with



potential purchasers viewing the vehicles online and booking an appointment if they want to inspect it. Walk-in customers are not encouraged as staff are normally engaged with appointment customers, so that time can be dedicated with personalised attention during an allotted period.

- 3.1.7 Approximately 25% of the car sales place without a purchaser physically visiting the Site to view the vehicles. Instead they receive all the necessary information over the phone, by email or receive a video of the vehicle and then make the payment before the vehicle is delivered to them. As a result of the business model, there are fewer vehicular trips to and from the site.
- 3.1.8 All major mechanical repairs and bodywork would be undertaken in nearby garages, supporting local businesses.
- 3.1.9 To ensure that customers can access their purchased car easily, the business offers delivery services using a single flatbed vehicle. The car would be transported to the Site for preparation and once purchased would be delivered to the requested destination.
- 3.1.10 The proposed opening hours are 09:00 to 18:00 Monday to Sunday

4.0 TRAFFIC AND TRANSPORT IMPACT

4.1 Introduction

- 4.1.1 SK Transport Planning Ltd (SKTP) was commissioned by Mayfair Group and Nice Investments Ltd to provide traffic and transport planning advice in support of repurposing the existing overflow car park at Kings Business Park. A Transport Statement (TS) (Appendix A) has been submitted alongside the planning application and a summary of the statement is set out below.
- 4.1.2 The report acknowledges that the existing overflow car park is disused. A high-level parking review undertaken in July 2023 confirmed that there was no evidence of any displaced Business Park parking on surrounding streets and the existing parking provision within the Business Park can accommodate parking demands.



- 4.1.3 The report estimates that the number of daily vehicles movements to be 15 each day, which is significantly less than if the existing circa 110 space car park was fully operational and utilised. This shows that the Proposed Development would generate a lower number of vehicle movements than the existing car park use and the repurposing of the Site as a car retail business would ensure that an appropriate use takes place. The car sales facility will also bring a level of passive surveillance to this part of the Business Park.
- 4.1.4 Overall, the report concluded that there is no evidence to suggest that the repurposing of the overflow car park would have a material, adverse or severe impact in this location, in line with paragraph 111 of the National Planning Policy Framework (NPPF). It found there are no traffic or transport reasons why the car retail proposals could not proceed in the proposed location and the scheme would not have any material impact on the surrounding highway network. The Proposed Development would bring a positive and appropriate use to the disused parking area.

5.0 HERITAGE IMPACT

- 5.1.1 The following section provides information on the Heritage Assets (Including Listed Buildings) which have a setting that could potentially be affected by the Proposed Development.

Listed Buildings

- Grade II Listed *Garden Wall to the Hazels* (adjacent to the east of the Site):

Kitchen garden wall to The Hazels. 1760s. Red brick in English garden wall bond with coping. The wall encloses a regular trapezoidal area and survives unbroken. The N section is taller than the others (to accommodate S facing lean-to buildings, now demolished). Entrances (some blocked) under flat or cambered arches.



- Grade II Listed *The Hazels (to the west of the Site)*:

G.V. II House, part of Polytechnic at the time of listing. Rainwater heads dated 1764. Brick with stone dressings, slate roof. Double-pile plan; three storeys, five bays with pediment spanning entire width. Three-bay centre breaks forward under secondary pediment. Band over ground floor, first floor sill band and top cornice. Windows have gauged-brick flat arches and are sashed; those to second floor have casements. Porch, probably later, has angle pilasters and entablature; glazed doorcase. Left return of five bays with three-bay centre breaking forward. Ionic Venetian window to stair. Right return has low extension and C19 servants' wing. Rear of three wide bays, the central bay breaking forward with three storey canted bay window. Ground floor has Tuscan colonnade to canted bay. First floor central window has architrave, frieze and consoled pediment, those to sides have cornices over gauged-brick flat arches. Venetian window to first and third bays with balustraded aprons. Balustrade to canted bay. Interior: stone-flagged floors to hall and passages. Hall has cornice and niches flanking elliptical arch with Tuscan columns; fireplace. Passage has groin vault on Tuscan columns. Stair to each end, that to left is imperial stair with stone steps moulded underneath, square balusters and weathered handrails. Stair to right is open well service stair with similar details. First floor groin vaulted passage. Panelled room has marble fireplace with coloured panels and iron grate with swags and urn.

- Grade II listed *Stables to west of The Hazels*:

G.V. II Former stables. Mid C18. Brick with stone dressings, hipped slate roof. U-plan two storeys, three-bay centre, the central bay breaking forward under pediment, two-bay return wings. Stone band over ground floor; brick pediment. Central bay has round-headed recess; segmental-headed recesses to return wings. Ground floor windows have gauged brick flat arches, some blind. Five entrances, and garage doors to left return. First floor segmental-headed pitching holes, most blind some sashed. C20 open-fronted shed attached to centre. C20 infill to ground floor of end bay of right return. North facade has first floor entrance up steps.

5.2 Heritage Planning Policy Context



- 5.2.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 provides legislative protection for buildings and areas defined as having “special architectural or historic interest” over and above that provided by development management.
- 5.2.2 Section 66 requires that when considering whether to grant planning permission for development which affects a listed building or its setting, local planning authorities should 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.
- 5.2.3 It is therefore important to consider the impact of the Proposed Development upon the setting of any heritage assets.

National Planning Policy Framework (NPPF; September 2023)

- 5.2.4 Chapter 16 of the NPPF is entitled “*Conserving and enhancing the historic environment*”. The following extracts are of particular relevance:
- 5.2.5 Paragraph 194: “*In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary*”.
- 5.2.6 Paragraph 195: “*Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal*”.
- 5.2.7 Paragraph 197: “*In determining applications, local planning authorities 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; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness”.*

National Planning Practice Guidance (NPPG)

- 5.2.8 The NPPG also includes a section entitled “*Conserving and enhancing the historic environment*”. It states that “*What matters in assessing whether a proposal might cause harm is the impact on the significance of the heritage asset*”. It adds that “*Proposed development affecting a heritage asset may have no impact on its significance or may enhance its significance*”. (Paragraph: 018 Reference ID: 18a-018-20190723).
- 5.2.9 In relation to the setting of a heritage asset, it states that “*The extent and importance of setting is often expressed by reference to the visual relationship between the asset and the proposed development and associated visual/physical considerations. Although views of or from an asset will play an important part in the assessment of impacts on setting, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust, smell and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each.*” (Paragraph: 013 Reference ID: 18a-013-20190723).

Knowsley Local Plan Core Strategy (Adopted January 2016)

- 5.2.10 The Knowsley Local Plan Core Strategy was adopted in January 2016 and sets out the main planning policies that will be used to manage development and determine planning applications.
- 5.2.11 Policies of relevance in relation to heritage are considered below:

Policy CS20: Managing the Borough’s Historic Environment



- 5.2.12 Policy CS20 states that development proposals in Knowsley should preserve or enhance the borough's historic and architectural assets, including listed buildings, conservation area, historic parks and gardens and archaeological remains.
- 5.2.13 The Council will prevent 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. 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.
- 5.2.14 The policy states that development proposals on sites which include any heritage assets should be accompanied by a heritage impact assessment.

Strategic Objective 5: Quality of Place

- 5.2.15 This strategic objective within the Local Plan sets out the aspiration *'to promote the quality of place within Knowsley by protecting historically important features and enhancing the character, quality and diversity of Knowsley's built environment, including town centres, key employment areas, residential neighbourhoods, green spaces, conservation areas, rural areas and villages, key gateways and transport routes'*.

5.3 Heritage Assessment

Impact upon Listed Buildings and Structures

- 5.3.1 The preservation of the setting of Grade II Listed Garden Wall to the Hazels is the most important consideration in relation to the Proposed Development, as the wall forms a boundary to the existing car park. It is located within a secluded area of the Business Park allocation and does not serve as a prominent landmark when compared to assets such as the nearby Grade II listed 'the Hazels'. The condition and structure of the wall appears to have been affected by trees within the garden area.
- 5.3.2 The temporary structure is located on the opposite side of the Site to the wall, would not obstruct any views of it and is small in scale. It would therefore not result in any direct harm to the wall and the impact upon its setting would be negligible. While cars



would be parked in close proximity to the wall, this would be the case if the existing overflow car park was utilised.

5.3.3 **Image 1** below shows the temporary structure in relation to the Listed structure.



Image 1: Grade II Listed Garden Wall to the Hazels and temporary office structure

- 5.3.4 The office structure would also be temporary and once removed after five years, the Site would return to its previous condition as a car park without any built structures. Therefore, any alleged impact on the 'Garden Wall of the Hazels' would not be permanent.
- 5.3.5 The Proposed Development would not cause any harm to 'The Hazels' (Grade II Listed) or the Stables to the west of The Hazels (Grade II Listed). The Proposed Development is well screened by existing vegetation along the western boundary of the Site.
- 5.3.6 The Proposed Development is therefore in accordance with the requirements of Policy CS20 and Core Strategy 5.



6.0 PLANNING POLICY CONTEXT AND APPRAISAL

6.1 Introduction

- 6.1.1 This section undertakes an appraisal of the Proposed Development in the context of the current and emerging planning policy framework.

6.2 The Statutory Development Plan

- 6.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.2.2 At the time of writing, the Development Plan relevant to the Proposed Development comprises the Knowsley Local Plan Core Strategy (Adopted January 2016) and the Saved Policies of the Knowsley Replacement Unitary Development Plan (UDP; Adopted June 2006).
- 6.2.3 As identified on the Policies Map that supports the Local Plan, the Site is located within the Green Belt (Policy CS5 of the Core Strategy) and in the Regional Investment Site of Kings Business Park (Policy EC4 of the UDP).

6.3 Green Belt

- 6.3.1 This sub-section provides an assessment of the Proposed Development in the context of relevant planning policy and guidance in respect of the Green Belt.
- 6.3.2 The assessment identifies the relevant local and national policies in relation to the Green Belt and subsequently appraises them in consideration of the Proposed Development.
- 6.3.3 As identified on the Policies Map that supports the Local Plan, the Site is located within the Green Belt.
- 6.3.4 The assessment identifies the relevant local and national policies in relation to the Green Belt and subsequently appraises them in light of the Proposed Development.

Knowsley Local Plan Core Strategy (January 2016)

- 6.3.5 Policy CS5 ('Green Belt') sets out that inappropriate development will not be permitted in the Green Belt except in very special circumstances in which it has been



demonstrated that the harm to the Green Belt would be clearly outweighed by other considerations.

National Planning Policy Framework (September 2023)

6.3.6 Section 13 of the Framework concerns ‘Protecting Green Belt Land’. Paragraph 137 states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

6.3.7 Paragraph 138 sets out the five purposes for the inclusion of land within the Green Belt. These are:

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns merging into one another;*
- c) to assist in safeguarding the countryside from encroachment;*
- d) to preserve the setting and special character of historic towns; and*
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

6.3.8 Paragraph 147 confirms that inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances.

6.3.9 NPPF Paragraph 148 states:

“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”. (emphasis added)

6.3.10 Turning attention firstly to the purposes of including land within the Green Belt, as identified within Paragraph 138 of the NPPF, the following conclusions are drawn:

- a) ***To check the unrestricted sprawl of large built-up areas:*** The part of the Green Belt proposed to be developed in this case serves a limited role in



preventing urban sprawl as it is already a developed site. In addition, the Proposed Development is only for a temporary period of five years. As such, it would not contribute to unrestricted sprawl of large built-up areas.

- b) ***To prevent neighbouring towns merging into one another:*** The Site is located within an area of Green Belt that is already developed. The Proposed Development would be well screened by existing trees surrounding the Site would clearly not lead to the perception of the merging of settlements.
- c) ***To assist in safeguarding the countryside from encroachment:*** The Proposed Development is not large in scale or size. The temporary structure would be only 2.74m in height. The Site is already extremely well-screened from public vantage points by trees large tree.
- d) ***To preserve the setting and special character of historic towns:*** The Site is not within or adjacent to a historic town and therefore does not conflict with the fourth purpose.
- e) ***To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:*** The Site is already developed as part of the existing Kings Business Park. It comprises an existing disused car park and therefore the proposed temporary development will assist in recycling of derelict and urban land.

6.3.11 In light of the above, it has been clearly demonstrated that the Proposed Development would not have any significant adverse consequences in terms of the purposes of including land in the Green Belt.

6.3.12 The Proposed Development would have an operation of five years, meaning any impacts on the Green Belt would be temporary. The Proposed Development would also make effective use of previously developed land in line with paragraph 119 of the NPPF. The existing site is already an overflow car park for the Kings Business Park. However, it is understood that the area has never been required to be used for that purpose and the temporary repurposing of the Site for a motor vehicle retail business would be a more efficient use of land.

Impact on the Openness of the Green Belt

6.3.13 Although the NPPF refers to the 'openness' of the Green Belt, it does not provide a specific definition. As a result, there have been several legal decisions on the proper interpretation of the Green Belt provisions within the NPPF, including in respect of



openness. One of the main topics has been the correlation between the concepts of 'openness' and 'visual impact'. More recent judgements have determined that there are two distinct concepts to the assessment of the impact a development upon the openness of the Green Belt. They comprise:

- i) Impact on 'actual' openness – the concept that openness relates to the absence of buildings and any 'inappropriate' built development in the Green Belt would therefore impact upon openness; and
- ii) Impact on 'perceived' openness – would the presence of the development alter the overall perception of openness within the Green Belt.

6.3.14 On the basis that the concept of openness relates to the absence of buildings and any 'inappropriate' built development in the Green Belt would, therefore, impact upon openness.

6.3.15 The location and built extent of the temporary structure has been kept to a minimum that is required for its operation. In addition, it is limited in height and would not introduce large, bulky and overtly obtrusive built form into the Green Belt. This ensures that the impact upon the 'actual' openness of the Green Belt is kept to an absolute minimum without compromising the overall function / purpose of the structure.

6.3.16 In this context, it is also important to reiterate that the Proposed Development is sought on a temporary basis and the Site would be returned to its previous state, following its removal. In line with NPPG ¹ the duration of development is a factor that can be considered when assessing the potential impact of a development on the openness of the Green Belt. Accordingly, the temporary nature of the Proposed Development reduces any potential limited impact on the permanence of the Green Belt.

6.3.17 An important factor in respect of the impact upon the perception of openness in the Green Belt is the wider landscape setting and how the perception of openness within that setting would change following the introduction of a development.

¹ <https://www.gov.uk/guidance/green-belt> - ID: 64-001-20190722



6.3.18 The part of the Green Belt within which the Site is located is characterised by being surrounded by large trees. The temporary structure would not be visible from public vantage points.

6.3.19 As such, it can be concluded that the visual effects of the Proposed Development would not materially affect the perceived openness of the Green Belt.

Very Special Circumstances

6.3.20 Paragraph 149 states that local planning authorities should regard the construction of new buildings as inappropriate in the Green Belt. Paragraphs 149 and 150 identify certain forms of development, which subject to certain tests, may be considered as exceptions to inappropriate development.

6.3.21 The Proposed Development does not fall directly into any of these exception categories.

6.3.22 Very special circumstances are considered to exist which clearly outweigh the potential minimal harm to the 'actual' openness of the Green Belt.

6.3.23 In this case, the very special circumstances include that it is a temporary development that would be returned to its previous state, following its removal. Secondly, the Site is well screened by existing vegetation and will therefore not materially impact upon the 'perceived' openness of the Green Belt in this location. Thirdly, the Site is previously developed land and already contains a number of lighting columns. Finally, there would be economic benefits from the Proposed Development which will support a growing business and bring full-time employment for three people.

Knowsley Local Plan Core Strategy (Adopted January 2016)

6.3.24 The Knowsley Local Plan Core Strategy was adopted in January 2016 and sets out the vision, objectives and policies which will guide development within Knowsley up to 2028.

Policy SD1: Sustainable Development

6.3.25 Policy SD1 reiterates the presumption in favour of sustainable development contained within the NPPF. It seeks to enable development that improves and meets



the economic, social and environmental objectives of the Borough in line with this presumption.

- 6.3.26 The policy also states that the Council will work proactively with applicants to find solutions which mean that proposals can be made sustainable and approved wherever possible.

Strategic Objective 1: Sustainable Economic and Employment Growth

- 6.3.27 This objective set out within the Vision and Objectives chapter states that the Council has the aspiration to encourage and maintain sustainable economic growth within Knowsley and the wider Liverpool City Region by accommodating employment related development. The Proposed Development supports this objective.

Policy CS1: Spatial Strategy for Knowsley

- 6.3.28 Policy CS1 sets how the spatial development of Knowsley will be achieved up to 2028.
- 6.3.29 This policy states that one of the key spatial development priorities for the Knowsley region and Liverpool City Region is to enhance existing employment areas and provide a suitable range of sites and premises for new employment. The Proposed Development would enhance the existing employment area of King's Business Park, in which the Site located. The Proposed Development would also provide an employment-generating use, which would bring job opportunities for local people.

Policy CS2: Development Principles

- 6.3.30 Policy CS2 outlines the development principles that new proposals would be expected to accord with. Principle 1 refers to promoting sustainable economic development and tackling the causes of deprivation and disadvantage. The Proposed Development accords with Principle 1 by contributing towards improving business productivity and employment levels in Knowsley.
- 6.3.31 Principle 5 of the Development Principles states that proposals must make the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy. The Proposed Development would be sited within the designated King's Business Park Regional Investment Site.



Policy CS4: Economy and Employment

- 6.3.32 Policy CS4 sets out the overall employment development strategy for the Knowsley region. The scale and distribution of development for employment uses section of the policy states the intention for the provision of employment land to be primarily located within a number of locations, including King's Business Park. The policy promotes enhancing the quality and efficiency of land use within existing employments area, which will be achieved through the Proposed Development.

Policy CS19: Design Quality and Accessibility in New Development

- 6.3.33 Policy CS19 seeks to promote, high-quality design and construction. The temporary office structure of the Proposed Development would be a small, single-storey unit which has been designed to meet the functional requirements of the Proposed Development, while still being of high-quality. It would be clad in vertical hardwood timber battens, a suitable material and appearance given the surrounding woodland.

Policy CS24: Managing Flood Risk

- 6.3.34 Policy CS24 identifies that development should be prioritised to areas of lowest flood risk and must not increase flood risk elsewhere. The Site is located wholly within Flood Zone 1, with this being the lowest area of risk. There will be no increase in flood risk within the Site or elsewhere as a result of the Proposed Development, with it already consisting of hardstanding associated with the existing car park.

Saved Policies of the Knowsley Replacement Unitary Development Plan (June 2006)

- 6.3.35 The UDP was adopted in June 200, with a number of policies saved following in June 2009, while others were replaced by Core Strategy policies.
- 6.3.36 The following saved policy is of relevance:

Policy EC4: Regional Investment Site – Kings Business Park

- 6.3.37 Policy EC states that outline permission was granted for the business park for uses including B1 (Business), B2 (suitable forms of industrial use) and C1 (hotel use). While not in accordance with these specific uses, the Proposed Development is for



a temporary period only, and is within location of the Regional Investment Site which is physically separate from the main area of the Business Park.

- 6.3.38 The policy also includes a range of criteria for new development within the Regional Investment Site.
- 6.3.39 Criteria a) requires that it is of high-quality design and layout, reflecting its landscape and ecological value and its setting close to the Grade II listed Hazels House. As previously discussed, the structure been designed to meet its functional requirements, while still being of high-quality with materials used to reflect its location close to woodland. There would be no harm caused to the Hazels as discussed in Section 5 of this Statement.
- 6.3.40 Criteria b) requires it not to have a materially greater impact on the openness of the Green Belt than the existing approved development. This issue has been addressed earlier in Section 6.
- 6.3.41 Criteria c) requires development to secure the long-term management and maintenance of any landscape features to be retained within the Business Park. There would be no impact upon any existing landscape features as a result of the Proposed Development and it will ensure the maintenance of such features within the Site.

6.4 Material Considerations

- 6.4.1 As noted within the revised NPPF (September 2023), the information contained within national policy and guidance and other policy, guidance / emerging policy documents can represent material planning considerations in the determination of a planning application. In this case the key documents are judged to comprise the following:

- National Planning Policy Framework (September 2023)

National Planning Policy Framework

- 6.4.2 The NPPF (2023) is the current expression of overarching policy for England. The overarching policy objective of the NPPF is the presumption in favour of sustainable



- development. Its policies are a material consideration in the determination of planning applications.
- 6.4.3 The policies of the NPPF lend support for the Proposed Development and a summary of these is provided below.
- 6.4.4 Paragraph 11 sets out the ‘presumption in favour of sustainable development’. There is a strong directive that decision-makers should approve development proposals that accord with developments plans without delay.
- 6.4.5 Paragraph 81 explains that planning decisions should help to create the conditions in which businesses can invest, expand and adapt, with significant weight placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 83 states that decisions should recognise and address the specific locational requirements of different sectors.
- 6.4.6 Paragraph 119 states that planning decisions should promote an effective use of land while safeguarding and improving the environment and ensuring safe and healthy living conditions. Of particular relevance to the proposal, paragraph 120 c) explains that planning decisions should promote the development of under-utilised land.
- 6.4.7 Transport related policy is set out within Paragraphs 104 to 113 of the NPPF. Paragraph 111 confirms that: *“Development should only be prevented or refused on highway grounds if there would be unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 6.4.8 Policy relating to protecting Green Belt Land is set out within paragraphs 137 to 151 of the NPPF.
- 6.4.9 Paragraph 137 states that *‘the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence’*.
- 6.4.10 Green Belt policy within Paragraphs 138-149 have been dealt with earlier in this Section.

6.5 Planning Policy Conclusions

- 6.5.1 This chapter demonstrates that the proposal accords with the policies of the Development Plan when viewed as a whole and other relevant material considerations. It has been demonstrated that the Proposed Development represents sustainable development and that the presumption in favour of it should apply.

7.0 CONCLUSIONS

- 7.1.1 This Planning Statement has been prepared by Axis, on behalf of Mayfair Motor Group T/A Motorology and Nice Investments Ltd in support of a retrospective planning application for the development of a temporary facility for the sale of motor vehicles, including installation of an office structure, in place of an existing disused overflow car park on land at Kings Business Park, Prescot.
- 7.1.2 The benefits associated with the Proposed Development include bringing an employment-generating use, with the new business creating employment and economic benefits to the Borough and wider sub-region.
- 7.1.3 An assessment of the Proposed Development against relevant planning policy and guidance has demonstrated that it accords with the policies of the Development Plan when viewed as a whole and there are no material considerations which justify determining the application other than in accordance with it.
- 7.1.4 The heritage section of the report confirms that the impact of the Proposed Development on the nearby Garden Wall to the Hazels would be negligible and temporary.
- 7.1.5 While the Proposed Development is within the Green Belt, there are very special circumstances that should be taken into consideration in this case.
- 7.1.6 The Proposed Development would not give rise to any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF, particularly as it is for a temporary period only. In accordance with the presumption in favour of sustainable development at Paragraph 11(d) of the NPPF, planning permission should be granted.



Appendix A:

Transport Statement



Appendix B:

Business Operation Statement



At Mayfair Motor Group (“**MMG**”) T/A Motorology , we are committed to providing high-quality vehicles, exceptional customer service, and a safe and enjoyable shopping experience. Our operations are designed to ensure that we achieve these goals while complying with all relevant laws and regulations.

We will be open 09:00 am to 18:00 pm Monday to Sunday. Our hours of operation are designed to provide our customers with convenient shopping times, and we believe that these hours are ideal for customers who work during the day or have other obligations.

The majority of our customers visit us on an appointment basis only. We rarely have walk-in customers, as our customers are specific about the vehicle they want to purchase. We offer a personalized experience to our customers by providing them with dedicated time and attention during their appointment.

We are also experiencing sales where customers do not physically visit us to view their desired vehicle. Instead, they receive all the necessary information over the phone, receive a video of the vehicle, make the payment, and get the car delivered to them. This approach provides convenience to our customers while still maintaining our commitment to providing high-quality vehicles and exceptional customer service.

All major mechanical repairs or bodywork will be done in local garages. We source reputable local mechanics and body shops to ensure that all repairs are carried out to the highest standards. Additionally, we prep our own cars, giving them a full valet to ensure that all cars are very clean and safe for our customers and staff.



To ensure that our customers can access our vehicles easily, we offer delivery services. Our delivery driver will transport cars that we purchase and deliver them to our location. We also work with local car transport companies that carry only one car at a time to transport our vehicles to customers who are unable to visit our lot.

In addition to providing delivery services, we offer financing options to our customers, which helps them purchase a vehicle that they may not have been able to afford otherwise. We work with a network of lenders to provide our customers with competitive rates and flexible payment options.

To ensure the safety of our customers and employees, we have implemented safety protocols and procedures, including regular cleaning and sanitization of our vehicles and facilities. We also follow all relevant health and safety guidelines to ensure that our customers can shop safely.

We believe that our business should be a responsible member of the community, and we take steps to minimize our environmental impact. We recycle and dispose of waste responsibly, and we strive to minimize our carbon footprint through efficient energy use.

In addition to providing high-quality vehicles and exceptional customer service, we support local charities and community organizations. We believe that our success is closely tied to the success of the community in which we operate, and we are committed to contributing to the local economy and supporting local businesses. When carrying out our hiring process we always look to hire staff locally that have the experience and knowledge to carry out the operations above.

In summary, our business operations are designed to provide our customers with high-quality vehicles, exceptional customer service, and a safe and enjoyable shopping experience. We operate in compliance with all relevant laws and regulations and are committed to being a responsible member of the community. We look forward to operating in Kings Business Park and contributing to the local economy.

Best regards,

Mohammed Bilal

