

Agenda



Knowsley Council

1 October 2025

To: The Chairperson and
Members of the Planning Committee

Dear Councillor

A Meeting of the **PLANNING COMMITTEE** will be held on **Thursday, 9th October, 2025**, in the Council Chamber, Municipal Buildings, Huyton at **6.00pm**.

If you have any queries regarding this meeting, please contact Keith Glover on telephone number 0151 443-3502.

Yours faithfully

Chief Executive

Please Note:-

1. *(Please Note: Access to the Council Chamber is limited and members of the public or press wishing to attend in person are strongly advised to register in advance by emailing committees@knowsley.gov.uk or telephoning (0151) 443 2679. Attendees will be required to show photographic identification and will be subject to [security checks](#). Please note that meetings will also be live streamed. The live stream can be accessed from the following link - <https://knowsley.public-i.tv/core/portal/home>.)*
2. *If you have submitted a representation in respect of any of the planning applications that are included on the agenda for determination at this meeting, and wish to speak at the meeting, there is a procedure to be followed which can be accessed via the link below:-*

<https://www.knowsley.gov.uk/residents/building-and-planning/make-a-planning-application/speaking-at-planning-committee>

Membership of the Planning Committee

Councillors

S Donnelly	(Chairperson)
Mrs D Arnall	Ms J Harvey
Mrs C Bannon	Ms J Lilly
D J Baum	Mrs J E Lonergan
H Bell	K W McGlashan
T Brennan	G J Morgan
M Burke	Mrs S Powell
T Byron	I Smith
A J Flute	K Taylor
R Gaffney	Ms A Wright
G Golding	

(Note: The Agenda and Reports are circulated to all other Members of the Council for information only.)

A G E N D A

PART I

APOLOGIES

1. DECLARATIONS OF INTEREST

2. MINUTES

To receive as a correct record the minutes of the meeting of the Committee held on 11th September 2025.

(Pages 1 - 2)

3. APPLICATIONS FOR PLANNING PERMISSION

To consider the reports of the Executive Director (Regeneration and Economic Development) in respect of the following applications for planning permission.

(Please note that:-

- (i) Background Papers to the planning applications referred to in this agenda comprise the following: -
 - 1. The planning application as submitted or subsequently revised including all forms and plans, etc.
 - 2. The application case sheet, inspection report, photographs, etc.
 - 3. An Ordnance Survey sheet extract showing the application site and the surrounding area.
 - 4. Standard planning conditions as adopted by the Council.
 - 5. Relevant policies from the Unitary Development Plan as appropriate.
 - 6. Copies of all statutory and non-statutory consultations and related correspondence except where they are strictly confidential.
 - 7. The relevant planning history of the application site.

Specific documents, which have been used as a background paper for a particular planning application, and which are not included in the above, are detailed as appropriate at the end of the individual report concerned. Please contact the planning services team (0151 443 2381 or via email at Dcsubmissions@knowsley.gov.uk) to arrange inspection of these files and documents; and

- (ii) Details of the contact officer is contained in the individual report and additional information/some background papers can be found on the [Public Access](#) site via the link shown beneath each planning application below).

- (a) **23/01037/OUT - OUTLINE PLANNING APPLICATION (WITH ALL MATTERS OTHER THAN ACCESS RESERVED) (TO BE DETERMINED BY HALTON BOROUGH COUNCIL ONLY) FOR THE DEVELOPMENT OF UP TO 350 DWELLINGS, PUBLIC OPEN SPACE, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE WORKS. FULL DETAILS FOR SITE ACCESS ARRANGEMENTS VIA A NEW JUNCTION ON CHAPEL LANE (TO BE DETERMINED BY KNOWSLEY BOROUGH COUNCIL ONLY) AND EMERGENCY ACCESS VIA SANDY LANE (TO BE DETERMINED BY HALTON BOROUGH COUNCIL) - LAND TO NORTH AND EAST OF ROSE FARM, CHAPEL LANE, WIDNES, KNOWSLEY / CHESHIRE**

Additional information in relation to this item can be obtained on Public Access via the following link:-

<https://planapp.knowsley.gov.uk/online-applications>

and entering 23/01037/OUT in the search box

(Pages 3 - 32)

- (b) **25/00274/COU - CHANGE OF USE OF RESIDENTIAL DWELLING (USE CLASS C3) TO CHILDRENS CARE HOME (USE CLASS C2) FOR A MAXIMUM OF 2NO. CHILDREN - 6 EDGEMOOR DRIVE, FIELD LANE ESTATE, KNOWSLEY, L10 1LP**

Additional information in relation to this item can be obtained on Public Access via the following link:-

<https://planapp.knowsley.gov.uk/online-applications>

and entering 25/00274/COU in the search box

(Pages 33 - 48)

4. DELEGATED PLANNING DECISIONS

To consider the report of the Head of Planning and Building Control.

(Pages 49 - 54)

5. ANY OTHER ITEM(S) WHICH THE CHAIRPERSON DEEMS TO BE OF AN URGENT NATURE

PLANNING COMMITTEE

At a meeting of the Planning Committee held in the Council Chamber, Municipal Buildings, Huyton on Thursday, 11th September, 2025 the following Members were

P r e s e n t:

Councillors

S Donnelly
Chairperson of the Committee
(in the Chair)

D J Baum, H Bell, T Byron, A J Flute, R Gaffney, G Golding, K W McGlashan, G J Morgan and I Smith

APOLOGIES

Apologies for absence were received on behalf of Councillors Mrs D Arnall, Mrs C Bannon, T Brennan, M Burke, Ms J Harvey, Ms J Lilly, Mrs J E Lonergan, Mrs S Powell, K Taylor and Ms A Wright

6. DECLARATIONS OF INTEREST

The representative of the Assistant Executive Director (Legal and Governance) reported that no declarations of interest had been submitted by Members.

7. MINUTES

The minutes of the meeting held on 26 June 2025 were received as a correct record and signed by the Chairperson.

8. APPLICATIONS FOR PLANNING PERMISSION

(a) 25/00079/FUL - Change of Use From Dwelling House (C3) to a Children's Home (C2) - 38 Howden Drive, Roby, L36 4NU

The Committee considered:-

- (1) the report of the Executive Director (Regeneration and Economic Development) on the above application for planning permission; and
- (2) the verbal representation of an objector to the application that was made during the 3-minute period allocated as part of the decision-making process.

RESOLVED – That planning permission be granted subject to the conditions set out in the schedule.

9. DELEGATED PLANNING DECISIONS

The Committee considered the report of the Head of Planning and Building Control that set out those applications for planning permission that had been determined under delegated powers since the last meeting of the Committee.

RESOLVED – That the report be noted.

Minutes 6 to 9 received as a correct record on the 9th day of October 2025.

Chairperson of the Committee

(The meeting closed at 6.30 pm)

APPLICATION NO: 23/01037/OUT

APPLICANT: TAYLOR WIMPEY

WARD AFFECTED: Whiston and Cronton

PARISH: Cronton

DEVELOPMENT:

OUTLINE PLANNING APPLICATION (WITH ALL MATTERS OTHER THAN ACCESS RESERVED) (TO BE DETERMINED BY HALTON BOROUGH COUNCIL ONLY) FOR THE DEVELOPMENT OF UP TO 350 DWELLINGS, PUBLIC OPEN SPACE, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE WORKS. FULL DETAILS FOR SITE ACCESS ARRANGEMENTS VIA A NEW JUNCTION ON CHAPEL LANE (TO BE DETERMINED BY KNOWSLEY BOROUGH COUNCIL ONLY) AND EMERGENCY ACCESS VIA SANDY LANE (TO BE DETERMINED BY HALTON BOROUGH COUNCIL)

LOCATION OF SITE: Land to north and east of Rose Farm, Chapel Lane, Widnes, Knowsley / Cheshire

DEVELOPMENT PLAN ALLOCATION: Green Belt

REPRESENTATIONS: 291 objections received and 17 support

RECOMMENDATION:

That Members delegate authority to the Head of Planning & Building Control to grant planning permission under delegated powers subject to the conditions set out in the attached schedule.

CASE OFFICER: Jo Sheridan

SUMMARY:

This application relates to the formation of a new access on to Chapel Lane which will serve a residential development of up to 350 dwellings, the site is identified for housing in Halton's Local Plan. The majority of the site (where the houses are proposed) is located under the jurisdiction of Halton Borough Council, only the access onto Chapel Lane is located in Knowsley (0.21ha or 1.4%, based on total site area of 14.92ha of the site is located within Knowsley's jurisdiction). Due to the application site including land in both Council areas, applications were submitted to both Councils, but only matters relating to the impacts of the access can be considered as part of this application because this is the only part of the site in Knowsley.

On 1 September 2025 Halton's Planning Committee resolved to grant planning permission for the substantive element of the residential development subject to conditions and a S106 agreement, this is a material consideration which carries significant weight.

The main planning issues for members to consider are:

- Highway Safety

- Impact on the setting of a Listed Building

1. SITE AND SURROUNDINGS

- 1.1 The application site covers land in both Knowsley and Halton, in total the size of the site is 14.38 hectares and comprises undeveloped greenfield land and an area of Chapel Lane. The area of land relating to Knowsley is the site access which is proposed via Chapel Lane. Chapel Lane itself is within Knowsley's jurisdiction, whilst the wider site is within Halton Council.
- 1.2 The site is located east of Chapel Lane, north of Old Upton Lane and west of Queensbury Way (the latter two roads are in Halton). The site's primary access will be taken from Chapel Lane with emergency accesses proposed north of the main access on Chapel Lane and to the south via Sandy Lane (in Halton).
- 1.3 In the wider context, the site is located to the south of the village of Cronton and would represent an expansion of Upton Grange which is located to the south of the application site.

2. PROPOSAL

- 2.1 The application has been made in outline with all matters other than access reserved until reserved matters stage. It proposes the erection of up to 350 dwellings, public open space, landscaping and associated infrastructure works together with full details for site access arrangements to include a new junction on Chapel Lane and an emergency access via Chapel Lane.
- 2.2 Only the matters relating to the site access and emergency access are relevant to making a decision on this application as those are the only areas of the site in Knowsley.

3. RELEVANT SITE HISTORY

- 3.1 There is no relevant planning history.

4. ARTICLE 35 STATEMENT

- 4.1 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

5. EQUALITIES ACT 2010

- 5.1 In determining this application, the Local Planning Authority has considered the requirements under S149 of the Equalities Act 2010.
- 5.2 Section 149 of the Act sets out a general duty that requires the council to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

6. REPRESENTATIONS

- 6.1 The planning application was publicised by individual neighbour notification letters, the display of seven site notices and a public notice in the local press. 291 objections and 17 letters of support have been received in response to the publicity given to the application. These figures include representations from a second round of public consultation undertaken in January 2025 which included neighbour notification letters, the display of site notices and the publication of a press notice.
- 6.2 The objections are summarised as follows:

Highways:

- Chapel Lane would struggle to handle any more traffic than it already does, and the existing congestion and regular traffic jams would become more frequent
- The proposed junction is in the middle of two dangerous blind bends
- Dangerous backups on Chapel Lane will occur at busy times and right hand turns from the estate will be difficult
- Two serious collisions in recent years not included in the traffic assessment
- the road is not built for the heavy vehicles that will be using the access during construction
- All access to those dwelling is serviced by the main arterial road, Queensbury Way, which appears the safer alternative route into this proposed development
- Two serious accidents and regular near misses due to oversized vehicles or delivery vehicles parks on the bends adjacent to rose farm
- The speed indicator placed at Chapel Lane is not representative of the average speeds - speeds in excess of 60 mph are regularly achieved
- Concerns over the safety of school children due to increased traffic
- Already difficult for residents and visitors to find parking and access driveways
- Exiting onto the main Queensbury way road roundabout will be challenging due to increase traffic

- The proposed 350 initial dwellings go over the 180-unit threshold set by Halton Council for a single point of access
- The position of the junction onto a small rural road (section 2.37 of Taylor Wimpey's Design and Access Statement describes this as a 'minor road') would be insufficient to accommodate a site making provision for 700 parking spaces plus visitor parking
- No details provided of improvements to Old Upton Lane/Sandy Lane, nor the requirement for improvement if it is only to be used for emergency access
- The current Traffic Regulation Order (TRO) for emergency vehicles has been in place for several years without improvements being deemed necessary
- To be able to accommodate a junction the lighting would have to be significantly improved for safety at night
- At peak times there is a significant increase in road usage, it is particularly hazardous at the beginning and end of each school day
- Chapel Lane's narrow, winding road is already struggling with traffic and will become more dangerous during construction
- Whilst the speed limit on the road is 30mph, residents know that this is regularly not adhered to
- With this additional traffic in the area leading both into Cronton and leading to junction 6 of M62, additional traffic from new housing will gridlock the area, it is already heavily congested every morning, and delays can be up to 30 minutes
- Even allowing for a low estimate of 100 additional school children; 50 primary and 50 senior school children, all local schools are already oversubscribed, they would have to school out of the area, in which case more traffic on the roads during school hours
- This large number of additional houses are likely to be inhabited by young and expanding families who will own multiple cars
- The Halton Traffic Assessment document does not combine the current usage with the additional number of vehicles which would provide an increase of approximately 70%
- Cronton Parish Council have carried out an independent visual survey on Friday 31st January during the morning and evening rush hours, the results of which provide evidence of severe congestion
- Two serious accidents and regular near misses due to oversized vehicles or delivery vehicles parks on the bends adjacent to Rose Farm
- The speed indicator placed at Chapel Lane is not representative of the average speeds - speeds in excess of 60 mph are regularly achieved
- With one egress and ingress per day, there would be 1,400 vehicular movements. If half of them had an additional entry/exit, that adds 700 more, totalling 2,100 movements. Including service, delivery, and visitor vehicles, an extra 100 movements could bring the total to 2,200 movements per day
- Knowsley's Local Plan objectives and the NPPF state that developments should be refused if they have an unacceptable effect on highway safety, which this proposal does
- The development will encourage more drivers to use Chapel Lane as a cut-through to access primary network routes, further increasing traffic pressure on Knowsley's roads

- Chapel Lane may become a link road for thousands more vehicle movements a week
- The proposed roundabout and speed bumps are inadequate for the volume of traffic expected
- Pedestrian and cyclist access will be disrupted, and safety will be compromised

Infrastructure:

- Local infrastructure is already overwhelmed and the increased population resulting from these dwellings will compound this problem
- The 2 schools in Cronton are oversubscribed and have 95% intake from Halton
- Already up to 18-month waiting time for NHS dentist
- The nearest doctor to the proposed development is Fir Park Medical Centre the burden new patients is unsustainable
- Lack of planned leisure facilities to meet current and rising youth demand
- Sandy Lane is part of a plan for a safe cycling route between Widnes and Huyton
- No provisions made for additional police officers to cope with potential increase in anti-social behaviour during and post construction
- The provision of local services must be increased if the needs of new families are to be serviced adequately
- The local A & E is Whiston hospital which already sees waiting times of up to 10 hours, the pressure of increased population is unsustainable
- The Chapel has served the local community continually for almost 180 years. An increased volume of traffic on the lane would increase the danger for those using the building, particularly the vulnerable
- Drainage and utility work on Chapel Lane as part of the development could block roads, further impacting traffic flow, forcing traffic (including HGVs) down Cronton Road
- The proposed schools in the application (Wade Deacon, Lunts Heath, and Farnworth Primary) may be outside the catchment area for the development
- The recent additional information provided by the applicants only refers to a private dentist that has recently opened in the area, which is insufficient mitigation for a further development

Ecology and Environment:

- The area under consideration is one of the only green spaces in the area
- There will be loss of irreplaceable green belt which is utilised by many people including Halton residents who have lost rural space in Halton due to other extensive developments removing green belt
- Loss of trees, hedgerows and fields during construction will have adverse impacts on wildlife such as Pipistrelle bats and Fieldfares and Redwing birds

- Brownfield land development should be prioritised in line with Liverpool City Regions aim to deliver development with minimal impact on existing green space
- Farmland and produce will be impacted by new development
- The reports have not adequately considered the protected status of the hedgerows, particularly in respect of hedgerows forming a marker for a pre-1850 parish/township boundary or as marker for "field system" Pre Enclosure Act. There is an obligation under the NPPF to protect these hedgerows
- The surrounding land of the Cronton Village area is also home to foxes and deer and the pressure on these wild animals from traffic congestion and new housing estates will eventually see them disappear completely
- Gradually, green open spaces and farmland in the village are being built on and tarmacked over
- The destruction of green space will reduce the area's capacity to absorb carbon emissions, contributing to climate change
- Unnecessary release of green belt land as housing targets scrapped by central government
- The proposal to widen the lane to 3m for better access will destroy all the hedgerows, trees, and associated wildlife
- The proposal would cut off several areas of woodland and hedgerow from their natural access to open countryside
- Halton council have large areas of brownfield land which would be better utilised for house building
- Building a substantial number of homes on green fields and pasture will not improve biodiversity or protect wildlife habitats
- Traffic calming measures would mean that drivers successively reduce then increase speed and would result in higher CO2 emissions and increased fuel consumption
- No Green Buffer Zones (500 metres on either side) for wildlife that should be adhered to on either side of Halton BC and Knowsley BC's boundary lines
- A housing development will change the character of the area. It is currently and always has been used for agricultural purposes and as open green space
- Comprehensive list of species quoted to be affected: hares, foxes, shrews, kestrels, buzzards, moorhens, ducks, geese, newts, toads, bats, deer, butterflies, redwings, fieldfares, and swallows.

Health and Safety:

- This area is seen by hundreds of walkers every day. Losing this is damaging to the wellbeing of citizens. With mental health issues on the rise, the lack of green spaces can increase stress, depression and anxiety levels
- The proposed 'Ghost Island' arrangement document shows a requirement for the reduction of the width of the footpath to accommodate an increase in the width of the carriageway. The footpath would be reduced to 1.38m at one point. Reduction in width of the footpath (1.38m in one point) causes concerns over accessibility particularly for wheelchair users and the safety of pedestrians

- Pollution (noise, air, etc) from construction and operational phases will impact the health of residents
- Fewer safe walking routes leads to fewer people walking, running and cycling recreationally and could contribute to higher levels of obesity
- Higher numbers of road users will make it increasingly dangerous for pedestrians trying to cross the road, particularly young children.
- Increased urbanisation reducing green space will negatively impact the mental wellbeing of residents
- Traffic calming measures such as speed bumps could threaten the safety of cyclists
- Pollution (noise, air, etc) from construction and operational phases will impact the health of residents
- The oversubscription of schools means that children must travel longer distances to school. This development will increase the likelihood of this. Children not walking to school increases the likelihood of childhood obesity, which is already an issue
- Given the historical poor health in the borough and the legacy of ill health caused by the COVID-19 pandemic, taking away another open/green area would increase the burden of ill health, as these areas are beneficial for physical and mental health
- The building of residential properties in this location will remove the rural character of Sandy Lane and adjoining PRow walks, disproportionately affecting residents who rely on them for their mental health.

Residential Amenity:

- The proposed development site is one of only spaces without interruption of traffic and children. It is the only safe space to walk in nature
- No details given on how long construction is planned to impact the community
- The precedent such a development sets for further urban expansion is unfavourable to Cronton Residents
- Design of new dwellings is inappropriate for high quality living e.g. entertaining guests and receiving family would be difficult without adequate space
- The park in Cronton sees high volumes of dog walkers, waste will be worsened by a growing number of people and pets
- With residential houses so close to the proposed site of the junction, the impact of the lighting and noise would be highly disruptive
- The development will fundamentally alter the quiet character of Cronton and surrounding areas
- Property values may decrease due to reduced road safety and overpopulation rendering the location less desirable
- The area is used by 2 running groups that loop around Cronton who would be affected by the development
- Cronton is already experiencing antisocial behaviour from gangs of youths dispersed by Cheshire Police from Upton Rocks. This development will likely exacerbate this issue as youths seek out new places to gather.
- Cronton is one of the most desirable places to live in Knowsley, but its status is being eroded by Halton's rapid growth and this development plan

- The council must ensure that any new development is accompanied by proportionate investments in local amenities to avoid compromising the wellbeing of the community.

Miscellaneous:

- The entrance being so close to the administrative boundary line means when incidents do occur there is confusion as to which Council or Authority are responsible
- Local businesses' customers use the paths to access their facilities, should this no longer be available revenue may suffer
- Building houses to the edge of Halton boundary removes any control from HBC of preventing urban sprawl if the neighbouring Authority also decide to allow development in the future.
- The development is contradictory to Halton's Local Plan with regards to preventing unrestricted sprawl. Resultantly, Widnes and Cronton (Halton and Knowsley) will become one continuous and indiscernible conurbation.
- Working pattern predictions are based on work from home arrangements do not consider the increased number of workers returning to the office part or full time
- more suitable, less rural, locations in Widnes
- True affordability of new homes
- The development is too dense for the area and goes against its existing character
- Taylor Wimpey should pay the necessary price to unlock land to allow an exit entrance onto Queensbury Way to create an alternative access point
- Many Cronton Village residents are pensioners, and the new homes will considerably alter the demographic of people in the area
- Those who walk for fitness and leisure, using it as part of a circular route, or access to areas of natural beauty such as Pex Hill may avoid the area due to disruptive construction or increased congestion
- Reduction in pavement width could adversely impact parents with pram/pushchair age children
- Listed buildings will see their architectural and historical prestige impacted by the proposed site entrance.

6.3 The letters of support are summarised below:

- The development at Chapel Lane will provide much needed affordable housing.
- We have purchased 2 new homes in the area in the past and will probably do so again, liberating other affordable homes for first time buyers.
- The development will bring much need revenue to the town
- Former residents eager to move back would be able to following the development of affordable housing
- Ideal location for those trying to buy within commuting distance of Manchester and Liverpool

- opportunity for first time buyers to remain in their local area which may not have been possible before
- Ideal housing type for existing residents looking to downsize without relocating

7. CONSULTATIONS

Environmental Health: No objections subject to three conditions; one requiring the submission of a construction management plan, one restricting the hours of construction and one regarding land contamination.

Highways (Knowsley Council): No objections subject to conditions for:

- Emergency access final design;
- Offsite Highway Works Chapel Lane, Traffic Calming Scheme
- Development Access Road
- Completion of Access Road Surfacing
- Offsite highway works: Sandy Lane
- Offsite highway works: Hall Lane/Cronton Road
- Residential Travel Plan
- Construction Management Plan
- Road Safety Audit
- Visibility Splays
- Improvements to the right of way
- Surfacing of Chapel Lane assessment

Local Lead Flood Authority: No objections subject to two conditions; one requiring the submission of a detailed drainage strategy and one requiring the submission of a management and maintenance plan.

Merseyside Environmental Advisory Service (MEAS): No objections, subject to five conditions requiring details of a replacement hedgerow (H1); a condition to protect breeding birds; a condition to secure bird boxes; a condition to ensure reasonable avoidance measures are in place for terrestrial mammals and a condition to ensure the lighting scheme is designed so that it protects ecology.

Arboricultural Officer: No objections subject to a condition requiring the submission of an Arboricultural Method Statement.

National Highways: No objections.

Active Travel England: No objections.

Cronton Parish Council: Submitted four objections to the development proposal, raising the following issues:

- Inappropriate development on Green Belt land and should not proceed;
- Exit and entrance onto Chapel Lane
 - o Chapel Lane is a "Lane"

- Average speeds 50+mph are common
- Date used in the TA to support the assumptions for increased traffic is flawed;
- Queensbury Way provides a better standards for the development;
- Increased volume of traffic;
- Ecology
 - The common Pipestrelle, fieldfare and redwings have been sighted in the area;
 - High amenity value trees are to be removed;
 - Hedgerows not assessed;
- Housing development
 - Removal of irreplaceable green belt up to the border with Knowsley;
 - Anti social behaviour would increase with further housing development
 - Do not believe that the existing infrastructure can support with regards to schools, doctors, dentists;
 - Additional traffic, noise, air pollution will result in a reduction in the quality of life;
 - Impact on the right of way;
- Impact on the Listed Building
 - The vehicular access is in very close proximity to the Listed Building;
 - Lighting and visual intrusion;
 - Do not accept that the harm to the Listed Building would be “lower end of less than substantial harm.”

Whiston Town Council: Object to the proposal and state that the proposal will have a severe impact on the highway, the level of increased traffic along with the proposed new junction will have a negative impact on the area.

Natural England: No comments.

8. POLICY CONTEXT

8.1 Paragraph 11 and 12 of the National Planning Policy Framework (NPPF 2024), an extract from which is set-out below, states that:

“Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

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 usually 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.”

- 8.2 In this regard the Knowsley Local Plan: Core Strategy was adopted in January 2016, although certain saved policies of Knowsley Replacement Unitary Development Plan (UDP) remain operational as part of the Statutory Development Plan and are still given weight in reaching a decision under the provisions of paragraph 21 of the latest NPPF. The Joint Merseyside and Halton Waste Local Plan was adopted in 2013 and is also part of the development plan.
- 8.3 The site is allocated for residential development (as a Sustainable Urban Extension) within the Knowsley Local Plan Core Strategy in order to help meet the borough’s development requirements up to 2028. The relevant adopted policies for the assessment of the application are listed below:

National Planning Policy

National Planning Policy Framework (2024)

National Planning Policy for Waste

Planning Practice Guidance

Knowsley Replacement Unitary Development Plan (Saved Policies, 2006)

T5 – Location of Major Traffic Generating New Development

T7 – New Development and Walking & Cycling Routes

T9 – Travel Plans

T10 – Access for the Less Mobile

DQ3 – Gateway site and corridors

DQ4 - Trees and Development

Knowsley Local Plan Core Strategy (2016)

SD1 - Sustainable Development

CS1 - Spatial Strategy for Knowsley

CS2 - Development Principles

CS7 - Transport Networks

CS8 - Green Infrastructure

CS19 - Design Quality and Accessibility in New Development

CS20 – Managing the Borough’s Historic Environment

CS21 - Greenspace and Trees

CS24 - Managing Flood Risk

Merseyside Waste Local Plan (2013)

WM8 - Waste Prevention and Resource Management

WM9 - Sustainable Waste Management Design and Layout for New Development

Adopted Supplementary Planning Documents (SPD)

Ensuring a Choice of Travel SPD (2010)

Design Quality in New Development SPD (2016)

Trees and Development SPD (2016)

Developer Contributions SPD (2016)

9. ISSUES AND ASSESSMENT

Principle of the Development

- 9.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. This is the test that legislation prescribes should be employed on planning decision making. It must be considered whether the application is in accordance with the development plan when it is considered as a whole.
- 9.2 The 'presumption in favour of sustainable development' at paragraph 11 of the NPPF means: "approving development proposals that accord with an up-to-date development plan without delay." If there is conflict with the development plan, applications should be refused unless material considerations indicate otherwise. Policy SD1 of the Local Plan Core Strategy reflects this approach which is considered central to decision making.
- 9.3 The relevant policies within the Local Plan Core Strategy and the relevant saved policies within the UDP are considered to be consistent with the NPPF and as such are considered to be up to date. As such, full weight can be given to the Statutory Development Plan and paragraph 11d) of the NPPF is not engaged and members may determine the application, applying the "flat balance". This means members may determine the application from a neutral balance, weighing up harms against benefits.
- 9.4 The principle of the appropriateness of the site for a new housing development is for the consideration of Halton Borough Council as the site falls within their Borough boundary.
- 9.5 Halton, at their Planning Committee meeting on 1st September 2025, resolved to grant planning permission for the development subject to conditions and the applicant entering into a S106 agreement. The conditions which Halton resolved to apply to their decision are listed in Appendix 1 of this report.

- 9.6 While the impact of the proposed development that would take place on the Halton site is a material planning consideration, only Halton Council can decide whether the impacts are acceptable or control the impacts of that development by condition or legal agreement. As set out above, Halton Borough Council has resolved to grant planning permission for the residential development and this is a material consideration of significant weight.
- 9.7 The application before Members seeks permission for the vehicular access and emergency access to the proposed development onto Chapel Lane, as these are the only elements of the scheme in Knowsley. The accesses are considered acceptable in principle subject to the further considerations outlined in this report.

Highways

- 9.8 The NPPF, paragraph 116, advises that ‘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 would be severe.’
- 9.9 Policy CS7 of the Local Plan Core Strategy seeks to promote accessible developments, sustainable modes of travel and reduction of carbon emissions whilst ensuring adequate on-site parking is incorporated within new development. This policy seeks to ensure development impacts are acceptable in highway safety terms.
- 9.10 Policy CS19 of the Local Plan Core Strategy promotes the delivery of accessible places and seeks to ensure new developments provide safe, secure and convenient routes for movement, to meet the needs of all users. Saved Policy T7 of the Knowsley UDP seeks to ensure new development preserves or where possible enhances the walking and cycling network as well as promoting access to green corridors to encourage healthy living and exercise and policy T10 seeks to ensure adequate access for the less mobile is provided in new developments. Saved Policy T5 of the Knowsley UDP requires major developments to be within 400 metres from a bus stop and/or 800m from a rail station and Policy H7 of the Knowsley UDP requires developments to incorporate safe and adequate parking areas that include screening.
- 9.11 The Council’s Highways team has reviewed the proposal and the submitted Transport Assessment (May 2023) and Transport Assessment Addendum (January 2025). The Transport Assessment (TA) addresses the likely highway/transportation impacts associated with the development and also considers the detail of the site access, the internal layout and the parking provision.

Site access arrangement

- 9.12 The proposed access design has been considered and is acceptable in principle. Swept path analysis for refuse vehicles has been provided which show that a large vehicle can access and egress the site in a safe way, adequate provision is also made for pedestrians and cyclists to enter and leave the site via the access.

- 9.13 The application states that the site access has been designed with visibility splays which meet the requirements of Manual for Streets 2 (which is 2.4m x 43m), this is guidance endorsed by the Department for Transport which provides recommendations to follow when designing new highway works.
- 9.14 Chapel Lane has a posted speed limit of 30mph. The applicant's Transport Assessment indicates that 85th-percentile speeds were measured at 34.0 mph (northbound) and 35.2 mph (southbound) during a speed survey that they undertook. The 85th percentile speed is the speed at or below which 85% of drivers travel, highways engineers use this measure, rather than the average or median speed when designing new highway infrastructure because it reflects the speed most drivers travel at.
- 9.15 During the course of the application being considered a number of representations were received which stated that vehicles significantly exceed the 30mph speed limit on Chapel Lane and that the proposed visibility splays were therefore unsafe.
- 9.16 In order to address these concerns Knowsley Council commissioned an independent speed survey which was carried out over three weeks; two of those weeks were during 'normal' conditions during school term time.
- 9.17 The Council's speed survey recorded 85th-percentile speeds of 38.0 mph northbound and 37.4 mph southbound. These findings support the assessment figures proposed by the applicant showing that a significant proportion of vehicles exceed the 30 mph speed limit on Chapel Lane.
- 9.18 Given the actual speeds on Chapel Lane the, the visibility splays proposed for the new access will only be acceptable if the speed of vehicles using Chapel Lane in the vicinity of the site access is reduced to 30mph.
- 9.19 The Highways team believe that a comprehensive Traffic Calming Scheme would ensure that vehicle speeds are reduced to 30 mph, should members be minded to grant permission this can be secured via planning condition. The traffic calming scheme will seek the following mitigation measures to ensure increased compliance with the posted 30 mph speed limit.
- A raised table junction at the site access to slow vehicle speeds and improve pedestrian visibility;
 - Gateway features and vertical/horizontal traffic-calming measures along Chapel Lane, including measures such as localised carriageway narrowing, speed cushions/tables or road markings, to reduce vehicle speeds approaching the development;
 - Footway widening at identified pinch points, which may be achieved through localised carriageway narrowing, to ensure continuous pedestrian access;
 - Cutting back of overgrown vegetation to restore full footway width and maintain intervisibility between pedestrians and drivers;
 - Provision of cycle lanes or shared-use pathways where appropriate to promote sustainable travel;

- Installation or enhancement of signage to direct and inform all users of the network;
- Any other infrastructure necessary to support safe and sustainable travel.
- Upgrades to Public Right of Way (PRoW) crossing points, where appropriate, to ensure safe and convenient pedestrian passage. Currently, the PRoW terminates directly at Chapel Lane with no safe waiting area for pedestrians to cross. The scheme shall provide a safe waiting area by localised carriageway narrowing or similar measures, which will also contribute to traffic calming along the route.

9.20 Measured visibility splays of 2.4 m × 52 m (northbound) and 2.4 m × 54 m (southbound) have been demonstrated for the site access. If the recommended traffic-calming measures are implemented, recorded 85th-percentile speeds should reduce towards the 30 mph speed limit on Chapel Lane. On that basis the demonstrated visibility splays for the proposed site access are greater than the theoretical requirement under Manual for Streets 2 (2.4m x 45m) and are therefore acceptable for the proposed access and would not have an unacceptable impact on highway safety

Emergency access

9.21 The proposed emergency access point onto Chapel Lane would be located to the north of the main access, use of the access by vehicles would be prevented by removable bollards and which would allow it to be available for use by pedestrians and cyclists when it is not being used as an emergency access.

9.22 Measured visibility splays of 2.4 m × 52 m (northbound) and 2.4 m × 54 m (southbound) have been demonstrated for the emergency access. If the recommended traffic-calming measures are implemented, recorded 85th-percentile speeds should reduce towards the 30 mph speed limit on Chapel Lane. On that basis the demonstrated visibility splays for the proposed emergency access are greater than the theoretical requirement under Manual for Streets 2 (2.4m x 45m) and are therefore acceptable for the proposed emergency access.

9.23 The bollards and associated access control infrastructure which would prevent the use of the emergency access by vehicles lie within Halton's administrative boundary. Responsibility for the operation and maintenance of the bollards and controls will be subject to a planning condition which restricts the use of the access should members be minded to grant permission.

Pedestrian and Cyclist Environment

9.24 The proposed development will increase pedestrian and cyclist demand along Chapel Lane. The measures included in the traffic calming scheme which would be secured by condition if members are minded to grant planning permission would make the use of Chapel Lane more attractive to pedestrians and cyclists. This would ensure that active travel would be a feasible mode of transport for new residents and would not result in an unacceptable impact on highway safety.

- 9.25 The development also proposes to use Sandy Lane, which runs through and to the north of the site, as an active travel corridor for pedestrians and cyclists to travel between the site and Cronton Village. Sandy Lane is already used for active travel but given the likely increased usage as a result of the development it is expedient to secure improvements to the parts of the lane which lie in Knowsley. Should members be minded to grant planning permission a condition is recommended which will secure lighting, the clearance of vegetation and minor resurfacing/drainage etc.

Junction Capacity

- 9.26 The Transport Assessment which was submitted with the application included an assessment of the capacity of the following junctions in Knowsley:
- Site Access (Knowsley)
 - Cronton Road/Chapel Lane/Smithy Lane (Knowsley)
 - Cronton Road/Queensbury Way (Knowsley)
- 9.27 The following junctions in Halton were also modelled:
- Cronton Road/Lunts Heath Double Roundabout
 - Liverpool Road/Hale Road
 - Prescott Road/Queensbury Way

- 9.28 The impacts on junctions in Halton were independently assessed by Halton Borough Council when they decided the application at their 1 September Planning Committee meeting and were considered acceptable. It is only necessary for members to consider the impacts on junctions within Knowsley

Site Access Junction

- 9.29 The proposed site access has been assessed using PICADY junction modelling, an industry-standard tool that predicts how road junctions will operate under different traffic scenarios.
- 9.30 The model uses realistic trip rates based on comparable residential developments and considers the number, timing, and purpose of trips, including commuting, school journeys, and leisure travel. Importantly, the modelling adopts a conservative approach, effectively a “worst case,” as independent traffic counts commissioned on Chapel Lane show that actual current use is lower than the base flows assumed in the model. This means the model likely overestimates traffic levels.
- 9.31 The assessment also accounts for shared car trips, walking, cycling, and public transport use, rather than assuming every household will make multiple car journeys daily. Overall, the modelling demonstrates that the proposed access can safely accommodate development traffic, and that the additional movements will not have a severe impact on Chapel Lane or the surrounding highway.

Cronton Road/Chapel Lane/Smithy Lane Signalised Junction

- 9.32 The proposed development is predicted to result in a 37.5% increase in peak-hour traffic on the Chapel Lane approach to the Cronton Road/Chapel Lane/Smithy Lane junction (equating to a 13.7% increase in overall junction

raffic). This junction has been assessed using LinSig, a recognised industry-standard tool for modelling signalised junctions.

- 9.33 The results show that the junction would continue to operate within capacity, with a maximum Degree of Saturation (DoS) of 72.3%, which is comfortably below the typical design threshold of 90%. This indicates that there is spare capacity available during peak periods.
- 9.34 Independent validation confirms that the modelling adopts a conservative approach, likely overestimating both traffic volumes and pedestrian demand. Even under this worst-case scenario, the junction is shown to accommodate the additional traffic safely and efficiently. On this basis, the Highways team considers the assessment to be robust and concludes that the development would not result in a severe impact on the operation or safety of the junction.

Cronton Road/Queensbury Way

- 9.35 The A5080 / Queensbury Way roundabout has been modelled using Junctions 10 software, a recognised industry-standard tool for signalised and unsignalised junction analysis.
- 9.36 The modelling considers AM and PM peak periods for the future year (2033) both with and without the proposed development and includes full origin-destination flows and heavy vehicle proportions. Key outputs, including ratio of flow to capacity (RFC), maximum queue lengths, and average delays, show that all arms of the junction operate well within capacity.
- 9.37 The assessment demonstrates that the proposed development is not expected to result in severe effects on the junction or wider network. Following their assessment, Highways Officers have confirmed that the local highway network can accommodate the additional traffic safely and efficiently. The modelling has been conducted using robust, transparent methods in line with national and local guidance.

Hall Lane/Cronton Road

- 9.38 The proposed signalised pedestrian crossing at the Cronton Road / Hall Lane junction has been developed in consultation with Knowsley Council officers and will be secured via planning condition if members are minded to grant planning permission.
- 9.39 The proposed works are limited to pedestrian infrastructure and do not alter junction geometry or traffic flows, formal junction modelling was not required. However, the intervention is considered proportionate and necessary to facilitate safe pedestrian access from the development via Sandy Lane to Cronton Village, where key local amenities including schools and shops are located. The design includes footway widening, tactile paving, and corner radii reductions to improve accessibility and safety for all users.

Summary

- 9.40 Subject to the implementation of a traffic calming scheme the proposed development would not have an unacceptable impact on highway safety or

result in cumulative effects which would have a severe impact on the road network. The proposed mitigation would also mean that pedestrians and cyclists who travel to and from the development would have adequate and safe transport links. The development is considered acceptable in highway and transport terms, it would not have a severe impact on the operation of the network and would not result in unacceptable highway safety impacts. The proposal would comply with Policies CS7, CS19, T7, T10 and H7 of the Local Plan Core Strategy and the relevant sections of the NPPF.

Heritage/archaeology

- 9.41 There is a legislative requirement that planning decisions take into account the impact of development on the setting of a listed building. This is set out in s66 of the Planning (Listed Buildings and Conservation Areas) Act (1990). it states: “66 (1) In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State 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.”
- 9.42 Paragraph 215 of the NPPF states that “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”
- 9.43 Paragraph 219 of the NPPF states “Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably
- 9.44 The NPPF defines setting as “The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”
- 9.45 Moreover, paragraph 007 the national 'Planning Practice Guidance' states that “Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals.”
- 9.46 Policy CS20 in the Core Strategy states that development proposals in Knowsley should preserve or enhance the borough’s historic and architectural assets including Listed Buildings. The Council will where a development

proposal will result in less than substantial harm to a heritage asset or its setting, assess such harm against the benefits of the proposal.

- 9.47 A Historic Environment Desk Based Assessment was submitted to accompany the planning application. In addition, a Heritage Addendum was submitted which focussed on the impact of the proposed development on 'Redmyre' the Grade II Listed Building which lies to the west of the site.
- 9.48 Redmyre was listed on the 28th January 1971 (minor amendment on the 17/11/2014), it consists of an 18th century 2 storey farmhouse which was previously known as Holly Farmhouse. It is of brick construction with stone quoins and cornice under a slate roof. At the date of listing, it had 2 12-paned sash windows on the ground floor and 3 above, all in moulded frames with stone arches and emphasised keystone. The windows frames have been replaced with uPVC windows. The list description also refers to 'brick chimneys on gable ends' of which only one is evident today. Historic OS maps suggest that the farmyard was to the immediate north however these are no longer extant.
- 9.49 There are two mid 20th century bungalow on the opposite side of Chapel Lane. The bungalows do not contribute positively to its rural setting and have undermined said setting since their construction.
- 9.50 Redmyre did not have a functional or historical relationship with the development site. The proposed entrance to the site is to the north of the Listed Building. The Conservation Officer acknowledges that the access road into the development site may change the asset's wider setting, but given that there is no evidence of an historical relationship between the site and the asset, the contribution made by the site is limited only to the visual contribution it makes to its wider rural setting. The Conservation Officer concurs with the assessment of harm within the heritage addendum, that any harm is likely to be on the low end of less than substantial.
- 9.51 In terms of the proposed access to Chapel Lane, the proposed access will necessitate the demolition of one of the 20th century bungalows which does not contribute positively to its setting. Therefore, the new road access will in essence preserve its setting as while it will not enhance, it will not be any more harmful than the bungalow and the urban sprawl that it represents to Redmyre's semi-rural setting.
- 9.52 The Council's Conservation Officer agreed with the applicant's heritage report that landscaping and layout could help to mitigate any impacts on the Listed Building. As any landscaping and the layout of the residential plots would lie within Halton's jurisdiction and not Knowsley, officer's have considered the harm of the listed building assuming no landscape mitigation. The Conservation Officer has concluded that the level of harm would remain at the low end of less than substantial. Nevertheless, landscaping and layout can be detailed through the future reserved matters application by Halton Council.

- 9.53 When a development proposal results in less than substantial harm to the significance of a heritage asset, that harm must be weighed against the public benefits of the scheme. In this instance, a key public benefit is Halton Borough Council's resolution to grant planning permission for a new housing development on a site allocated for housing in their local plan. This is a material consideration of considerable weight as it directly supports Halton's efforts to meet its identified housing needs as set out in their Local Plan.
- 9.54 As set out above the harm caused to the setting of Redmyre would be at the lower end of less than substantial harm. Paragraph 212 of the National Planning Policy Framework (the Framework) advises that any harm to designated heritage assets, even negligible, must be given great weight by the LPA in planning decisions that affect them. Paragraph 215 of The Framework states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. When the low level, less than substantial harm, which has been given considerable weight in the planning balance, is weighed against the public benefits of allowing Halton to deliver residential development on an allocated site in their local plan, it is considered that the public benefits clearly outweigh the less than substantial harm.
- 9.55 The proposal would comply with Local Plan Policy CS20, as whilst the development proposal will result in less than substantial harm to the designated heritage asset's setting, the harm has been assessed against the benefits of the proposal, in accordance with 1(c) of Policy CS20. While the scheme may result in less than substantial harm to the asset's significance, this is decisively outweighed by the public benefits, most notably, the development of a site specifically allocated for housing. On balance, the proposal delivers a clear planning gain that justifies the low level, less than substantial harm.

Noise, Air Quality and Residential Amenity

- 9.56 Saved Policy ENV2 of the Knowsley UDP seeks to ensure that new or existing developments are protected from new or existing noise sources and that, where necessary, effective mitigation measures are secured. Policy CS2 also sets out development principles which require new development to recognise environmental limits, ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality; enhance local character and promote quality of place by mitigating potential negative impacts of traffic growth on noise and health, and minimising negative impacts upon noise ensuring any negative impacts are appropriately mitigated. Additionally, Policy CS19 of the Local Plan Core Strategy sets out that new development will be expected to maintain a good standard of amenity for all existing and future occupants.
- 9.57 The Environmental Health team have reviewed the application and recommended three conditions, one requiring the submission of a construction management plan, one restricting the hours of construction and one regarding

land contamination. The first two conditions will be combined and will only relate to the construction of the accesses. There is no need for the condition regarding contaminated land as the substantive development is within Halton.

- 9.58 In summary it is considered that noise during the construction process can be appropriately mitigated. The proposal is considered to comply with Policies CS2 and CS19 of the Local Plan Core Strategy, saved policies H7 and ENV2 of the Knowsley UDP and the NPPF in this regard.

Other Matters

- 9.59 Some concerns have been raised in relation to the impacts that the development would have on existing resident's well-being and mental health. Individual circumstances, including mental health is noted and a material consideration. However, the concerns raised relate to the loss of green space and as set out in this report, Halton have resolved to grant planning permission for the redevelopment of the wide site which lies within their boundary – only the highway lies in Knowsley.
- 9.60 Comments have also been received that the development proposal would impact wheelchair users, given the limited width of the footway at the proposed access. Officers have had due regard to the requirement of the Equality Act 2010 as well as the Council's 'Equality and Diversity Policy Statement.' The Council's policy statement seeks to ensure that that in delivering its services the Council is committed to equality and diversity which provides an overarching context within which the Council works.
- 9.61 The existing footway along Chapel Lane is constrained in places, with current widths measuring approximately 1.48m and even narrower where overhanging vegetation encroaches. As part of the proposed development, the new site access has been designed to provide footways at or close to the preferred 2.0m standard. In locations where the existing carriageway and land ownership constraints prevent full widening, the footway width will remain at or above 1.5m. This is consistent with the minimum provision set out in Inclusive Mobility (DfT, 2021), which states that 2.0m is the preferred width for two wheelchairs or double buggies to pass, 1.5m is the absolute minimum for continuous lengths, and short localised pinch points can reduce to 1.2m only if unavoidable.
- 9.62 The areas where widths are restricted are short and localised. There are no extended lengths below 1.5m, and mitigation measures are proposed through the detailed design process. These include localised carriageway narrowing, use of buildouts within the proposed traffic calming scheme, and vegetation clearance to maximise effective footway width. The Section 278 highway works will secure these improvements and ensure that, as far as reasonably practicable within the existing rural corridor and land ownership limits, the footway is brought up to current design expectations.
- 9.63 Wheelchair users, mobility scooter users, and parents with prams will still be able to pass along the footway without being forced into the carriageway. At

1.5m, the route remains accessible for a single wheelchair or pram, and there are passing opportunities where widths approach or exceed 2.0m. Importantly, the narrowing does not prevent use of the footway but represents a constrained environment that is unavoidable in the local context.

- 9.64 The Council has had due regard to its duty under the Equality Act 2010 and its Equality and Diversity Policy Statement. The scheme will be designed to ensure that no users are excluded from the network. While it is acknowledged that restricted widths may present some inconvenience compared to a fully standard 2.0m provision, the impact is limited and mitigated through the Section 278 process. On balance, it is not considered that these constraints would amount to a significant or unacceptable impact when weighed against the wider public interest in enabling delivery of an allocated housing site within Halton's Local Plan.
- 9.65 In summary, the impacts on existing residents have been assessed and while the proposed development may have an adverse impact from an equality perspective, such impacts would be limited, as stated above, and are not considered to outweigh the public interest in upholding the planning system and enabling Halton to deliver their housing requirement on an allocated site within their Local Plan.
- 9.66 A number of representations received relate to the loss of habitat and impacts on ecology, however, the trees and hedges lie within Halton rather than Knowsley so they are no matters which are relevant to the determination of this application. Nor is drainage given that Halton are the relevant Lead Local Flood Authority.
- 9.67 Impacts on infrastructure such as new homes, GP places etc are not related to the area of the site within Knowsley and were relevant for Halton to consider when they decided their application.
- 9.68 Other matters which have been raised by objectors such as impacts on house prices, the potential for a different vehicular access off Queensbury Way in Halton are not material planning considerations.
- 9.69 This application has been made in outline form with all matters other than access reserved for future determination. Normally if an outline permission is granted, the determining authority would add a condition requiring the outstanding 'reserved matters' (in this case landscaping, scale, appearance and layout) to be submitted and approved before development begins. However, as only the access lies within Knowsley it would not be possible to consider an application for the other 'reserved matters' so a condition is not considered to be necessary.

Conclusion

- 9.70 The proposed development includes vehicular access via Chapel Lane to serve a residential site allocated for housing within Halton's Local Plan. Subject to the application of appropriate planning conditions, including the

implementation of a traffic calming scheme on Chapel Lane, the development would not result in an unacceptable impact on highway safety, nor would it cause severe disruption to the highway network.

- 9.71 The proposal is consistent with Local Plan Policy CS20, as it ensures the preservation of the Listed Building. Although the scheme may result in less than substantial harm to the asset's significance, this harm is clearly outweighed by the public benefits, particularly the delivery of housing on an allocated site. On balance, the proposal represents a sustainable and policy-compliant development that justifies the impact on the designated heritage asset.
- 9.72 All other relevant planning considerations can be satisfactorily addressed through the imposition of the recommended conditions.

10. RECOMMENDATION

- 10.1 That Members delegate authority to the Head of Planning & Building Control to grant planning permission under delegated powers subject to the conditions set out in the attached schedule.

SCHEDULE OF CONDITIONS

	Condition	Trigger
1.	Time period to implement the permission – 3 years	Advisory
2.	List of approved plans and documents	Advisory
3.	Ground levels	Prior to the commencement of the vehicular access
4.	Construction Environmental Management Plan	Prior to the commencement of the vehicular access
5.	Visibility splay	Prior to the vehicular access being brought into use
6.	Development access road – base layer course	Prior to the commencement of development
7.	Emergency access details	Prior to the occupation of any dwelling
8.	Traffic calming	Prior to the occupation of any dwelling
9.	Surfacing of Chapel Lane	Prior to the occupation of any dwelling
10.	Off site highway works – Sandy Lane	Prior to the occupation of any dwelling

11.	Off site highway works – Hall Lane/Cronton Road	Prior to the occupation of any dwelling
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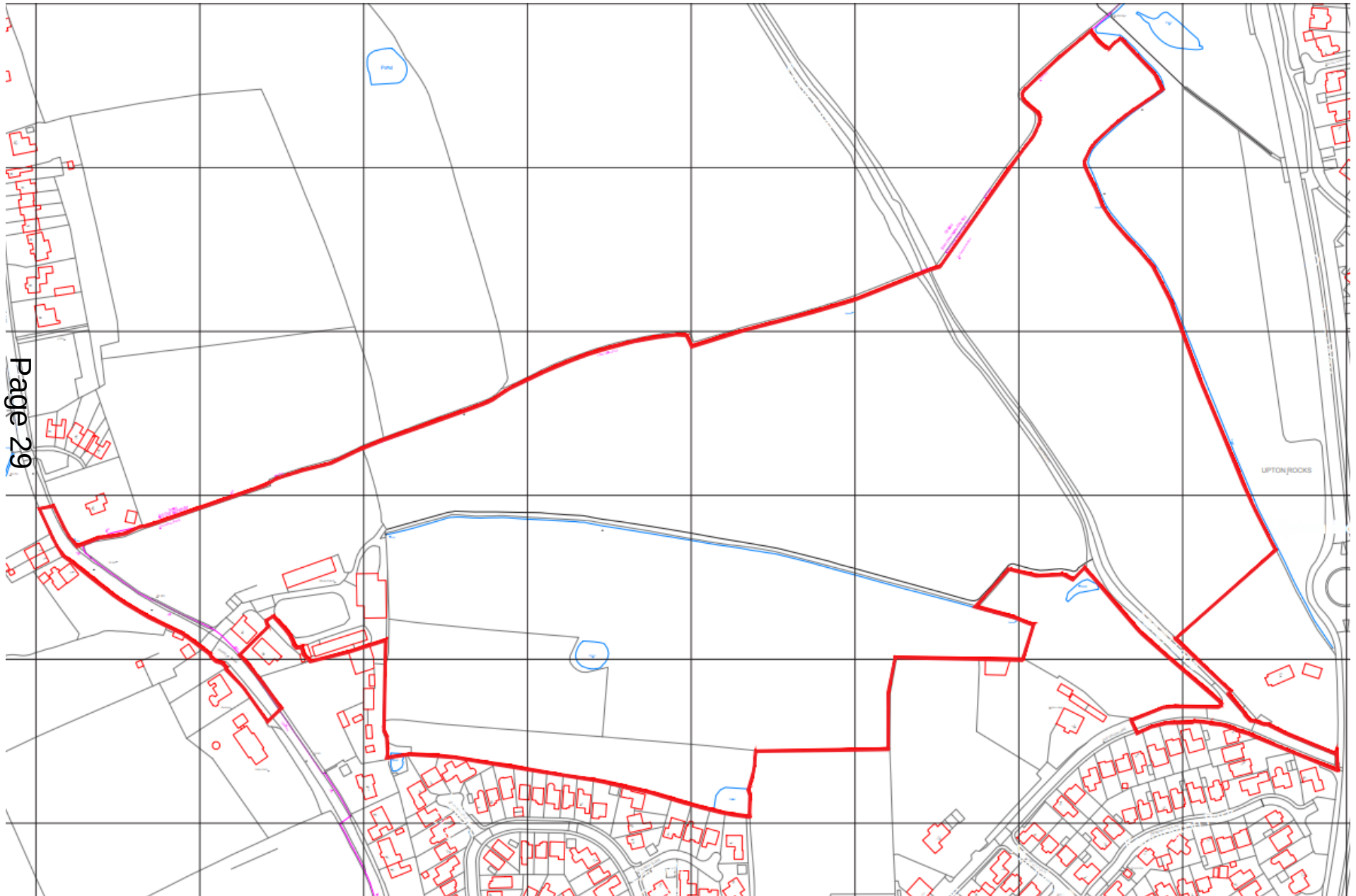
APPENDIX 1 – HALTON COUNCIL RECOMMENDED CONDITIONS FOR THEIR OUTLINE APPLICATION

CONDITIONS

1. Standard Outline Condition
2. Condition specifying approved plans
3. Levels
4. External Materials & surface materials
5. Boundary treatment details
6. Site investigation, remediation and mitigation
7. Any unidentified contamination
8. Affordable housing plan
9. Tree protection and Arb Method Statement
10. Woodland Management Plan for minimum 30 years
11. Site Waste Management Plan
12. Site Bin storage, servicing plan and tracking
13. Details of noise mitigation measures
14. Hours of construction
15. Recreational Pressure Home leaflet
16. Ecology lighting scheme for bats
17. Bird and Bat boxes
18. Breeding birds
19. CEMP/agreement of ecological enhancement features
20. Drainage Strategy
21. Drainage Verification
22. Pedestrian and cycle links
23. scheme of speed calming measures
25. Cycle parking
26. Vehicle access and parking constructed prior to commencement of use

27.Details and implementation of measures for low carbon and renewable energy proposals

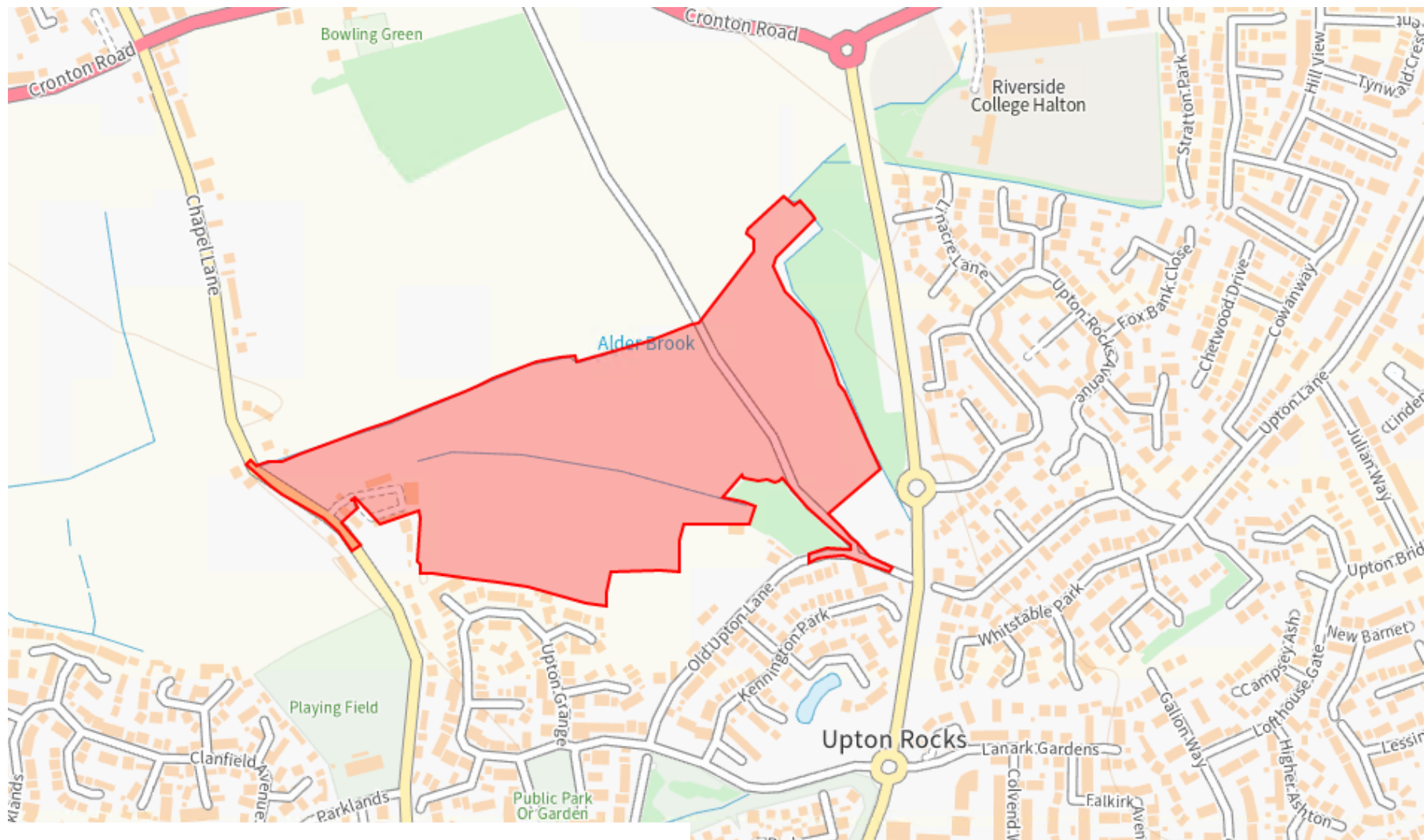
APPLICATION No: 23/01037/OUT



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APPLICATION NO: 25/00274/COU

APPLICANT: GC Prestige Care

WARD AFFECTED: Cherryfield

DEVELOPMENT:

CHANGE OF USE OF RESIDENTIAL DWELLING (USE CLASS C3) TO CHILDRENS CARE HOME (USE CLASS C2) FOR A MAXIMUM OF 2NO. CHILDREN

LOCATION OF SITE:

6 Edgemoor Drive, Field Lane Estate, Knowsley, L10 1LP

DEVELOPMENT PLAN ALLOCATION:

Primarily Residential Area

REPRESENTATIONS:

16 objections have been received from individual residents (from 15 different addresses) to the first round of consultation and 3 letters of support were received (from 3 different addresses). 7 Objections were received to the second round of consultation, the authors of these letters had previously objected..

RECOMMENDATION:

That Members delegate authority to the Head of Planning & Building Control to grant planning permission subject to the conditions set out in the attached schedule.

CASE OFFICER:

Andrew Hunt (0151) - 443 2204

SUMMARY:

This application proposes a change of use of an existing residential dwelling (Use Class C3) to a children's care home (Use Class C2), for a maximum of 2 no children*

**Originally the application was for 3 children, but this has been reduced to 2 and the layout of the property has been amended.*

The relevant key issues are:

- The principle of development
- Impact on amenity

- Highway safety
- Crime and anti-social behaviour

1. SITE AND SURROUNDINGS

- 1.1 The application site is located at the end of a terrace on Edgemoor Drive, in the Field Lane Estate. There is a low brick wall which runs around the front and side of the site with a wooden fence at the rear. There is also a single storey rear extension and detached outbuilding at the property.
- 1.2 The site is a rectangular plot located on the south east corner of Edgemoor Drive. There are other dwellings to the north, south east and west of the site. There is a supermarket further to the east with a car dealership to the south east of the site.
- 1.3 The surrounding area is generally residential in nature and it is considered to be a sustainable location with local services and access to bus stops within 250m of the site.

2. PROPOSAL

- 2.1 This application proposes the change of use from the existing residential dwelling (Use Class C3) to form a children's care home (Class C2). The care home would be for up to 2 children and no more than 2 care staff and a manager will be present at any one time during the day. No staff would sleep on site, and at night there would be 2 staff members who would work a night shift and would be awake through the night.
- 2.2 The scheme has been amended to reduce the number of children from 3 to 2, to provide an additional bathroom at ground floor level and to change a ground floor area from staff bedroom to staff office. A deputy manager has also been added at the request of the council's children's services
- 2.3 The proposed day time shift pattern for carers is 7am to 7:30 pm, with a night shift of 7pm to 07:30 am, staff changeovers would take place over a half hour period. The manager will be based at the property between 9am and 5pm. With a deputy manager present on site 9am - 5pm weekends or weekdays 7am - 2pm or 1pm - 9pm. The deputy manager will generally work different hours than the manager and so usually there would be no more than 3 staff on site.
- 2.4 There are no proposed external changes to the building with only minor small scale internal alterations, however, a parking space would be added to the north eastern part of the site.

3. RELEVANT SITE HISTORY

96/00246/APP - ERECTION OF SINGLE STOREY EXTENSION TO REAR OF Dwelling – Granted - 25.06.1996

4. EQUALITIES ACT 2010

- 4.1 In determining this application, the Local Planning Authority has considered the requirements under S149 of the Equalities Act 2010.
- 4.2 Section 149 of the Act sets out a general duty that requires the council to have due regard to the need to:
- eliminate discrimination, harassment and victimisation;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 4.3 In this case, the proposed development is not anticipated to have any negative potential impact from an equalities perspective and may have a slight positive Impact as age is a protect characteristic.

5. REPRESENTATIONS

- 5.1 The application was publicised by letters sent to 16 neighbouring properties. There were two rounds of consultation on the original application and on the amended plans. This exceeded local and national publicity requirements as the council is not legally required to consult on internal changes or if the proposal

Original Consultation

16 Objections were received to the consultation and 3 letters of support.

- 5.2 The points of objection are summarised below:

Objection

- Lack of parking spaces
- Additional traffic impacts.
- The proposal will lower house prices
- The site is not suitable for a children's home

- Potential for Crime and Anti-social Behaviour
- Noise and activity
- Impact on Residential Amenity and Character of the Area
- Concerned about current tenants being forced to leave
- The house is too small
- I am concerned that more person could occupy the property.
- I am concerned about the lack of experience of the company.

Support

- This will support the local community and add social value
- This is positive for the children who will be looked after here.
- The plot is a very large corner plot with lots of space in the front garden and back garden,

Amended Plans Consultation

5.3 A re - consultation was carried out as the number of children who would live at the home has been reduced from 3 to 2 and there have been changes to the internal layout of the scheme. Objections have been received to the amended plans (all 7 objections also previously objected to the scheme at the first consultation) consisting of the following main points.

- Still object to the proposal despite the change from 3 to 2 children.
- The proposal would harm the character of a quiet residential area.
- Lack of parking/ highway safety.
- Children may potentially kick footballs and play on the road and pavement causing nuisance.
- The noise associated with staff changeovers will impact neighbours.
- Edgemoor Drive should be adopted as a Residential Parking Permit Holders Only.
- The house is not big enough to house the children and carers.

6. CONSULTATIONS

Environmental Health & Consumer Protection (Knowsley Council) – No objection.

Local Highway Authority (Knowsley Council) – No objection. In accordance with the Council's parking standards, residential care homes require 1 parking space per 5 bedrooms. The proposed use will result in 4-bedroom property, and there is 1 off-street parking space within the site boundary at the rear of the property,

which meets the minimum requirement. The potential impact is not considered to be materially different from that of the existing lawful use. The site benefits from access to local bus routes, supporting sustainable travel.

Social Care (Knowsley Council) – Our current residential care demand is for Ofsted registered, small homes, 1-2 bed, who can cater for the more complex needs of children and young people. The updated plan in relation to 2 children and office and bedroom /bathroom space would be suitable. The staffing structure is considered to be appropriate.

Merseyside Police Architectural Liaison Officer –There are no objections raised from any of the departments or teams within Merseyside Police to the application proposed

7. POLICY CONTEXT

- 7.1 Paragraph 11 and 12 of the National Planning Policy Framework (NPPF 2024), an extract from which is set - out below, states that:

*“Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:
c) approving development proposals that accord with an up-to-date development plan without delay; or d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular importance⁷ provides a strong reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination*

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 usually 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.”

- 7.2 In this regard, the Knowsley Local Plan: Core Strategy was adopted in January 2016, although certain saved policies of Knowsley Replacement Unitary Development Plan (UDP) remain operational as part of the Statutory Development Plan and are still given weight in reaching a decision under the provisions of paragraph 232 of the latest NPPF. The Joint Merseyside and Halton Waste Local Plan was adopted in 2013 and is also part of the development plan.
- 7.3 The site is designated as within the Primarily Residential Area. The relevant adopted policies for the assessment of the application are listed below.

Local Plan: Core Strategy (2016)

SD1 - Sustainable development
CS1 – Spatial Strategy for Knowsley
CS2 - Development Principles
CS7 - Transport Networks
CS19 - Design Quality and Accessibility in New Development

Knowsley Replacement Unitary Development Plan (Saved Policies, 2009)

H5 - Development within Primarily Residential Areas
ENV2 - Noise and Vibration

8. ISSUES AND ASSESSMENT

Principle of the Development

- 8.1 Replacement UDP Saved Policy H5 (Development Within Primarily Residential Areas) states that new development within the Primarily Residential Areas which is for uses appropriate to a residential area will be permitted provided that the development would not:
- 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
 - Adversely affect the character or street scene of the area.
- 8.2 Replacement UDP Saved Policy H7 (Provision of Flats, Nursing and Residential Homes, Hostels, and Houses in Multiple Occupation (HMO's) states at criterion 1 that proposals for residential homes, will be permitted provided that:

*“a) There would be no unacceptable increase in the level of noise or disturbance, or loss of privacy, for occupiers of neighbouring property;
 b) Any necessary vehicle parking areas would be adequate to meet the needs of the development, safe and screened and/or landscaped so as to avoid causing loss of visual amenity in the area;
 c) Bin stores, fire escapes and clothes drying areas would be adequately screened or designed so as to avoid causing loss of visual amenity;
 d) In the case of proposals to convert existing property, the property would be suitable in terms of its size and character to accommodate the development proposed; and
 e) In the case of proposals for nursing or residential homes, hostels or Houses in Multiple Occupation, the proposals would not result in:
 - An existing dwelling having a nursing home, residential home, hostel or HMO on both sides; or
 - More than 2 adjoining properties being used as a nursing home, residential home, hostel or HMO”.*

8.3 The proposed use (Class C2) is classed as a “Residential Institution” therefore, it is considered that such uses are acceptable in principle in this location and are a residential type use. This is subject to the use not having an unacceptable impact on the amenity of neighbours or the character of the area.

8.4 The proposed use would be acceptable in principle, and issues of highway safety and residential amenity are discussed below. Therefore, the principle of the C2 use complies with Local Plan Core Strategy Policy CS19 and Saved UDP Policy H5.

Residential Amenity

8.5 In order for the proposal to be acceptable, it is important that it does not have a detrimental impact on the amenities of existing residents. Core Strategy Policies CS2 and CS19 combine to ensure that new development does not significantly injure the amenities of nearby residential neighbours. Saved Policy ENV2 of the Knowsley UDP seeks to ensure that new or existing developments are protected from new or existing noise sources and that, where necessary, effective mitigation measures are secured.

8.6 The application proposes there would be a maximum of 2 children, 2 carers, a manager and a deputy present at any one time at the property. However, in most of the time the manager and deputy manager would not be there at the same time with only limited overlap. The proposed day time shift patterns are 7am to 7:30 pm, with a night shift of 7pm to 07:30 am, with staff changeovers

over a half hour period. The manager will be based at the property between 9am and 5pm. There would be a deputy manager present on site 9am - 5pm on weekends or 7am - 2pm or 1pm - 9pm during weekdays.

- 8.7 There would be some noise associated with comings and goings from the property in the form of car doors opening and closing, and the noise of engines. However, such noises would be relatively infrequent and would not take place late at night or early in the morning. This level of coming and goings would not be significantly greater than that associated with a family home (which could accommodate more residents than the proposed use and have similar numbers of visitors to them). In relation to the potential for children to play football in the road, this potential would exist if the house were a typical family home, which could also have children.
- 8.8 The level of activity likely to occur as a result of the C2 use would therefore not result in significant harm to residential amenity. This is supported by the views of the council's Environmental Health team who have no objection to the proposal. In relation to potential impact on vulnerable neighbours, there is no evidence that the application would cause a greater impact on them than a typical residential use. It should also be noted that dwellinghouses can also be subject to noise issues, anti-social behaviour and disturbance depending on the conduct of the homeowner.
- 8.9 Nevertheless, so that the level of impact is kept to a minimum, it is recommended that, subject to the approval of the application, a condition is attached to the planning permission to permit a maximum of two children being able to be cared for at the property at any one time. Should members be minded to grant planning permission, a condition is also recommended which will require that staffing levels do not exceed those described in the application
- 8.10 In relation to the size of the property, the building has been previously extended with a single storey rear extension. The floorplan demonstrates that there would be 3 bedrooms upstairs with a staff office at ground floor and a staff w/c. The building is therefore considered sufficiently large to accommodate the proposal.
- 8.11 Overall, subject to these conditions, it is considered that the proposals would not cause unreasonable harm to amenity and the application complies with Core Strategy Policy CS19 and UDP Policy ENV2.

Highways

- 8.12 NPPF Paragraph 116 sets out that 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 would be severe taking into account all reasonable future scenarios.

- 8.13 Core Strategy Policy CS7 (Transport Networks) states that new development will be required to be:
- Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles.
 - In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development.
- 8.14 The site is located within a sustainable location with excellent bus links. There are two bus stops situated just 3 minutes' walk away on Copplehouse Lane and the A506 that provide services, including to Liverpool.
- 8.15 A new parking space would be added to the north eastern part of the site. This is considered to provide sufficient parking and complies with the Council's standard of 1 parking space per 5 bedrooms for care homes. There is in addition the ability to park on the site on the corner of Edgmore Drive as this would not block access to a driveway. The Highways team have been consulted on the application and have raised no objection to the application.
- 8.16 A single parking space is considered sufficient parking (when combined with on street parking and the site's excellent public transport links), to ensure that there would not be significant harm to highway safety from the proposal. In relation to whether the area should have residential Parking Permits, this would be a separate matter for the highway authority.
- 8.17 Overall, the proposal will not lead to unacceptable impacts on highway safety. Therefore, the application is consistent with NPPF para 116, and Policy CS7 of the Local Plan Core Strategy

Crime and Anti Social Behaviour

- 8.18 In relation to crime and anti-social behaviour it is acknowledged that the surrounding area sometimes suffers from crime and anti-social behaviour issues. However, there is no evidence that the proposal will worsen existing issues of crime and anti-social behaviour or will be harmful to the welfare of children residing at the property. This is reinforced by the lack of any objection from the Merseyside Police Architectural Liaison officer or from Children's Services.
- 8.19 Overall, subject to conditions, it is considered that the proposals would not cause unacceptable harm to residential amenity and the application complies

with Core Strategy Policies CS2 and CS19 and Saved UDP Policies H5 and ENV2.

Other Considerations

- 8.20 A number of issues raised in the representations relate to matters that are not material planning considerations and therefore cannot be considered. This includes devaluation of property and the personal circumstances of the current tenants and the experience of the applicant.

9. CONCLUSION

- 9.1 The development is acceptable in principle and would not cause unacceptable harm in relation to highway safety, the character of the area, crime and anti – social behaviour or the amenity of neighbouring properties. This is subject to conditions relating to a limit to the number of children that can be cared for at the property and to ensure that the property is operated in accordance with the supporting statement.
- 9.2 In conclusion, the proposed development would comply with policies included within the Core Strategy (2016), Knowsley Replacement Unitary Development Plan (saved policies 2009) and National Planning Policy Framework (2024).

10. RECOMMENDATION:

- 10.1 It is recommended that planning permission be granted subject the conditions set out in the attached schedule.

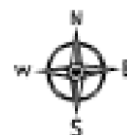
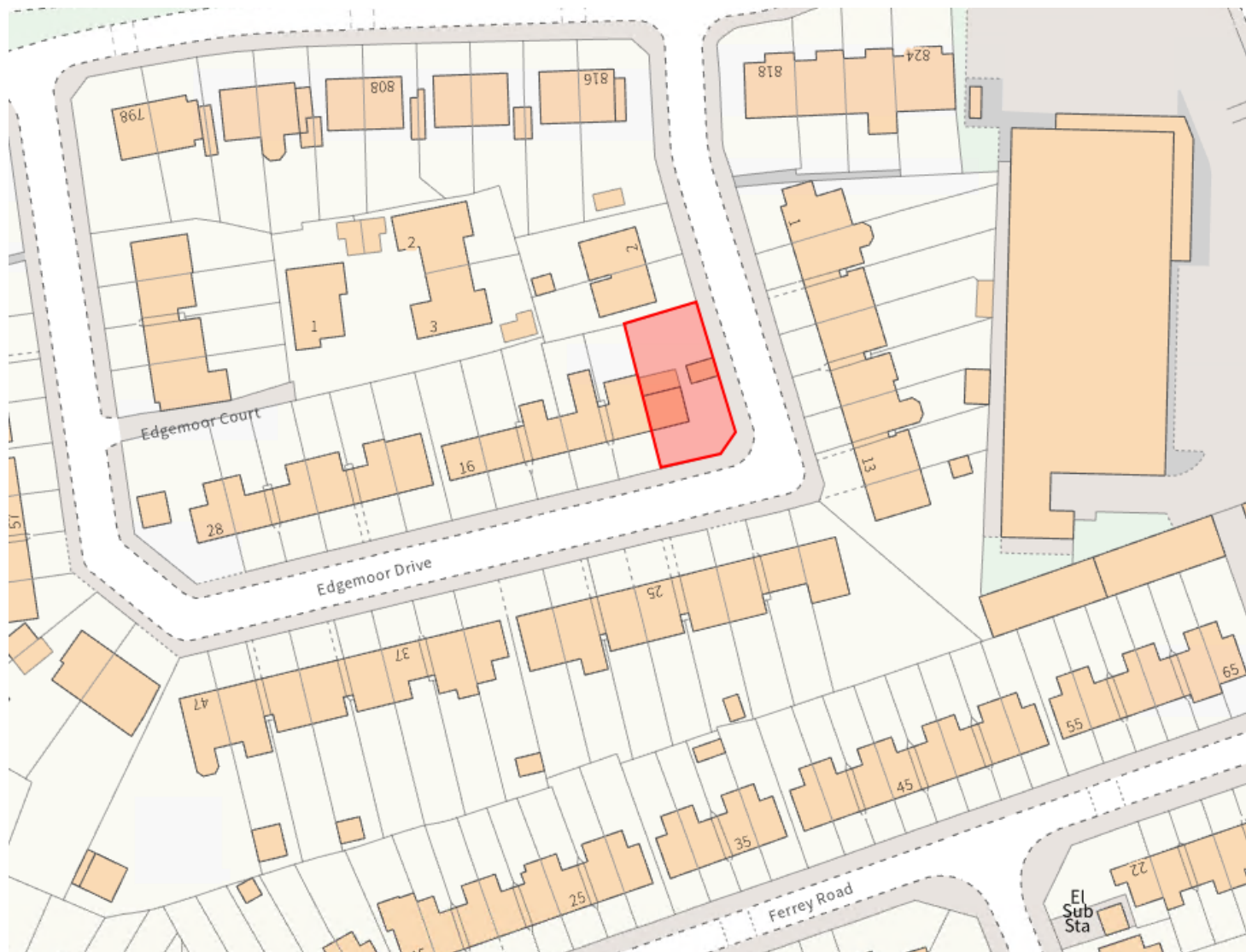
SCHEDULE OF CONDITIONS

1.	Time Limit	Advisory
2.	Approved Plans List	Advisory
3.	Maximum of two children / young people	Ongoing
4.	Staffing levels /shift patterns in accordance with Supporting Statement	Ongoing
5.	Premises operated in accordance with Supporting Statement	Ongoing
6.	Use as residential care home only and no other use falling within Use Class C2 – Residential Institutions	Ongoing

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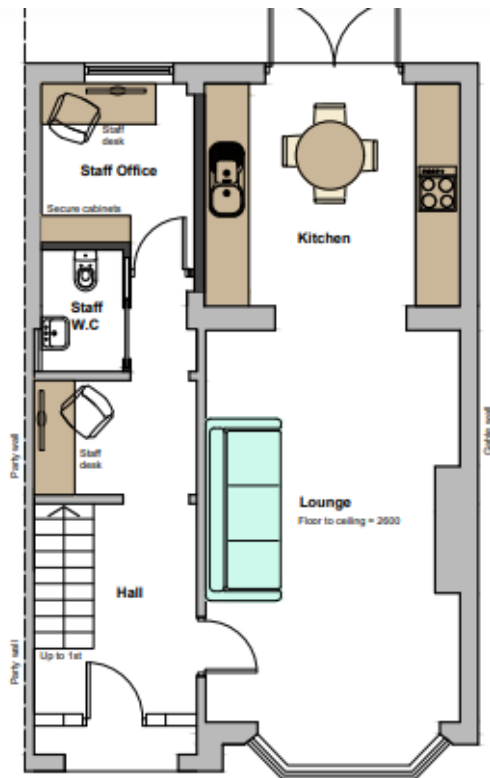
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APPLICATION No: 25/00274/COU

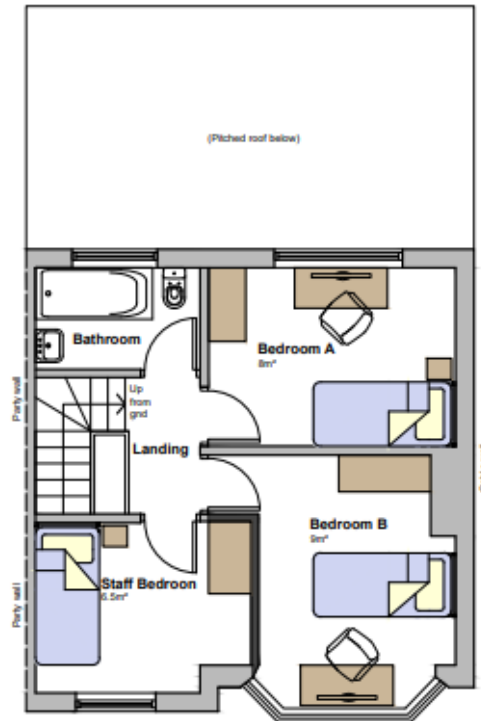


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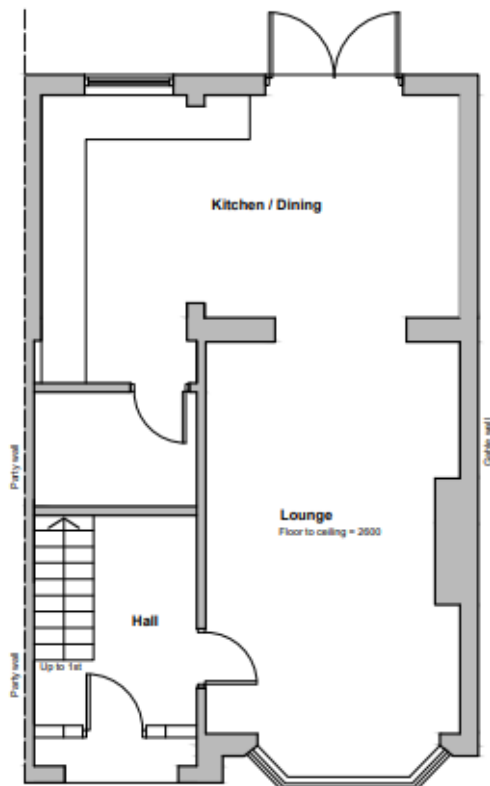
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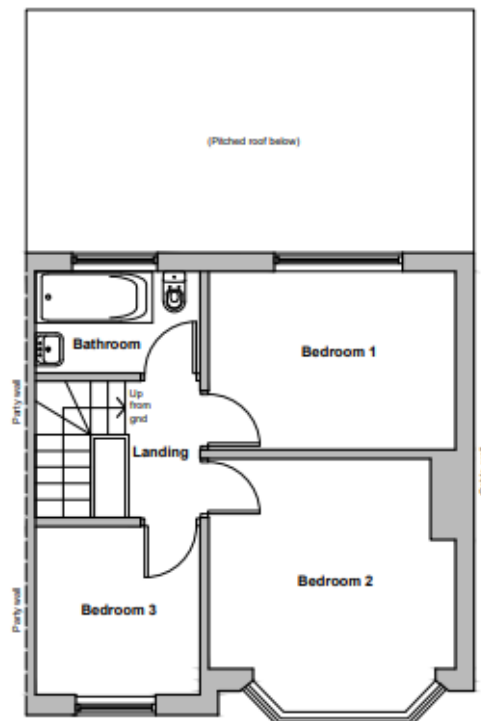
Proposed Ground Floor Plan
(Change of Use From C3 to C2)
(Scale 1:50)



Proposed First Floor Plan
(Change of Use From C3 to C2)
(Scale 1:50)



Existing Ground Floor Plan
(Scale 1:50)



Existing First Floor Plan
(Scale 1:50)



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CHERRYFIELD WARD

APP. NO: 25/00412/FUL
LOCATION: 9 Pitsmead Road Southdene
DEVELOPMENT: ERECTION OF A SINGLE STOREY SIDE AND REAR EXTENSION.
DECISION: Granted

HALEWOOD NORTH WARD

APP. NO: 25/00270/FUL
LOCATION: 33 Banbury Avenue Halewood
DEVELOPMENT: ERECTION OF A SINGLE STOREY FRONT PORCH EXTENSION TOGETHER WITH THE ERECTION OF A TWO STOREY SIDE AND REAR EXTENSION AND SINGLE STOREY REAR EXTENSION
DECISION: Granted

APP. NO: 25/00427/FUL
LOCATION: Spring Farm Garnetts Lane
DEVELOPMENT: ERECTION OF A TWO STOREY SIDE EXTENSION, A TWO STOREY FRONT EXTENSION AND A TWO STOREY REAR EXTENSION
DECISION: Granted

APP. NO: 25/00451/FUL
LOCATION: 12 Firethorne Road Halewood
DEVELOPMENT: ERECTION OF TWO STOREY REAR EXTENSION
DECISION: Granted

HALEWOOD SOUTH WARD

APP. NO: 25/00408/FUL
LOCATION: Jaguar Plant North Road
DEVELOPMENT: ERECTION AND REPLACEMENT OF 1NO. REGENERATIVE THERMAL OXIDIZER (RTO), AND 1NO. INCINERATOR, TOGETHER WITH OTHER ASSOCIATED WORKS
DECISION: Granted

NORTHWOOD WARD

APP. NO: 25/00461/FUL
LOCATION: Land At Coopers Lane Knowsley Industrial Park
DEVELOPMENT: VARIATION OF CONDITIONS 2 ATTACHED TO PLANNING PERMISSION 25/00123/FUL (PROPOSED DEVELOPMENT OF A GRID CONNECTION ROUTE BETWEEN A BATTERY STORAGE FACILITY AND NATIONAL GRID KIRKBY SUBSTATION) TO ALLOW FOR CHANGE IN THE ROUTE OF THE GRID CONNECTION

DECISION: Granted

PRESCOT NORTH WARD

APP. NO: 25/00260/CLD
LOCATION: 59 Kemble Street Prescott
DEVELOPMENT: CERTIFICATE OF PROPOSED LAWFUL DEVELOPMENT FOR USE OF PREMISES AS CAFE/JUICE BAR (USE CLASS E (b))
DECISION: Refused

APP. NO: 22/00099/NMA
LOCATION: Former Contract Chemicals Site Penrhyn Road
DEVELOPMENT: NON MATERIAL AMENDMENT TO PLANNING PERMISSION 22/00099/FUL (ERECTION OF AN INDUSTRIAL/LOGISTICS BUILDING (USES B2, B8 AND E(g)(iii)) WITH ANCILLARY OFFICES, SECURITY GATEHOUSE, TRANSPORT OFFICE AND ASSOCIATED WORKS) AMENDMENT SOUGHT TO OMIT A RETAINING WALL, RE-LOCATION OF KERB LINE TO THE NORTH EASTERN SITE YARD BOUNDARY, AMENDMENT TO REAR CAR PARKING LAYOUT & SOFT LANDSCAPING TO EAST OF SITE AND INSTALLATION OF CONDENSER UNIT COMPOUND.

DECISION: Granted

APP. NO: 25/00424/COU
LOCATION: 1 Cables Retail Park Steley Way
DEVELOPMENT: CHANGE OF USE OF EXISTING MEZZANINE USE CLASS E (RETAIL) TO BE USED AS A 24-HOUR GYM (USE CLASS E)
DECISION: Granted

APP. NO: 25/00435/FUL
LOCATION: 54 Lloyd Road Prescott
DEVELOPMENT: ERECTION OF SINGLE STOREY REAR EXTENSION AND RETENTION OF ENCLOSURE OF PORCH, ALTERATIONS INCLUDE GLAZED AREA AND NEW ENTRANCE DOOR
DECISION: Granted

APP. NO: 25/00440/PDS
LOCATION: Beverston Engineering Unit B Penrhyn Court
DEVELOPMENT: PRIOR APPROVAL FOR THE INSTALLATION OF ROOF MOUNTED SOLAR PV
DECISION: prior approval required and granted

APP. NO: 25/00444/FUL
LOCATION: 39 Newhall Road Prescott
DEVELOPMENT: CONVERSION OF GARAGE TO FORM HABITABLE ROOM
DECISION: Granted

APP. NO: 25/00450/ADV
LOCATION: 1 Cables Retail Park Steley Way
DEVELOPMENT: DISPLAY OF ADVERTISEMENT SIGNAGE COMPRISING OF - 2 NO. VINYL GRAPHIC NON ILLUMINATED SIGNS & 1 NO. INTERNALLY ILLUMINATED FASCIA SIGN TO FRONT ELEVATION TOGETHER WITH 2 NO. INTERNALLY ILLUMINATED FASCIA SIGNS & 9 NO. VINYL GRAPHIC NON ILLUMINATED SIGNS TO SIDE ELEVATION AND 2 NO. NON ILLUMINATED VINYL GRAPHICS TO EXISTING TOTEM SIGNS
DECISION: Granted

APP. NO: 24/00490/NMA
LOCATION: The Prescott Centre Eccleston Street
DEVELOPMENT: The original application stated there would be construction hoarding around the perimeter of the demolished building footprint and a palisade fence around an area with a change in levels. We would instead like to use a paladin fence in all areas of the site. We would also like to extend the line of this boundary fence to enclose the site of the now demolished Stephensons building which adjoins the shopping centre. The entire site area is within the land owned by the applicant and forms part of internal Knowsley Metropolitan Borough Council works.
DECISION: Withdrawn Invalid

APP. NO: 24/00490/NMA1
LOCATION: The Prescott Centre Eccleston Street
DEVELOPMENT: NON MATERIAL AMENDMENT FOLLOWING THE GRANT OF PLANNING PERMISSION 24/00490/FUL (ERECTION OF NEW WALLS FOR INTERNAL SHOPPING AREAS (FOLLOWING PARTIAL DEMOLITION OF THE EXISTING SHOPPING CENTRE), AMENDMENT SOUGHT FOR CHANGE FROM PALISADE TO PALADIN FENCING
DECISION: Granted

ROBY WARD

APP. NO: 25/00093/DEMCON
LOCATION: Millennium Centre Court Hey Park
DEVELOPMENT: PRIOR NOTIFICATION FOR DEMOLITION OF BUILDING
DECISION: prior approval required and granted

APP. NO: 25/00430/CLD
LOCATION: St Annes Catholic Primary School Marina Crescent
DEVELOPMENT: CERTIFICATE OF LAWFUL DEVELOPMENT FOR THE PROPOSED ERECTION OF CLASS ROOM / GARDEN ROOM
DECISION: Granted

APP. NO: 25/00470/FUL
LOCATION: 76 Archway Road Huyton

DEVELOPMENT: ERECTION OF SINGLE STOREY REAR EXTENSION
DECISION: Granted

ST GABRIEL WARD

APP. NO: 23/02782/NMA
LOCATION: Sovereign Industrial Park Wilson Road
DEVELOPMENT: NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 23/02782/FUL (ERECTION OF 1NO. RETAIL UNIT (USE CLASS E(A) WITH EXTERNAL DISPLAY AREA AND CAR PARKING AND SERVICING ARRANGEMENTS. PARTIAL DEMOLITION, RECONFIGURATION AND REFURBISHMENT OF EXISTING EMPLOYMENT BUILDING TO CREATE 3NO. INDUSTRIAL/ WAREHOUSE BUILDINGS WITH ANCILLARY OFFICES (USE CLASSES E(G)(III), B2 AND B8) WITH SERVICING AND CAR PARKING ; RETENTION AND AMENDMENT OF EXISTING SITE ACCESSES ALONG WITH INTERNAL ESTATE ROADS; 2NO. SUBSTATIONS; LANDSCAPING; AND ASSOCIATED WORKS) AMENDMENT SOUGHT TO VARY THE WORDING OF CONDITIONS 5 & 6 WITH REGARD TO THE TIMING OF THE SUBMISSION.

DECISION: Granted

ST MICHAEL WARD

APP. NO: 25/00476/FUL
LOCATION: 47 Morcroft Road Huyton
DEVELOPMENT: ERECTION OF A SINGLE STOREY REAR EXTENSION. (3.5M)
DECISION: Withdrawn Invalid

STOCKBRIDGE WARD

APP. NO: 25/00185/FUL
LOCATION: 14 Brandearth Hey Stockbridge Village
DEVELOPMENT: CHANGE OF USE FROM USE CLASS C3B (RESIDENTIAL HOME FOR UP TO 6 PEOPLE) TO USE CLASS C2 (CHILDRENS HOME) TOGETHER WITH INTERNAL ALTERATIONS IN ORDER TO CREATE AN ADDITIONAL BEDROOM.
DECISION: Withdrawn Invalid

APP. NO: 25/00438/CLD
LOCATION: 4C St Aidans Grove Huyton
DEVELOPMENT: CERTIFICATE OF LAWFULNESS FOR PROPOSED USE WITHIN EXISTING DWELLING FOR THE PROVISION OF AN PRIVATE HIRE TAXI SERVICE
DECISION: Granted

SWANSIDE WARD

APP. NO: 25/00079/FUL
LOCATION: 38 Howden Drive Roby
DEVELOPMENT: CHANGE OF USE FROM DWELLING HOUSE (C3) TO A CHILDREN'S HOME (C2)
DECISION: Granted

APP. NO: 25/00456/CLD
LOCATION: 9 Jeffereys Drive Roby
DEVELOPMENT: CERTIFICATE OF PROPOSED LAWFUL DEVELOPMENT FOR THE ERECTION OF HIP TO GABLE EXTENSION AND REAR DORMER EXTENSION
DECISION: Granted

APP. NO: 25/00463/FUL
LOCATION: 17 Fairfield Avenue Roby
DEVELOPMENT: ERECTION OF SINGLE STOREY REAR EXTENSION
DECISION: Granted

WHISTON & CRONTON WARD

APP. NO: 23/02378/NMA
LOCATION: Land South Of Lickers Lane, Windy Arbor Road, Halsnead Garden Village, Whiston
DEVELOPMENT: NON-MATERIAL AMENDMENT TO RESERVED MATTERS CONSENT REFERENCE 23/02378/REM (RESERVED MATTERS APPLICATION PURSUANT IN PART TO PLANNING PERMISSION 20/00399/OUT FOR THE ERECTION OF 239 NO. DWELLINGS AND ASSOCIATED WORKS - APPROVAL SOUGHT FOR APPEARANCE, LANDSCAPING, LAYOUT, SCALE AND ACCESS TO ADJACENT LAND) TO VARY CONDITION NOS. 2 (APPROVED PLANS) AND 7 (BOUNDARY TREATMENTS/RETAINING STRUCTURES/LEVELS) TO CHANGE THE RETAINING WALL DESIGN FROM GABION BASKETS TO GEO-WALL IN OAKWOOD AND MASONRY WALLS TOGETHER WITH SITE WIDE LEVELS CHANGES AND ASSOCIATED WORKS
DECISION: Granted

APP. NO: 25/00387/FUL
LOCATION: 44 Halsnead Avenue Whiston
DEVELOPMENT: ERECTION OF SINGLE STOREY SIDE EXTENSION
DECISION: Granted

WHITEFIELD WARD

APP. NO: 25/00421/COU
LOCATION: 33 Lingtree Road Westvale
DEVELOPMENT: CHANGE OF USE FROM RESIDENTIAL DWELLING (USE CLASS C3)
TO A CHILDREN'S HOME FOR UP TO 2 CHILDREN (USE CLASS C2).
DECISION: Granted

APP. NO: 25/00433/FUL
LOCATION: 10 Hall Drive Kirkby Park
DEVELOPMENT: ERECTION OF SINGLE STOREY REAR EXTENSION
DECISION: Granted

APP. NO: 24/00068/NMA
LOCATION: Land South Of Cherryfield Drive Kirkby Town Centre
DEVELOPMENT: NON-MATERIAL AMENDMENT TO PLANNING PERMISSION
24/00068/FUL (DEMOLITION OF EXISTING BUILDINGS AND ERECTION
OF 800 DWELLINGS (USE CLASS C3) WITH VEHICULAR ACCESS
FROM CHERRYFIELD DRIVE AND BEWLEY DRIVE AND ASSOCIATED
LANDSCAPING AND INFRASTRUCTURE , AMENDMENT TO THE
EXISTING CHERRYFIELD DRIVE CAR PARK TO PROVIDE A REVISED
LAYOUT , LANDSCAPING AND 16 ADDITIONAL PARKING SPACES
AND HIGHWAY IMPROVEMENTS TO CHERRYFIELD DRIVE).
AMENDMENT SOUGHT TO CHANGE DOUBLE GARAGE ON PLOT T010
FROM A DOUBLE GARAGE TO A SINGLE GARAGE, PLOTS T011-T012
RE SITED AND GARDEN SIZES AMENDED & PLOT T012 TANDEM
DRIVEWAY CHANGED TO DOUBLE PARKING SPACES
DECISION: Granted