

<u>APPLICATION NO:</u>	24/00380/FUL	<u>CASE OFFICER:</u>	Lee Osborne
<u>WARD:</u>	St Michael's	<u>PARISH:</u>	
<u>LOCATION:</u>	Page Moss Retail Park, Liverpool Road, Huyton		
<u>PROPOSAL:</u>	INSTALLATION OF 8 ELECTRIC VEHICLE CHARGING PARKING SPACES AND ASSOCIATED INFRASTRUCTURE COMPRISING 5 CHARGER PILLARS, ONE FEEDER PILLAR ONE POWER BANK, ONE SUBSTATION AND BOLLARDS ON EXISTING CAR PARK AREA CURRENTLY COMPRISING 11 PARKING SPACES		

Site Description

This application site is within the car park of Page Moss Retail Park. Adjacent the west and north boundaries are residential properties, with Princess Drive to the east and Liverpool Road to the south. The residential properties front Tudor Drive with one property adjacent the southern half of the west boundary fronting Liverpool Road. The application site is in the northwest corner of the car park, currently comprising 11 car parking spaces with additional space for another. Adjacent the site are the curtilage boundaries of 41, 43, 45 Tudor Drive and 71 Liverpool Road with the rear garden boundary of 23 Tudor Drive on the northern boundary.

Proposal

The proposal is to install 8 electric vehicle charging bays including substation, charging cabinets and associated works within the existing Retail Park car park. The substation would be in the northeast corner and have a width of 6.5m and a depth of 5m with a flattish roof with slight camber and a height of 2.6m. The walls would be of brick with two access doors on the front. There would be 2.3m – 2.4m from the substation to the northern boundary of the car park, and a distance of 1.4m – 1.9m to the western boundary. The power bank and feeder pillar would be 0.6m from the western boundary, whilst the parking spaces would be 3.6m from the western boundary. There would be a net loss of 3 spaces, to give 8 spaces, down from the existing 11 spaces.

Consultations

None required.

Representations

This application has been publicised by letters sent to 23 neighbours. No representations have been received.

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date

development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS19 - Design Quality and Accessibility in New Development

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

ENV2 - Noise and Vibration

Article 35 Statement

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.

Assessment

The proposal is for the installation of electric vehicle charging points in a car park and is acceptable in principle.

Visual amenity Considerations

Charging points are becoming increasingly common sights in car parks, and indeed at homes. The charging points would be minor in scale and acceptable in terms of appearance. The feeder pillars and bollards would also be minor in scale and have limited visual impact. The substation whilst being a small building would be modest in scale and height, would not impact adversely on the neighbouring properties, 23 and 41 Tudor Avenue and would be acceptable within the car park area. Overall, there would be no harm to the visual amenity of nearby residential properties or the locality in general.

The application complies with Policies CS2 and CS19 of the Core Strategy.

Highways Considerations

NPPF Para 111 states 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.

The proposal would result in the net loss of 3 parking spaces. However the remaining car park would still be available for customers and patrons of the retail park businesses, as would the 8 EVCP spaces. The proposal would contribute to raising the EV charging infrastructure and help towards remedying an existing deficiency in infrastructure provision and enable the use of rapid charging. This will help electric car owners who cannot charge at home and will be in accordance with the council's declaration of climate emergency. The benefits of the scheme significantly outweigh any minor loss of parking. In addition, there are permitted development rights for EV Charge points. The charge points themselves would be permitted development if they were not linked to the feeder pillars and bollards, whilst the substation is required to enable the charger points powering. Overall, the proposals would not materially affect highway safety.

The application complies with Policies CS2 and CS19 of the Core Strategy.

Residential Amenity Considerations

The application is for electric charge points and associated works together with a substation in retail park car park. The electric charge points should not have any more impact on the area in terms of noise and the residential amenity of adjacent houses than the car park as existing. However, to ensure that such did not cause any noise nuisance from the charge points, equipment etc. it would be prudent to attach a fixed plant noise limitation condition should planning permission be granted. A recently approved application of a similar nature had such a condition attached.

The application complies with Policies CS2 and CS19 of the Core Strategy, and with Saved Policy ENV2 of the UDP.

Other Considerations

In relation to biodiversity net gain, the development would not impact on any existing Habitat, as it relates to existing hardstanding, and therefore meets the requirement for an exemption.

Conclusion

The proposal would be acceptable in relation to visual and residential amenity, and with regards highway safety. The application complies with local planning policies and is recommended for approval.

Recommendation

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

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2) The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 3) Fixed plant and machinery associated with the development shall be designed to a level that is at least 5dB(A) below the existing LA90 background noise level as measured during the relevant time period. Any tonal, impulsive and/or irregular noise would be addressed by imposing a penalty as per the methodology set out in BS 4142:2014+A1:2019, Methods for rating and assessing industrial and commercial sound. Noise limits for fixed plant are to apply at a position 1 metre from the closest affected window of the nearest noise sensitive property.

Reason: In the interests of residential amenity and prevention of noise nuisance and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
12/07/2024	3-0-001	P4	LOCATION PLAN
12/07/2024	3-1-001	P3	PROPOSED SITE PLAN
12/07/2024	3-1-002	P3	PROPOSED CABLE ROUTE PLAN
12/07/2024	3-2-001	P3	
12/07/2024	3-5-001	-	PROPOSED CHARGER DETAILS
12/07/2024	3-5-002	-	PROPOSED POWER BANK DETAILS
12/07/2024	3-5-003	-	PROPOSED FEEDER PILLAR DETAILS
12/07/2024	3-5-004	-	PROPOSED SUBSTATION DETAILS
12/07/2024	3-5-005	-	PROPOSED BOLLARD AND SIGNAGE DETAILS

Signed Case Officer¹: Lee Osborne

Signed Authorising Officer²: K Foster

Date: 9 September 2024

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

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