



PLANNING STATEMENT

Proposed use of upper floors as Day Nursery in
conjunction with existing ground floor Day Nursery

At: Honey Pot Day Nursery, 10 Huyton Church Road,
Huyton, L36 5SJ

On Behalf of
Honey Pot Nursery Group
March 2023

LANDOR Planning
Consultants Ltd

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1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Landor Planning Consultants Ltd, acting on behalf of Honey Pot Nursery Group, which is a family-run business offering outstanding childcare facilities across the South Liverpool area. Established in 2007, the Honey Pot Day Nursery Group delivers the highest quality childcare for children aged 0-5 in Aigburth, Allerton. Childwall, Garston, Huyton and Wavertree. The Day Nursery at Allerton also provides wrap-around childcare for primary school aged children.
- 1.2 The Honey Pot Day Nursery at 10 Huyton Church Road, Huyton, L36 5SJ opened in January 2023 and is registered with the Office for Standards in Education, Children's Services and Skills (Ofsted) to accommodate 74 children aged 0-5 years. The ground floor of the premises has long standing use as a Day Nursery, while the upper floors were formerly used as a private residence by the previous owner.
- 1.3 The intention is to expand the existing ground floor Day Nursery into the first and second floors of the premises. This will increase the available childcare provision up to 102 children aged 0-5 years.
- 1.4 This Planning Statement is submitted in support of a planning application for a proposed change of use with the following description of development:
- "Proposed use of upper floors as Day Nursery in conjunction with existing ground floor Day Nursery".*
- 1.5 The purpose of this Planning Statement is to describe the development proposal and to examine the planning issues arising from the proposed development. The scope of this Planning Statement is to justify the proposed development in light of relevant national and local planning policy.
- 1.6 This Planning Statement should be read in conjunction with the existing and proposed plans and the technical assessments and documents submitted in support of this application including:
- Design and Access Statement
 - Transport Statement
 - Parking Survey
 - Travel Plan.

2.0 LOCATION AND SITE DESCRIPTION

- 2.1 The application site is located on the eastern side of Huyton Church Road, which is a tree-lined residential street located to the immediate south and east of the shopping and civic centre of Huyton.
- 2.2 The site comprises a plot of circa 1,333m² containing a detached Victorian Villa and associated modern outbuilding both in use as a children's day nursery. The grounds provide a car park and outdoor play areas. The site boundaries are demarcated by brick walls, topped with railings and there are mature trees and vegetation to the site's peripheries.
- 2.3 The site is situated in an area identified as Primarily Residential in accordance with Knowsley Council's Local Plan Policies Map. In addition, the site is located within Victoria Road and Huyton Church Road Conservation Area.
- 2.4 The immediate surrounding development is generally residential, although directly opposite is a vacant former office known as Prospect House, beyond which are the police station and 24-hour Asda Supermarket.

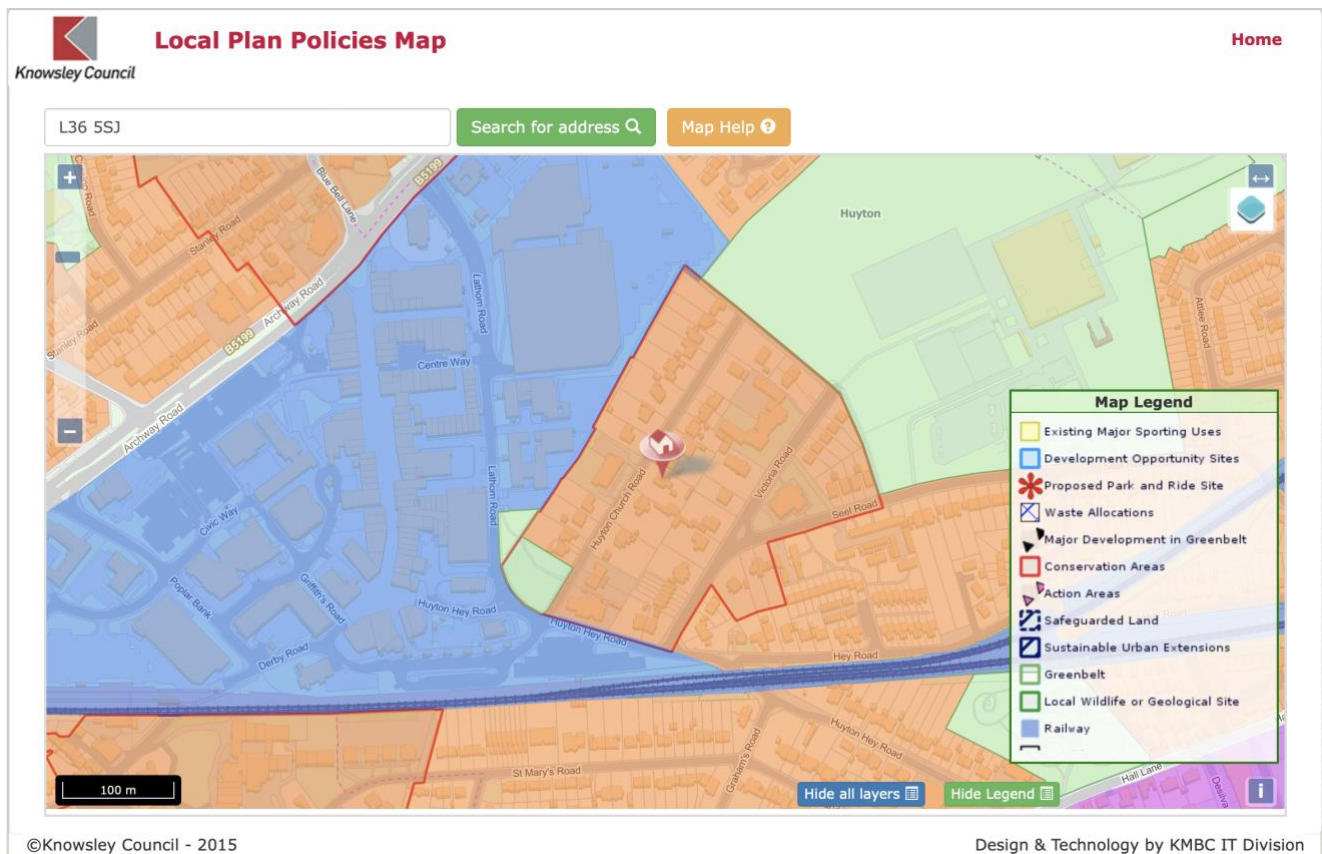


Figure 1: Site Location identified in Knowsley Council's Local Plan Policy Map (Source: knowsley.gov.uk)

3.0 DEVELOPMENT PROPOSAL

- 3.1 The previous owners of the application premises owned and operated the application premises as a Day Nursery whilst living on-site and using the first and second floors of the main building as a private residence.
- 3.2 Honey Pot Nursery Group has acquired the premises and have no intention to live on site. It would not be feasible for the existing upper-level residential accommodation to be occupied otherwise than in conjunction with the Day Nursery. It is therefore intended to expand the existing Day Nursery into the first floor and to use the second floor as offices ancillary to the main use.
- 3.3 The proposed expansion of the ground floor Day Nursery use into the upper levels of the premises shall increase the number of children from 74 to 102.
- 3.4 No external changes to the building are required in order to effect the change of use of the upper floors.
- 3.5 There are no changes to existing access arrangements. The existing informal car park will be marked out with seven car parking spaces, (one of which is accessible, two for car-sharing and four standard).

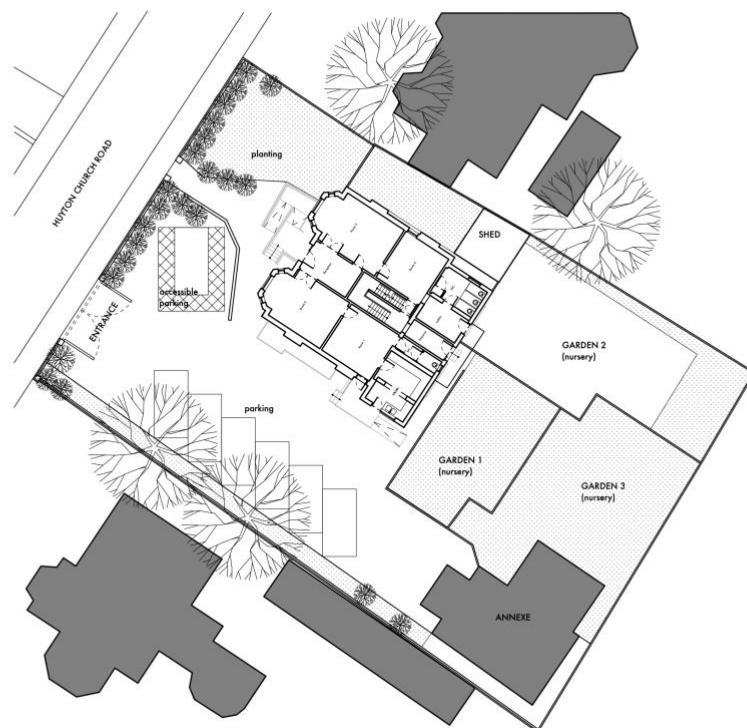


Figure 2: Proposed Site Plan

4.0 SITE PLANNING HISTORY

- 4.1 A search of Knowsley Council's Public Access Planning Records indicates the following relevant site planning history:

Reference	Description	Outcome	Date
94/00646/APP	Change of Use of Ground Floor of premises to form Day Nursery	Approved	13/04/95
97/00660/APP	Erection of detached double garage including workshop/toilet	Allowed on Appeal	23/10/98
99/00700/APP	Change of Use of existing detached double garage to form Beech House Day Nursery	Approved	21/12/99
22/00198/APP	Change of Use from a mixed-use dwelling and nursery to a children's home together with the demolition of a conservatory on the annexe and other external alterations to the main building and the annexe	Withdrawn	03/08/22

5.0 PLANNING POLICY CONSIDERATIONS

- 5.1 The proposed development has been considered in light of all extant local and national planning policy considerations. The planning policy framework for the area comprises the following national and local documents:
- Knowsley Local Plan Core Strategy (adopted January 2016)
 - Saved Policies of the Knowsley Replacement Unitary Development Plan (adopted June 2006)
 - National Planning Policy Framework (published July 2021)
 - Supplementary Planning Document- Ensuring a Choice of Travel
 - Supplementary Planning Document- Design Quality in New Development
- 5.2 Planning law dictates that applications for planning permission must be determined in accordance with the development plan (adopted Local Plan), unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications. Meanwhile, Supplementary Planning Documents (SPDs) are capable of being a material consideration in planning decisions but are not part of the development plan.

Knowsley Local Plan: Core Strategy

- 5.3 The Knowsley Local Plan: Core Strategy is a Development Plan Document adopted by the Council in January 2016. It is a strategic document which establishes the vision, spatial strategy and area priorities. The Local Plan Core Strategy does not include site-specific or development management policies applicable to the application site or proposal.
- 5.4 The Core Strategy identifies Huyton as one the district's suburban towns, located in an area with high levels of deprivation. It identifies that there are a number of conservation areas in Huyton including Victoria Road and Huyton Church Road Conservation Area.
- 5.5 The policies of the Local Plan: Core Strategy relevant to this planning application include the following:
- SD1: Sustainable Development
 - CS1: Spatial Strategy for Knowsley
 - CS2: Development Principles
 - CS7: Transport Networks
 - CS19: Design Quality and Accessibility in New Development
 - CS20: Managing the Borough's Historic Environment
 - CS27: Planning and Paying for New Infrastructure.

Saved Policies of the Knowsley Replacement Unitary Development Plan

- 5.5 The Knowsley Replacement Unitary Development Plan (UDP) is a Statutory Document adopted in June 2006. The following Saved Policies are of relevance to this application for planning permission:
- T8: Transport Assessments
 - T9: Travel Plans
 - H5: Development within Primarily Residential Areas
 - DQ5: Development in Conservation Areas.

National Planning Policy Framework (NPPF)

- 5.6 The Revised National Planning Policy Framework (NPPF) was issued by the Ministry of Housing, Communities and Local Government in July 2021. The Framework is a material consideration in the determination of planning applications. The following paragraphs are particularly relevant to the determination of this planning application:

1) NPPF sets out the Government's planning policies for England and how these should be applied.

2) NPPF should be read as a whole.

7) The purpose of the planning system is to contribute to the achievement of sustainable development.

8) Achieving sustainable development means that the planning system has three over-arching objectives- a) an economic objective; b) a social objective; c) an environmental objective.

10) So that sustainable development is pursued in a positive way, at the heart of NPPF is a **presumption in favour of sustainable development**.

11) The presumption in favour of sustainable development: For decision taking, this means approving development proposals which accord with an up-to-date development plan without delay.

38) States that local planning authorities are required to approach decision making on proposed development in a positive and creative way, seeking to approve applications for sustainable development where possible.

47) Planning law states that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible and within statutory timescales unless a longer period has been agreed by the applicant in writing.

54) States that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.

55) Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

93) To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should a) plan positively for the provision of shared spaces and other local services to enhance the sustainability of communities and residential environments and d) ensure that shops facilities and services are able to develop and modernise, and are retained for the benefit of the community.

95) It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement that will widen choice in education. They should a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications.

107) If setting local parking standards for residential and non-residential development, policies should take account of accessibility; the type mix of use of development; the availability of and

opportunities for public transport; local car ownership levels and the need to ensure adequate provision of charging electric vehicles.

108) Maximum parking standards for residential and non-residential development should only be set where there is clear and compelling justification that they are necessary for managing the local road network.

111) Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

112) Applications for development should give priority to pedestrian and cycle movements.

113) All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

119) States that planning policies and decisions should promote effective use of land in meeting the need for homes and other uses, whilst safeguarding and improving the environment and ensuring healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

195) Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal.

199) States that when considering the impact of development on the significance of a heritage asset, great weight should be given to the conservation of the asset. The more important the asset, the greater the weight should be.

201) Where a proposed development would lead to substantial harm to a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm is outweighed by substantial public benefits.

202) Where a proposed development would 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.

206) Local planning authorities should look for opportunities for new development within Conservation Areas...and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of a setting that make a positive contribution to the asset should be treated favourably.

207) Not all elements of a Conservation Area... will necessarily contribute to its significance.

212) The policies of the Framework are material considerations to be taken into account from the date of publication.

Annex 2: Glossary- provides definitions of terminology used in the main document. 'Previously developed land' is defined as, 'Land which is or was occupied by a permanent structure, including the curtilage of the developed land, and any associated fixed surface infrastructure.'

6.0 PLANNING ISSUES

The Principle of Development

- 6.1 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. 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".
- 6.2 The application site is located within a Primarily Residential Area and comprises a mixed-use premises consisting of an existing Children's Day Nursery with residential accommodation above. The residential accommodation was previously occupied by the former owner and would not be suitable for occupation on any basis other than in conjunction with the operation of the Day Nursery.
- 6.3 Planning permission for the existing use of the premises as a Day Nursery was granted in 1995, indicating that the LPA consider the Day Nursery use to be appropriate to the residential setting. The applicant is not aware that any restrictions were imposed to limit the number of children or staff at the Day Nursery when permission was previously granted.
- 6.4 The application proposal is subject to consideration under the provisions of Knowsley UDP Policy H5: Development within Primarily Residential Areas. It states that new development, redevelopment and proposals for change of use will be permitted provided that the development would not: a) 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 b) Adversely affect the character or street scene of the area.
- 6.5 The proposals do not involve external alterations to the building. As such there is no change to the character or street scene and no impacts on the residential amenity of neighbours which could arise through operational development, such as overlooking, loss of privacy, overbearing or overshadowing impacts. The proposed use does not result in any concerns such as smells,

fumes, dust, other environmental pollution including noise and disturbance. On-street parking is restricted in Huyton Church Road and the highways and access considerations are considered in detail in the following section of this Statement.

- 6.6 It is concluded that there will be no detrimental impact on the living conditions of neighbouring occupiers. Therefore, subject to highways considerations, the principle of using the upper floors of the premises in conjunction with the existing Day Nursey operation is acceptable in principle in accordance with UDP Policy H5.
- 6.6 The principle of consolidating the existing Day Nursey use of the site is also in accordance with the provisions of Core Strategy Policies SD1: Sustainable Development, and CS2: Development Principles both of which echo and emphasis the economic, environmental and social facets of presumption in favour of sustainable development, as advocated in NPPF.
- 6.7 Moreover, the development proposal receives policy support from CS1: Spatial Strategy which seeks to focus development in existing defined urban areas; and CS27: Planning and Paying for new Infrastructure. The subtext to Policy CS27 identifies Education in general and Nursey and Pre-school as specific infrastructure categories in Table 11.1, recognising that, *“The provision of high-quality infrastructure to support existing and future development is a key element in delivering successful, sustainable communities.”* (¶ 11.1).
- 6.8 In addition, the proposal is in accordance with the provisions of NPPF, particularly Chapter 8 on Promoting Healthy and Safe Communities and specifically ¶ 93-95 which promote the development and modernisation of local services including widening education choicer by allowing the creation, expansion and alteration of schools.
- 6.9 Finally, the proposals accord with NPPF ¶199 in relation to the effective use of land by maximising the use of previously developed, brownfield land and in seeking opportunities for new development in Conservation Areas which make a positive contribution and secure an optimum viable use (¶202 and 206).
- 6.10 Based on all these considerations, the principle of development is considered acceptable in accordance with the relevant policies of the Knowsley Local Plan Core Strategy, UDP and NPPF.

Highways and Access

- 6.11 Policy CS7 of the Local Plan Core Strategy states that new development should be located to prioritise accessibility and sustainable modes of transport and enhance road safety and new major developments should be accompanied by a Transport Assessment and/or Travel Plan.
- 6.12 Policy CS2 of the Core Strategy seeks to reduce the need to travel and increase accessibility by sustainable modes of transport whilst encouraging safe and sustainable access for all. Policy CS19 of the Core Strategy expects new developments to provide safe, secure and convenient routes for movement.

- 6.13 Saved policy T8 of the UDP sets out that major developments will require a transport Assessment to be submitted with any application and Saved policy T9 of the UDP requires major traffic generating development to be accompanied by a Travel Plan to allow the LPA to assess the highway safety impacts of a proposal. UDP Policy H5 is also relevant as it links on-street-car parking to residential amenity.
- 6.14 Cora Infrastructure Highways Transport (IHT) Ltd have been engaged by the applicant to assess the highways implications of the proposed development and to demonstrate compliance with the above referenced development plan policies. A Transport Statement and Travel Plan have duly been prepared in support of the application proposal.
- 6.15 Taking account of the site location and existing highway network, the Transport Statement notes that Huyton Bus Station is located at 400 metres walking distance from the site. Huyton Railway Station, providing services between Liverpool- Wigan and Liverpool- Manchester is in similar proximity at just 650 metres from the site. The proximity of the bus and train station strongly promotes the aim of reducing car travel.
- 6.16 The existing Day Nursery is Ofsted registered to accommodate 74 children. The application proposal seeks to increase the total number of children to 102. There will be a maximum of 25 staff.
- 6.17 There are no changes proposed to existing access arrangements. However, the existing informal car park area is to be marked out with seven spaces (four standard, 2 car-share and one accessible).
- 6.18 A Travel Survey was carried out on Wednesday 1 March whilst there were ten staff on site. The results indicate that five staff walked to work and four used public transport, with only one member of staff travelling to work via car. Based on these results, it is recommended that three car parking spaces be provided on site to accommodate staff.
- 6.19 In terms of the movement and car parking requirements relating to dropping off and collecting children in attendance at the Day Nursey, the Travel Survey observations indicate that the existing car park is primarily used as opposed to Huyton Church Road.
- 6.20 It is noted that Huyton Church Road has minimal traffic as it is a cul-de-sac. The calculated daily trip generation arising from the proposal total of 102 children would generate only marginal traffic increases in the AM and PM Peak. It can therefore be deduced that the proposed change of use would not have a severe impact on the operation of the highway network.
- 6.21 The Transport Statement concludes that the proposals are acceptable in highways and transportation terms and there are no highways or transportation grounds upon which a refusal for the proposal would be justified.
- 6.22 A Travel Plan is submitted to support the proposals by demonstrating that the applicant is committed to recognising the importance of sustainable travel options. The Travel Plan will be

implemented and managed for a minimum of five years with commitments to reduce reliance on single occupancy journeys; promote modes of transport other than the car; advocate means of travel beneficial to the health of the those working at or visiting the site; minimising car travel around the site and containing car parking demand.

- 6.23 The Transport Statement and Travel Plan demonstrate that the proposals are in accordance with the requirements of transport related development plan policies CS2, CS7, CS19, T8, and T9.
- 6.24 Similarly, the Transport Statement and Travel Plan indicate that there would be no on-street parking issues arising from the application proposals, and no consequent detrimental impact on the living conditions of neighbouring occupiers. The proposals are therefore concluded to be fully compliant with the requirements of UDP Policy H5.

Impact on Neighbouring Occupiers

- 6.25 Matters relating to the living conditions of neighbouring residential occupiers have been considered in ¶6.4-6.6 of this Planning Statement. Noting that there are no changes to the external envelope of the existing building, it is considered that no issues such as overlooking, loss of privacy, overbearing or overshadowing would arise as a result of the proposals.
- 6.26 The proposed use does not result in any environmental issues such as fumes, dust, noise or disturbance.
- 6.27 Transportation and Highways Evidence prepared to support the proposals indicates that staff parking and picking-up/dropping off of children can be accommodating within the existing site without any ascertainable overspill on-street car parking.
- 6.28 For all these reasons it is considered that the proposal would not be detrimental in respect of the living conditions of neighbouring occupiers or be harmful to residential amenity and would therefore accord with the development plan and NPPF.

Victoria Road and Huyton Church Road Conservation Area

- 6.29 The site is located in Victoria Road and Huyton Church Road Conservation Area. The Conservation Area is a designated heritage asset in NPPF terms, although the building itself, No. 10 Huyton Church Road, is not a designated heritage asset.
- 6.30 There are no changes to the exterior of the building. The existing car park area within the interior of the site will be marked out seven spaces. As such, there will not be any ascertainable impact on the character and appearance of the Victoria Road and Huyton Church Road Conservation Area.

- 6.31 It should be noted that the property had become vacant and that the proposed alignment of the ground floor Day Nursery use throughout the upper floors of the building is considered to represent the optimal viable use.
- 6.32 In heritage terms, securing optimal viable use is regarded as beneficial, and this benefit is achieved without any loss of significance to the designated heritage asset, the Victoria Road and Huyton Church Road Conservation Area.
- 6.33 The application proposal is therefore considered to comply with development plan policy relevant to matters of heritage including CS20 and DQ5, as well as the provisions of NPPF.

7.0 CONCLUSION

- 7.1 The application proposal represents an opportunity to consolidate and enhance the existing Day Nursery facility by using the upper floors in conjunction with the existing ground floor Day Nursery. The site has been in use as a Day Nursery for nearly thirty years following the grant of permission in 1995 (94/00646/APP).
- 7.2 The Day Nursery is currently registered with Ofsted for 74 children, which is proposed to increase to a maximum of 102 children in attendance.
- 7.3 There are no changes to the exterior of the building and no changes to existing access arrangements. However, the existing informal car parking area, within the site will be marked out with seven car parking spaces, (one of which is accessible, two for car-sharing and four standard).
- 7.4 The principle of development is acceptable in the site context within a Primarily Residential Area. There are no issues raised in respect of residential amenity and no loss of significance to the Victoria Road and Huyton Church Road Conservation Area, which is a designated heritage asset.
- 7.5 The Transport and Highways implications of the application proposal have been considered within the supporting Transport Statement which concludes that the proposals are acceptable and that there are no highways or transportation grounds which would justify a refusal of planning permission.
- 7.5 A Travel Plan has been prepared and will be implemented and managed for a minimum of five years in order to demonstrate the long-term commitment to sustainable and healthy modes of transport around the site.
- 7.6 As demonstrated in this Planning Statement, the application proposal accords with the planning policy objectives of all relevant national and local documents. As such, it is respectfully

requested that the presumption in favour of sustainable development be applied and planning permission granted without delay.