

REGENERATION AND ECONOMIC DEVELOPMENT DEPARTMENT

APPLICATION NO: 21/00868/COU

APPLICANT: Mr Billy Bradley

WARD AFFECTED: Northwood

DEVELOPMENT: CHANGE OF USE FROM COMPANY SHOP (USE CLASS B8) TO RETAIL WITH ANCILLARY STORAGE (USE CLASSES E AND B8) (RETROSPECTIVE)

LOCATION OF SITE: MB, Arbour Lane, Knowsley Industrial Park, Kirkby, Knowsley, L33 7XB

KNOWSLEY LOCAL PLAN ALLOCATION –

Primary Industrial Area

RELEVANT POLICIES

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles

CS4 - Economy and Employment

CS6 - Town Centres and Retail Strategy

CS7 - Transport Networks

CS19 - Design Quality and Accessibility in New Development

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

EC3 - Primarily Industrial Areas

ARTICLE 35

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.

PLANNING HISTORY

A previous application was approved for the change of use from Vehicle repair centre (B2) to company shop (Use class B8). (19/00642/COU – approved 6 3 2020).

TECHNICAL CONSULTATIONS:

Health and Safety Executive - HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Highways – Objection - The parking level provided is below relevant standards. Should the application be approved it is recommended that a condition is attached to restrict the uses to shops only.

Environmental Health – No objection.

NEIGHBOUR NOTIFICATION:

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This application has been publicised by letters sent to 4 neighbours. No representations have been received.

ISSUES AND ASSESSMENT:

PROPOSAL

The application is for the change of use from company shop (use class B8) to retail with ancillary storage (Use Classes E and B8) (Retrospective).

EMPLOYMENT LAND

The application site is situated within a Primarily Industrial Area. The proposal would reduce the area in employment uses from 470sqm to around 220sqm. The percentage of employment floorspace would be reduced from around 88% to 41%. The level of reduction in employment land is considered minor given the large surplus of employment land in Knowsley and almost half the site would remain in employment use. It is considered that the retail shop would be complementary and compatible with the surrounding uses. Therefore, the enlargement of the retail use is considered acceptable within an employment area.

A condition shall be imposed to restrict the development to a shop and prevent inappropriate uses under class E. Overall, the proposal is consistent with UDP Policy EC3 and Core Strategy Policy CS4.

RETAIL

NPPF Para 87 states that Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.

The proposal includes a retail use and office use for which a sequential assessment is required. A sequential assessment has been submitted which demonstrated that there are no alternative sites which would meet the needs of the applicant within Kirkby Town Centre. The shop is focused on discounted and out of date stock and is slightly different in its market than a standard high street shop. Overall, the proposal is consistent with Core Strategy Policy CS6 and NPPF para 87.

AMENITY

The proposal would not harm the amenity of neighbouring properties due to the site's location in an industrial area a significant distance away from any neighbouring houses. The proposal would also not harm the amenity of neighbouring business premises. This view is supported by Environmental Health who have no objection to the development. The proposal is therefore in accordance with Core Strategy Policy CS19.

HIGHWAYS

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.

In relation to parking standards, the number of spaces would comply with the standards of the Choice of Travel SPD, as the levels of parking provided are close to the maximum level. There would be a

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requirement for 18.5 parking spaces and 17 are provided. In addition, these figures are maximum parking standards not minimum parking standards.

- Retail 310sqm – 1 space/20sqm = 15.5 spaces
- Storage 130qm – 1 space/100sqm = 1 spaces
- Office 80sqm - 1 space/ 30sqm = 2 spaces

Total Maximum requirement of 18.5 spaces.

The floorspace associated with the development would not increase as it would merely increase the ratio of shop floorspace to employment floorspace.

Overall given the above considerations it is considered that there would not be harm to highway safety from the proposal. The proposal is therefore in accordance with Core Strategy Policy CS7.

CONCLUSION

The proposal is acceptable in principle and would not harm the amenity of neighbouring properties or 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 hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 2) The retail shop shall not exceed the area shown in the approved documents and shall not be open to the public outside the hours of 09:00 – 17:00 Monday to Friday. The retail shop shall not be open to the public on Saturday or Sunday.

Reason: In order to prevent retail uses at the site impacting upon nearby town centres in accordance with Core Strategy Policy CS6.

- 3) Within 6 months of the date of planning permission being granted. Two outdoor, weatherproof electric vehicle charging points readily accessible from a dedicated parking space shall have been provided within the site to serve the building.

All charge points shall be:

- a) A minimum of 7KW, and
- b) at Least Mode 3 or equivalent, and
- c) untethered, and
- d) located in order to comply with the Equality Act 2010 and the accessibility requirements set out in the Building Regulations Part M.

All EV charging points shall be clearly marked as such and their purpose explained to new occupants within any travel planning advice.

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Reason: In the interests of air quality, promoting sustainable travel opportunities and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and NPPF Para 110.

4) Retail, storage and offices.

The premises shall be used solely for retail, storage and offices, with no other use permitted.

Reason: In order to prevent inappropriate uses at the site.

Informatives

N/A

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
21/12/2021	-	-	Sequential Test Report
08/10/2021	-	Rev C	Supporting Statement
08/10/2021	01	A	Location Plan

Informatives

N/A

Andrew Hunt

01 February 2022

Alan Kilroe

4 February 2022

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