

Planning Statement

Proposal for Outline Planning Permission

Linden Hill – Capital Assets – ALX Limited

35 Wilson Road, Huyton



Contents

1. Introduction 2

2. Description of Site and Surrounding Area 4

3. Planning History 6

4. Proposed Development..... 7

5. Pre-Application Advice 11

6. Economic Statement 13

7. Energy and Sustainability Statement 15

8. Planning Policy Context..... 17

9. Planning Considerations..... 24

10. Conclusions..... 31

1. Introduction

1.1. Introduction

1.1.1. JLL has been instructed by Linden Hill – Capital Assets – ALX Limited to prepare this Planning Statement in support of an outline planning application for the demolition of the existing building, and the erection of a new build regional logistics warehouse unit including access. The proposed development is described on the application forms as follows:

‘Outline planning permission for demolition of existing buildings and construction of a logistics/warehouse building, use class B8 including access. All other matters are reserved.’

1.1.2. In addition to this Statement, the planning application is accompanied by the following supporting documents:

- Planning Application Form and Certificates duly signed and completed (prepared by JLL);
- Planning Drawings (prepared by AEW):
 - Location Plan_P1 (ref: 12156-AEW-XX-XX-DR-A-0501)
 - Feasibility Site Plan Option 5 (ref: P212156-AEW-XX-XX-DR-A-0006)
 - Demolition Plan (ref: P212156-AEW-XX-XX-DR-A-0007)
 - Existing Site Plan (ref: P112156-AEW-XX-XX-DR-A-0502)
 - Parameters Plan (ref: P112156-AEW-XX-XX-DR-A-0503)
 - Tree Felling Plan (ref: P112156-AEW-XX-XX-SK-A-0001)
 - Site plan Option 5 Tree constraints overlay (ref: P112156-AEW-XX-XX-SK-A-0003)
 - Illustrative Site Plan (ref: P112156-AEW-XX-XX-DR-A-0504) (For information only)
- Design and Access Statement (prepared by AEW)
- Flood Risk Assessment and Drainage (prepared by Farrow and Walsh)
- Air Quality Assessment (prepared by Aether)
- Preliminary Ecological Appraisal and Preliminary Roost Assessment (prepared by Bowland)
- Dusk Emergence Survey (prepared by Bowland)
- Transport Assessment (prepared by Markides)
- Transport Plan (prepared by Markides)
- Archaeology Desktop Assessment (prepared by Wessex)
- Desk Study/Preliminary Risk Assessment and Coal Mining Risk Assessment Report (prepared by Jomas)

- Tree Constraints Plan (prepared by Bowland)
- Economic Statement (included in Planning Statement) (prepared by JLL)
- Sustainability and Energy Statement (included in Planning Statement) (prepared by JLL)
- Statement of Community Involvement (prepared by JLL)
- Health Impact Assessment (prepared by JLL)
- Social Value Statement (Prepared by Fusion 21 with JLL)

1.2. Structure

1.2.1. This Planning Statement identifies and addresses the issues relevant to the consideration of the application submission, as follows:

- Description of Site and Surrounding Area – describes the physical characteristics of the planning application site and its immediate surroundings.
- Planning History of the Site – sets out the planning history for the site
- Proposed Development – provides a description of the proposed development.
- Economic Statement - provides relevant economic detail
- Energy and Sustainability Statement – provides relevant energy and sustainability aims and achievements
- Pre-application Discussions – describes the pre-application discussions with Officers at Knowsley Metropolitan Borough Council.
- Relevant Planning Policy – describes the planning policies which are relevant to the proposed development.
- Planning Considerations – confirms principle of proposed development and accordance with local and national policy.
- Conclusions - provides an assessment of the planning application proposals against the relevant planning policies and sets out the conclusions of this statement.

2. Description of Site and Surrounding Area

2.1. Site Location and Description

- 2.1.1. The Site is located to the east of Wilson Road off the A5080. The overall site measures 4.37ha which comprises a warehouse building occupied by John Mason International, a small mobile unit, and open storage area with outdoor caravan storage site and informal car parking.
- 2.1.2. The main access to the site is located to the north western corner of the site off Wilson Road, with a manned security hut and intercom for access. There is a second access which is located to the west of the site, slightly further down from the first access and a third to the south western corner of the site off Wilson Road.
- 2.1.3. The existing building is located to the south west of the site, with the front of the building facing the western perimeter of the site.
- 2.1.4. An informal car park area exists to the north of the site both centrally and along the perimeter of the northern boundary. The areas are used for a mixture of HGV's, vans and cars. To the northern perimeter of the existing building are more formal spaces specifically for HGV's.
- 2.1.5. To the east and south of the site is open storage space which is currently being used for the storage of caravans. This wraps around the east and south perimeters of the existing building.
- 2.1.6. Figure 1 gives an overall view of the current site layout.

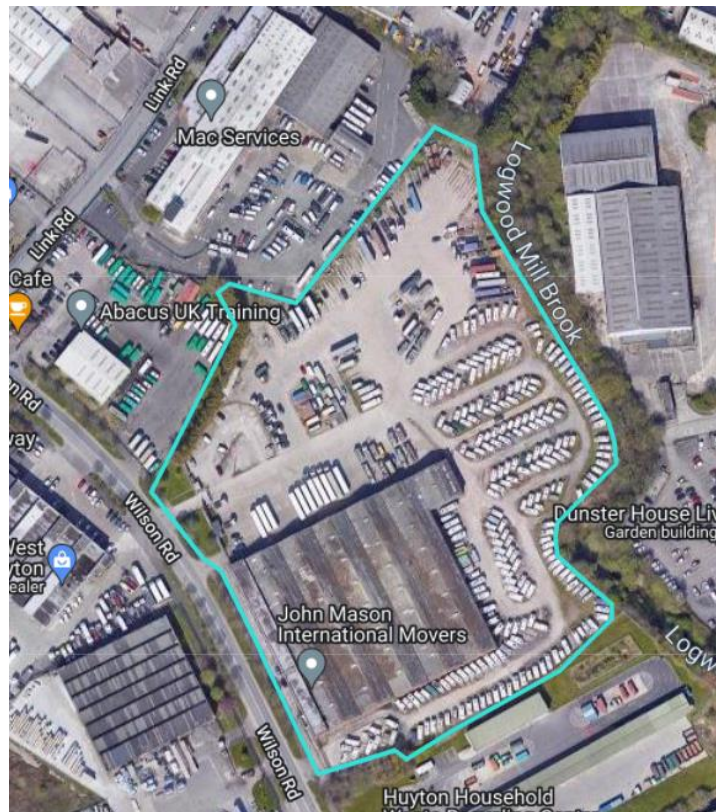


Figure 1

2.2. Surrounding Area

- 2.2.1. Beyond the immediate boundaries of the application site, the area comprises predominantly industrial uses. The Knowsley Metropolitan Borough Council Household Waste Recycling Centre is located to the south of the site and a Waste Management Services building to the west. To the north of the site is an industrial site which comprises Abacus UK Training, Huyton HTL Travel Bus Service and The Café. The industrial site to the north has a warehouse which comprises Starlight Limos, Mac Services and a travel agent.
- 2.2.2. The site is located off the M57 and M6. The M57 provides access to the towns of Knowsley and extends further afield to areas such as Southport.
- 2.2.3. The M62 allows for access to Liverpool City Centre and Manchester. The nearest train station is Huyton which is approximately 1.7km north west of the site.

3. Planning History

3.1.1. A planning history search has been undertaken via a desktop search of the Knowsley Metropolitan Borough Council public access. A summary of the most relevant applications is provided in table 1.

Application ref	Proposal	Decision/Date
74/00036/HIST	Construction of research lab consisting of food production ext. of office block	Granted/7 th May 1974
74/00431/HIST	Provision of laboratory for food research	Granted/14 th Nov 1974
74/02721/HIST	Factory Extension	Granted/7 th Nov 1977
74/05778/HIST	Extension to laboratory unit for canned foods	Granted/6 th Oct 1980
74/08695/HIST	Erection of single storey building for food production	Granted/14 th Dec 1984
74/13043/HIST	Erection of 2.4 metre high palisade boundary fence	Granted/4 th Jan 1991
74/13651/HIST	Change of use of 2 number dwellings to office accommodation.	Granted/7 th Oct 1991
21/00074/PREAPP	Proposed erection of industrial buildings for employment use (use classes e(g) B2 and B8)	Pre app comments issued 31 Jan 2022

Table 1

4. Proposed Development

4.1. Proposal

4.1.1. This Planning Statement is submitted in support of a planning application comprising the following:

1. Outline planning permission for the development of:
 - Demolition of existing building;
 - Employment development of up to 19,510 sqm (210,000 sq ft) / Gross External Area (GEA) of B8 (storage and distribution), and ancillary E(g) (offices) Use Class;
 - Maximum building heights of 23m to ridge to allow for a clear internal height of 18m.
 - Access.

4.1.2. The proposed development is described on the application as follows:

‘Outline planning permission for demolition of existing buildings and construction of a logistics/warehouse building, use class B8 including access. All other matters are reserved.’

4.1.3. The proposal seeks to create a modern warehouse facility with high green credentials which will provide additional floor space with the prospect of increased jobs as well as the opportunity to maximise this brownfield site’s efficiency by delivering a larger building which may also be subdivided into more than one unit. The applicant is aiming to achieve BREEAM Excellent and biodiversity net gains ahead of the new guidelines.

4.2. Site Layout



- 4.2.1. Given the proposal is in outline at this stage, the above layout is indicative of how the scheme could be laid out. A Parameters Plan showing the maximum extent of the build areas is also submitted.
- 4.2.2. The proposal comprises the erection of a market leading, modern logistics building with warehouse space, ancillary office space and a transport hub office. The development will also comprise an area for trailers, loading bays and car parking. The final details will be agreed as part of a future reserved matters application.
- 4.2.3. A gatehouse will also be positioned at the entrance of the site.
- 4.2.4. The internal spaces to be provided as part of the proposed warehouse development comprise a total GIA of circa 19, 116sqm.
- 4.2.5. The exact details of the proposed development will be set out with a future reserved matters application.

4.3. Access

- 4.3.1. Access to the site will remain on Wilson Road but to the south western corner of the site. This will be the entrance for vehicular access as well as for pedestrian and cycle access where a route is identified at the same point of entry.

4.4. Car Park Layout

- 4.4.1. The current parking at the site is informal and ad hoc. The yard which surrounds the existing building to the north is used for car parking, HGV parking and other small goods vehicles. The land that bounds the building to the east and south is used for caravan storage.

- The proposed development will provide formal spaces for car/motorcycle parking and bays for HGV's and trailers. Given the permission is for outline planning permission the following figures are based on the indicative scheme (drawing ref 12156-AEW-XX-XX-DR-A-0006):
- Circa 190 car parking spaces (inc. 10 accessible and 19 electric vehicle charging spaces)
- Circa 15 motorcycle spaces
- Circa 20 loading bay spaces
- Circa 45 trailer spaces

4.4.2. This will provide a formal area for all vehicles, maximising the efficiency of the site.

4.5. Cycle Parking

4.5.1. In line with Knowsley Cycle Parking standards, 16 Sheffield stands will be provided allowing up to 32 bikes to be parked at any one time. The cycle parking will be located to the south of the development site.

4.6. Landscaping

4.6.1. The proposed layout shows an indicative landscaping scheme which will provide an improvement to the existing site. While the detailed landscaping scheme is to be developed at reserved matters stage, the following design principles have been identified:

- Retention and enhancement of the Logwood Mill Brook corridor forming a buffer zone to the Brook in order to protect the landscape value and ecological value of the brook;
- New and enhanced soft landscaping to the north west forming buffer zones to neighbouring developments;
- Retained trees and enhanced soft landscaping to the street frontage on Wilson Road to minimize visual impact of the development on approaching the site and give the development a high-quality look and feel;
- Areas of soft landscaping throughout the site where appropriate on residual land

4.6.2. Once the detailed landscape scheme is progressed at the reserved matters stage, a biodiversity net gain calculation will also be undertaken and confirmed. It is the intention as part of the proposal to demonstrate net gain thus providing a clear biodiversity enhancement at the site.

4.7. Trees

4.7.1. A total of nine trees will be removed as part of the proposed development. One tree is located on the highway, T1. This is a sycamore, category C1. It is required to remove the tree to allow for the proposed site access to be delivered.

4.7.2. All other trees proposed for removal are to allow for the internal vehicle route and fire vehicle tracking to be delivered.

4.7.3. The following trees are proposed for removal:

Tree Number	Tree Type	Tree Category
T1	Sycamore	C2
T16	Whitebeam	U
T21	Whitebeam	U
T24	Sycamore	U
T25	Common Oak	C1
T26	Common Oak	C2
T27	Goat Willow	U
T28	Rowan	U
T29	Common Oak	U

4.7.4. The majority of trees (x6) are category U which are considered of poor condition that typically cannot be retained as living trees for longer than ten years. There are x3 category C trees which are considered of low-quality value or young trees with a stem diameter below 150mm.

4.7.5. Trees will be replaced with enhanced landscaping across the site. This will be agreed by condition during the detailed design stage of the proposal as the reserved matters are progressed.

4.8. Design

4.8.1. Whilst the scale and appearance of all buildings is reserved for future determination, certain design principles will be considered to ensure a coherent and high-quality development is brought forward at Reserved Matters stage.

4.8.2. An indicative layout has been provided which demonstrates the proposal intends to maximise the use of the site, ensuring that the brownfield site is efficiently used in keeping with neighbouring schemes.

4.8.3. The design of units would be sympathetic to the wider area by utilising a similar elevational treatment to existing units on the estate that are of a similar use class. The buildings will be of steel portal frame construction and are likely to feature pitched (built-up insulated or composite cladding) roof forms which are widely used on modern logistics developments and are characteristic of the surrounding area.

4.8.4. In terms of materials, the finishes to the external envelope are likely to include HPS200 Ultra or equivalent to areas of built-up cladding and Colorcoat Prisma to composite panels if utilised. The final finishes will be selected for their durability and the robustness of their associated guarantees that is appropriate for the life cycle and use of the proposed units.

4.8.5. The proposed development is aiming to achieve BREEAM excellent. A BREEAM excellent rating broadly represents performance equivalent to the top 10% of UK new non-domestic buildings and represents high energy efficient standards in regard to procurement, design, construction and operation.

4.8.6. All design details will be confirmed at the reserved matters stage.

5. Pre-Application Advice

- 5.1.1. The applicant took pre application advice from Knowsley Metropolitan Borough Council to receive early technical feedback from consultees to confirm the scope of any assessments required and the validation list for submission of the application.
- 5.1.2. In advance of JLL's involvement in the proposal, the applicant attended a virtual pre application meeting on 26 January 22 and received detailed pre application written advice from the Council dated 31 January 22, setting out the requirements for validation of the application. JLL reviewed the advice once instructed and held a discussion with the case officer, Mark Quinn, dated 24 February 22 to clarify the queries raised. It was agreed that a number of documents initially required for validation were no longer required as they were initially considered for a full rather than outline application. Clarification was set out in emails dated 8 and 9 March 22.
- 5.1.3. Initial discussions included the option of a B2 industrial building and/or B8 warehouse/logistics building. A B2 industrial building would require significantly greater car parking provision than a B8 warehouse building. The former was likely to put greater pressure on the site and reduce its efficiency. Therefore, the applicant has decided to proceed with B8 use which will also align with current strong market demand for this use.
- 5.1.4. As part of the discussions with Mark Quinn in February, it was agreed that the following documents would be required for validation of the planning application;
- Site Location Plan
 - Indicative layout drawings
 - Parameters Plan
 - Design and Access Statement
 - Flood Risk Assessment/Drainage Strategy
 - Air Quality Assessment
 - Preliminary Ecological Assessment
 - Transport Statement
 - Travel Plan
 - Land Contamination Report
 - Coal Mining Risk Assessments
 - Archaeology Desktop Assessment
 - Tree Survey
 - Economic Statement
 - Energy and Sustainability Statements
 - Statement of Community Involvement

- Health Impact Assessment
- Social Value Statement
- S106 Head of Terms Proposals
- Scheme for Site Treatment and Management Plan

5.1.5. It was also agreed that the following documents were not required and would follow in the future as part of reserved matters or when discharging conditions of the outline planning permission:

- Elevation Drawings
- Landscape Drawings
- Noise Assessment
- Heritage Assessment
- Waste, Demolition, Construction details
- Arboricultural Impact Assessment
- Biodiversity Net Gain Calculation

5.1.6. It was also confirmed that it is not mandatory to submit an EIA Screening Opinion

5.1.7. Importantly, the pre application advice confirmed that the principle of the proposed development for B8 use was acceptable at this site.

5.1.8. In addition to the pre-application advice sought from Knowsley Metropolitan Borough Council, the applicant has also engaged with local councillors and immediate neighbours. This information is set out in the separate Statement of Community Involvement. There has been one response from a local councillor, Cllr Evans, asking for further information regarding electric vehicle charging points and asbestos removal. JLL responded to the councillor immediately and has received no further correspondence since, therefore it is considered that they are satisfied with the response. No responses have been received from any neighbours.

6. Economic Statement

- 6.1.1. The proposed works comprise the demolition of the existing building on the site, to be replaced by a market leading logistics warehouse, operating under use class B8 (storage and distribution). The proposed warehouse measures 19,116sqm (GIA) and has been designed to utilise the full extent of the site. It is considered that the proposed works will enhance the area and enhance the location, solidifying it as a destination of large-scale logistics.
- 6.1.2. The site is located within proximity to Junction 6 of the M62 and Junction 1 of the M57 and is surrounded by compatible uses. It is considered that a large logistics warehouse at this site would retain the B8 use within the local area and will create knock on benefits to the local area.
- 6.1.3. It is considered that the construction and operational phases of a major logistics development in this location would generate significant economic impacts, including increased employment and economic output. It is the intention of the applicant to use local labour and supplies where possible during the construction phase. During the operational phase, as the site is located within proximity to a number of residential areas, it is the intention of the applicant to draw employees from the local area and thereby provide job opportunities for local residents.
- 6.1.4. The application is currently at Outline stage and therefore estimates of the potential employment figures have been undertaken in line with the Homes & Communities Agency 'Employment Density Guide' 3rd edition (November 2015).
- 6.1.5. For B8 (Storage and Distribution) use, the number of potential employees is generated using the Gross External Area (GEA) and varies depending on the type of B8 use ('sub-sector'). The final figure is generated by dividing the GEA by the density.
- 6.1.6. The Employment Density Matrix for B8 is as follows:

Use Class	Sub-Category	Sub-Sector	Density (sqm)	Notes
B8	Storage & Distribution	National Distribution Centre (NDC)	95	GEA
		Regional Distribution Centre (RDC)	77	GEA
		'Final Mile' Distribution Centre	70	GEA

- 6.1.7. The proposed warehouse measures 19,116 sqm (GIA). The employment density is generated using GEA and as such we have generated two figures to predict the GEA (+5% and +10% to the GIA) and will generate the average employment figure for each sub sector.

Sub-Sector	Gross Internal Area (GIA)	Gross External Area (GEA) +5%	Gross External Area (GEA) +10%	Average Number of Jobs
	19,116.00	20,071.80	21,027.60	
	Sq.m per Employee	Jobs	Jobs	
NDC	95.00	211.28	221.34	216.31
RDC	77.00	260.67	273.09	266.88
'Final Mile'	70.00	286.74	300.39	293.56

- 6.1.8. Utilising the Employment Density Matrix, we have identified that the purpose-built warehouse will create between 216 and 293 jobs during the operational phase.
- 6.1.9. The existing John Mason operation employs some 30 – 35 staff across the site. This outline proposal will therefore create a significant net increase in jobs with employment opportunities for local residents at the operational phase, as well as construction jobs and significant knock-on economic benefits within the local area. We can estimate that the maximum net increase will result in the creation of 263 jobs at the operational phase. This represents an 89% uplift at this site.

7. Energy and Sustainability Statement

7.1. Policy Position

7.1.1. The key policies of relevance comprise:

- Core Strategy Policy SD1 ‘Sustainable Development’; and
- Core Strategy Policy CS22 ‘Sustainable and Local Carbon Development’

7.1.2. Core Strategy Policy SD1 ‘Sustainable Development’ confirms that the Council will take a positive approach in determining planning applications, reflecting the presumption in favour of sustainable development. The Council will work with applicants in a proactive manner in order to identify joint solutions to enable planning permission to be granted wherever possible. Where planning applications accord with the Local Plan policies, planning permission will be granted without delay (unless material considerations indicate otherwise).

7.1.3. Core Strategy Policy CS22 ‘Sustainable and Local Carbon Development’ requires new developments to meet high standards of sustainable design and construction. This will be achieved by meeting the list of criteria set out in the policy including, inter alia designing buildings for flexible uses throughout their lifetime, ensuring effective use of resources, limiting energy use by incorporating high standards of insulation, heat retention and natural ventilation, using locally sourced sustainable materials and managing flood risk through SUDS. Building Regulations will control development contributing towards the Government targets for carbon reduction. The policy identifies Priority Zones which will facilitate renewable and low carbon infrastructure. The Site is not identified as being located within a Priority Zone.

7.2. Sustainable Development

7.2.1. The proposed works comprise the demolition of the existing building on the site, to be replaced by a modern, market leading logistics building, operating under use class B8 (storage and distribution). The proposed warehouse measures 19,116sqm (GIA) and utilises an existing brownfield site which is currently underutilised and not making the most efficient use of the space.

7.2.2. The proposals have been designed to optimise the sustainable use of the site and while they are at outline stage, the applicant is striving to meet high standards of environmental improvements and are aiming to achieve BREEAM excellent.

7.2.3. The site is located within an existing employment area in proximity to Junction 6 of the M62 and Junction 1 of the M57. The proposed site would form part of a cluster of existing logistic sites and is therefore sustainably located for B8 use. Moreover, the site’s proximity to the existing highways network would ensure that logistics vehicles would not need to travel through small towns and villages after leaving the motorway to access the site.

7.2.4. The site is also located within proximity to a number of residential areas and as such, it is the applicant’s intention to use local labour and supplies where possible during the construction phase to reduce emissions associated with travel to and from the site. It is also the applicant’s intention to draw from the local workforce during the operational phase and provide a further benefit to the local area.

- 7.2.5. The proposed development will therefore make use of an existing brownfield site and enhance an already established employment location, future proofing the site for future use by Linden Hill – Capital Assets – ALX Limited and local people through increased employment opportunity.
- 7.2.6. As this is an outline planning application, the detailed design of the future building has not yet been progressed. It is however the applicant's intention to apply the following key features:
- BREEAM 'Excellent' certification;
 - Thermal insulation to elevations
 - Low carbon and/or carbon neutral energy provision which may include photovoltaics and/or air source heat pumps to achieve policy CS22 objectives.
 - Where possible materials will be reused from the demolition of the existing building.
 - Local suppliers will be used where possible to ensure limitations on transport emissions.
 - Enhanced landscaping which will improve biodiversity within the site.

7.3. Energy

- 7.3.1. As mentioned above within the Sustainable Development section, low carbon and/or carbon neutral energy will be installed to power the site. This will include a combination of photovoltaics and air source heat pump technologies to heat the building.
- 7.3.2. Electricity will be sourced from green electricity providers to provide power to both the proposed building and electric charge points.

7.4. Summary

- 7.4.1. The site will deliver an efficient new logistics building, located on a brownfield site next to the strategic highway network and accessible to local employment adjacent to the local residential community. The building will be highly efficient, seeking to use low carbon or carbon neutral technologies, and thermal insulation methods. Electric vehicle charge points, cycle facilities and a net increase in landscaping to enhance the site's biodiversity are proposed. Overall, the site will deliver a sustainable development and significant improvement in energy efficiency when compared with the existing site.

8. Planning Policy Context

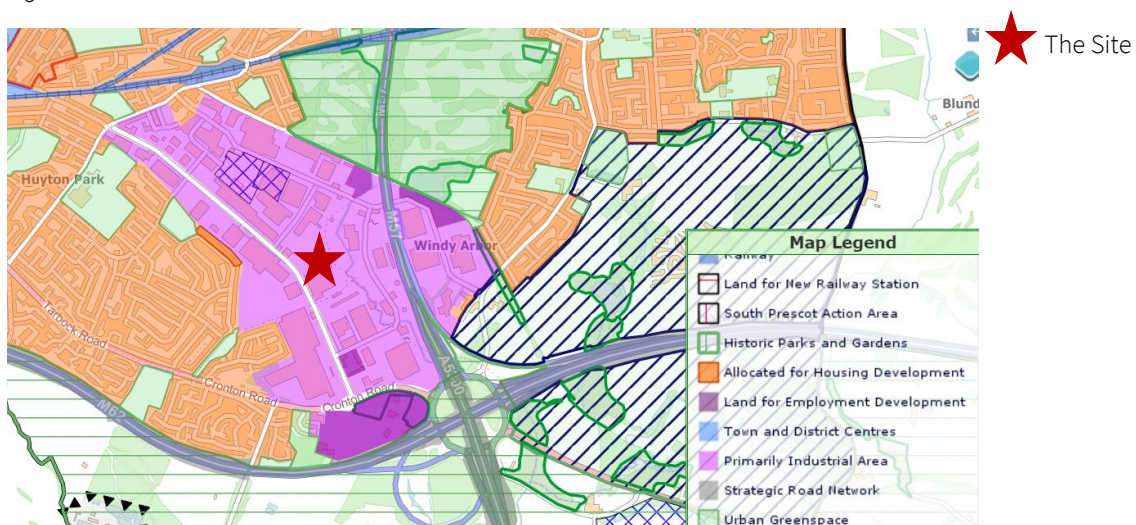
- 8.1.1. When determining a planning application, the relevant authority (in this case Knowsley Metropolitan Borough Council) as the Local Planning Authority (LPA) will be under statutory obligation, as imposed by Section 38(6) of the Planning and Compulsory Purchase Act 2004 to make their determination in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.1.2. In this instance, the relevant development plan comprises the Core Strategy adopted in January 2016, the interactive online Policies Map and a number of 'saved' Unitary Development Plan Policies (2006).
- 8.1.3. Other material considerations include the NPPF and a range of Supplementary Planning Guidance adopted by Knowsley Metropolitan Borough Council.

8.2. Local Planning Policy

Development Plan Saved Policies

- 8.2.1. The original Unitary Development Plan (UDP) was approved in 2006 and has since been replaced by the Knowsley Local Plan Core Strategy. All but four of the 82 individual UDP policies were "saved" by the Secretary of State on 12 June 2009. An additional three UDP policies were replaced on adoption of the Merseyside and Halton Joint Waste Local Plan. A further 36 policies were deleted on adoption of the Local Plan Core Strategy.
- 8.2.2. The following 'saved' policies are considered to be of relevance to the proposal.
- 8.2.3. **Policy 'EC3: Primarily Industrial Areas'** states that primarily industrial areas that are located on the Proposals Map are appropriate locations for Business (Class B1), General Industry (Class B2), and Storage Distribution (Class B8) uses. See figure 1 for Proposals Map extract.

Figure 1



- 8.2.4. **Policy T7: New Development and Walking & Cycling Routes** sets out the need for new developments to preserve and enhance the walking and cycling network where possible. Where development will block an existing right of way or existing or proposed walking or cycling route, certain factors around safety and security will be taken into account.
- 8.2.5. **Policy T8: Transport Assessments** explains that developments that would impact any part of the highway through an increase in traffic and would overload the access or any part of the network will not be permitted unless mitigation measures are undertaken
- 8.2.6. Planning applications for the following forms of development will be required to be accompanied by a Transport Assessment:

*'a) Major traffic generating development proposals **

b) Proposals which, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;

c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline levels;

d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and

e) Proposals that would impact on the bus network.'

* Knowsley Metropolitan Borough Council considers any B8 developments over 5000sqm to be major traffic generating development as stated in the Ensuring Choice of Travel SPD

- 8.2.7. **Policy T9: Travel Plans** states that major traffic generating developments or smaller developments that generate traffic, affect air quality or exacerbate an existing traffic problem will require the implementation of a Travel Plan.
- 8.2.8. **Policy 10: Access for the Less Mobile** sets out that all new development will be required to have adequate access for those less mobile or with sensory impairments. They must be adaptable to meet lifetime design standards for homes and other buildings in accordance with the Disability Discrimination Act 1995 and its successors.
- 8.2.9. **Policy DQ2: Security in the Built Environment** sets out new development should provide good levels of security including:

'a) All public highways, footpaths and cycle routes, and car parking areas should be highly visible (including at night) and have good levels of natural surveillance from nearby properties;

b) The design of buildings and of landscaping areas should avoid creating potential hiding places whilst providing defensible space by giving definition between the public and private realm;

c) Features such as gates and fencing should be included where necessary to prevent inappropriate access;

entrance doors and windows enjoying good levels of natural surveillance;

e) Long lengths of blank or uniform fencing or walls should be avoided where these would create dead frontages; and

f) Large developments should include a mixture of uses and/or types of dwellings to maximise surveillance through the day and night.

2. Security features such as fencing, walls, CCTV cameras and lighting (both in new developments and where proposed to provide added security to existing developments) should be designed so as to avoid causing harm to:

a) Visual amenity;

b) The amenities of occupiers of nearby property; or

c) Highway safety.'

8.2.10. Policy DQ4: Trees and Development sets out that all new development should include appropriate tree planting and soft landscaping with regard to the surrounding area. If development affects existing trees, woodland or vegetation that enhance the amenity of the area then provision should be made for their retention. Existing tree surveys are required to be provided with all proposals and where unavoidable loss of a tree is accepted, the developer will have to make adequate provision for their replacement.

8.2.11. Policy ENV3: Light Pollution sets out that development requiring external lighting meet the following criteria:

'a) The lighting scheme proposed is the minimum required for security and working purposes to undertake the task;

b) There would be no unacceptable impact on visual amenity in the surrounding area;

c) The scheme will not have an unacceptable effect on road safety;

d) The scheme will not harm wildlife; and

e) There will be no unacceptable loss of residential amenity.'

Core Strategy Local Plan (2016)

8.2.12. The Core Strategy is the main strategic document within the Local Plan for Knowsley and sets out the strategic policy framework for the district up to and beyond 2028. The Core Strategy was adopted by Knowsley Metropolitan Borough Council in January 2016.

8.2.13. The following policies are considered to be of relevance to the proposal.

8.2.14. Policy SD1: Sustainable Development confirms that the Council will take a positive approach in determining planning applications, reflecting the presumption in favour of sustainable development. The Council will work with applicants in a proactive manner in order to identify joint solutions to enable planning permission to be granted wherever possible. Where planning applications accord with the Local Plan policies, planning permission will be granted without delay (unless material considerations indicate otherwise).

8.2.15. **Policy CS1: Spatial Strategy for Knowsley** sets out the Council's priorities for spatial development. The policy places a focus on development within existing urban areas which are easily accessible from areas in need of regeneration.

8.2.16. **Policy CS4: Economy and Employment** sets out the requirements for facilitating the right type of employment development within the borough. The policy addresses:

- Overall Development Strategy,
- Scale and Distribution of Development for Employment Uses,
- Land Supply for Employment Uses,
- 'Town Centre' Employment Uses-Retail, Leisure and Offices,
- Safeguarding of Existing Employment Land

8.2.17. *'Provision will be made for at least 164 hectares of land to be developed for employment uses⁷⁷ between 2010 and 2028, to be located primarily within the following locations:*

- Knowsley Industrial Park (including Knowsley Business Park);
- Huyton Business Park;
- Kings Business Park;
- South Prescott; and
- Jaguar Land Rover (Halewood).'

8.2.18. **Policy: CS7 Transport Networks** sets out the overall transport strategy for the borough as well as the requirements that new developments will have to meet, including:

- Location and design to prioritise accessibility and sustainable modes of travel and where deficiencies are identified, developer contributions will be required to improve the accessibility of the location
- Location and design for large scale developments are in the most accessible locations.
- Travel Assessment and/or Travel Plan
- Compliant with adopted vehicle parking standards for different scales of development
- Measure to mitigate carbon emissions and improve air quality
- Consistency with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.

8.2.19. **Policy CS19: Design Quality and Accessibility in New Development** states that local distinctiveness, identity and accessibility of places is to be retained. New developments will be expected to integrate characteristics of the surrounding area through materials, scale, mass and density of the existing built environment. Complementing and enhancing the existing environment and provision of landmark buildings will also be expected as well as accommodating social interaction with high quality public realm space.

8.2.20. **Policy CS22: Sustainable and Low Carbon Development** sets out how the borough aims to achieve its development needs in a sustainable way so that the link between carbon emissions and growth is broken and communities are protected from fuel poverty. The policy addresses this by encouraging the provision of appropriate renewable and low carbon energy infrastructure, and increasing energy efficiency through sustainable construction techniques

8.2.21. **Policy CS24: Managing Flood Risk** highlights that any new development that may cause a risk of flooding will not be permitted and that new developments should be located in areas of low probability of flooding. Where necessary, new development will provide mitigation measures to manage any food risk associated with or caused by the development. The drainage of a new development should be designed to reduce any surface water run off rates.

8.3. National Planning Policy

8.3.1. The revised NPPF was published on the 20th July 2021 and contains the national planning policy for England.

8.3.2. At the heart of the NPPF is a presumption in favour of sustainable development, it also states applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

8.3.3. The following policies are considered to be of relevance to the proposal.

8.3.4. NPPF paragraph 11 is clear that in decision making,

- Development proposals are approved with an up-to-date development plan without delay;
- Where there are no relevant development plans or the policies which are most important are out of date, permission should be granted unless:
 - i. *‘The application of policies in this Framework that protect area or assets of particular importance provides a clear reason for refusing the development proposed;*
 - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.’*

8.3.5. NPPF paragraph 12 states that *‘The presumption in favour of sustainable 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 (Including any neighbourhood plans...) 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 be not followed.’*

8.3.6. Section 6 ‘Building a strong, competitive economy’ sets out at paragraph 81 that *‘planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development’.*

8.3.7. Paragraph 83 goes on to state that *‘planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations’.*

8.3.8. Section 11 ‘Making effective use of land’ sets out at paragraph 123 that *‘Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently*

developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:

- Make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space’.

8.3.9. Section 12 ‘Achieving well designed places’ paragraph 126 sets out that ‘*The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities’.*

8.3.10. Paragraph 134 follows on stating that ‘*Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵², taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:*

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.’

8.3.11. Other relevant policies:

Section 9: ‘Promoting sustainable transport’

Section 14: ‘Meeting the challenge of climate change, flooding and coastal change’

Section 15: ‘Conserving and enhancing the natural environment’

8.4. Other Relevant Documents

Adding Social Value to Development Supplementary Planning Document (SPD)

8.4.1. The Adding Social Value to Development SPD was adopted by Knowsley Metropolitan Borough Council in September 2018.

8.4.2. The SPD is driven by the Council’s aspiration to see additional benefits (known as social value) incorporated into its housing and other development opportunities. Social value is the additional economic, social and environmental benefits that can be created as part of a development.

Design Quality in New Development SPD

8.4.3. The Design Quality in New Development SPD was published by Knowsley Metropolitan Borough Council in January 2016. This SPD identifies the overarching context for design in the Borough, and highlights Borough-wide issues which should be taken into account in designing new development. This includes guidance relating to placing buildings, density and form,

accessibility, landscaping, public open space, sustainable design, minimising crime, and preserving the built heritage.

Ensuring a Choice of Travel SPD

- 8.4.4. The Ensuring a Choice of Travel SPD was adopted by Knowsley Metropolitan Borough Council in September 2010.
- 8.4.5. The Council published this guidance to show how development can satisfy the requirements of accessibility policies contained within Knowsley's Development Plan ensure a good choice of travel modes to all new development. It aims to assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles.

9. Planning Considerations

9.1. Introduction

- 9.1.1. On the basis of the relevant planning policies set out in Chapter 8, it is considered that the proposal is acceptable in principle. Taking account of the material considerations and evidence provided in support of the planning application, the proposal complies with local and national planning policy.

9.2. Principle of Development

- 9.2.1. The proposals seek outline planning permission for demolition of existing buildings and construction of a new logistics/warehouse building, use class B8 including access. All other matters are reserved.
- 9.2.2. Within the Knowsley Unitary Development Plan, the site is allocated within 'saved' Policy EC3 'Primarily Industrial Area' which states that areas identified as Primarily Industrial Areas on the proposals map are appropriate locations for Business (Class B1); General Industry (Class B2); and Storage and Distribution (Class B8) uses. The proposed use at the site is therefore inline with local policy.
- 9.2.3. Pre-application discussions have also been held with the Council in advance of submission, during which it was confirmed that the principle of the proposed development for B8 use was acceptable at this site.
- 9.2.4. The proposal is therefore wholly in accordance with the current development plan and is wholly compatible with the surrounding use.

9.3. Sustainable development

- 9.3.1. The proposal will increase the commercial potential of the site and support the growth and operational activity of the site and wider industrial area.
- 9.3.2. The proposed works comprise the demolition of an existing out-dated and not fit for purpose building on a brownfield site, to be replaced by a modern, market leading logistics building. The site is located within an existing employment location and the proposed development would form part of a cluster of existing logistic sites in proximity to the existing highway network.
- 9.3.3. The proposal is designed to make the most sustainable use of the site. The site currently comprises a 9,863sq m building and the rest of the site is underutilised. The proposed new building will maximise the use of the site and allow for trailer and car park spaces, servicing, access and landscaping providing an efficient brownfield site.
- 9.3.4. While the application is at outline stage, the applicant is striving to meet high standards of environmental improvements and aiming to achieve BREEAM excellent.
- 9.3.5. The site is located within proximity to a number of residential areas and wider industrial areas, as such, it is the applicant's intention to use local labour and supplies where possible during the

construction and operational phase to reduce emissions associated with travel to and from the site.

- 9.3.6. The site is located within the established Huyton Business Park industrial area which is well positioned next to the M57. As a proposed warehouse and logistics scheme, it is therefore in an excellent location to access the motorway and wider national highway network directly and does not require delivery vehicles to use the local highway network ensuring it does not impact on the local road network.
- 9.3.7. The proposed development will therefore make use of an existing brownfield site and enhance an already established employment location, future proofing the site for future use by Linden Hill – Capital Assets – ALX Limited and for local people through increased employment opportunity.
- 9.3.8. The proposals are therefore wholly in accordance with sustainable development policies SD1 and CS22 within the current development plan and are wholly compatible with the surrounding uses.

9.4. Design

- 9.4.1. Core Strategy Policy CS19 sets out that new developments will be expected to integrate characteristics of the surrounding area through materials, scale, mass and density of the existing built environment, as well as complementing and enhancing the existing environment.
- 9.4.2. The proposed works comprise the erection of a modern, fit for purpose logistics warehouse which is considered to be a significant improvement on the current usage of the site. The proposed warehouse will compliment the existing uses and will help further establish the area as a modern logistics cluster.
- 9.4.3. Whilst the scale and appearance of all buildings is reserved for future determination, certain design principles will be considered to ensure a coherent and high-quality development is brought forward at Reserved Matters stage. The design of units would be sympathetic to the wider area by utilising a similar elevational treatment to existing units on the estate that are of a similar use class. Main entrances to the buildings will be designed to create legible access points on a pedestrian scale and to provide active frontage that gives a sense of arrival at a place.
- 9.4.4. In terms of materials, the finishes to the external envelope are likely to include HPS200 Ultra or equivalent to areas of built-up cladding and Colorcoat Prisma to composite panels if utilised. The final finishes will be selected for their durability and the robustness of their associated guarantees that is appropriate for the life cycle and use of the proposed units.
- 9.4.5. The illustrative site plan option indicates enhanced landscaping to the south west, north west and north east of the site and retains existing trees to the street frontage as part of an indicative landscaping strategy. The development will also lead to a clear net increase in landscaping over the existing use on site which is currently very poor.
- 9.4.6. It is considered that the scheme is compatible and aligns with the character of the surrounding area and is therefore considered to be acceptable and in accordance with local policy CS19 and NPPF (2021).

9.5. Highways

- 9.5.1. A Transport Assessment has been prepared by Markides Associates.
- 9.5.2. The Assessment concludes that in terms of transport, the site is in a sustainable location whilst also being suitably located to the strategic road network.
- 9.5.3. With regards to delivery and servicing, the Transport Assessment has demonstrated that a suitable strategy can be provided that ensures vehicles can serve the site appropriately.
- 9.5.4. A trip generation assessment was also undertaken which demonstrates that whilst there will be an increase in the number of vehicle trips to and from the site, the number of these trips will have a nominal impact on the local highway network with an uplift of only 24 HGVs in the morning peak hour and 11 HGVs in the evening peak hour, respectively.
- 9.5.5. A Framework Travel Plan has been prepared in support of the application by Markides Associates.
- 9.5.6. The site benefits from being within proximity to a variety of public transport services, including bus stops and Huyton Railway Station. The development site is also located within walking distance of key destinations, including supermarkets and medical facilities should they be required and therefore provides a high level of sustainable travel to and from the site.
- 9.5.7. The proposals are therefore compliant with Policy CS7 and paragraph 113 of the NPPF (2021)

9.6. Ecology

- 9.6.1. An Preliminary Ecological Appraisal and preliminary roost assessment have been prepared by Bowland Ecology (dated August 2021).
- 9.6.2. The Appraisal sets out that there are no statutory designated wildlife sites on or within 2 km of the site. Moreover, the site falls outside the Impact Risk Zone (IRZ) for the Mersey estuary SSSI, which is located 7 km south of the site and the proposals do not fall into any of the indicated IRZ categories for which the Local Planning Authority must consult with Natural England.
- 9.6.3. The site is dominated by bare ground with scattered ephemeral vegetation; this habitat type, along with buildings, provide negligible botanical value and is very common in the local landscape. As such, loss of this habitat will not result in a significant adverse ecological impact.
- 9.6.4. The Appraisal noted that the risk of impacts to roosting bats within Buildings 2 and 3 is considered to be low. A dusk emergence or dawn re-entry survey was requested. No other further surveys were required.
- 9.6.5. The required Bat Emergence Survey was undertaken by Bowland Ecology in August 2021. During the surveys no bats were observed to emerge from any part of the building and overall activity surrounding the buildings was very low, with no bats recorded during the first survey, and only 2 individual bat passes recorded during the second survey.
- 9.6.6. The survey therefore concluded that the risk to bats from the demolition of the buildings on site is considered negligible.
- 9.6.7. The proposals are therefore wholly compliant with Policy CS8 and NPPF (2021).

9.7. Flood Risk and Drainage

9.7.1. An FRA and Drainage Assessment has been prepared by Farrow Walsh Consulting.

Flood Risk

9.7.2. The Assessment sets out that the property is identified within the Environment Agency Flood Risk mapping as being at Low risk of flooding from Rivers and Seas and the site is at no quantifiable risk of flooding from tidal events.

9.7.3. The site is identified as having a Low chance of flooding from overland Surface Water and a Low quantifiable risk of flooding from groundwater sources.

9.7.4. The site is at no quantifiable risk of flooding from manmade lakes within the topographical catchment of the site and is at a negligible risk of flooding from the existing sewerage network in the vicinity of the site and its own private drainage connections.

9.7.5. Farrow Walsh Consulting conclude that the proposed industrial unit is above the modelled flood level of the local watercourses and sits within Flood Zone 1 and is such it is at low risk of flooding.

Drainage

9.7.6. Surface water runoff from the site will be conveyed by pipes, stored within cellular storage, then discharged into the Longwood Mill Brook at existing greenfield runoff rates.

9.7.7. The proposed surface water discharge rate matches the undeveloped greenfield runoff rates for the 1in100 year + 40% climate change combined with the use of above ground SUDS will treat and delay runoff entering the watercourse network, thus providing a 96% improvement when compared to the existing runoff arrangement.

9.7.8. The Assessment sets out that the intention will be to utilise permeable paving in conjunction with catch pits and voided stone to staff car parking areas, with the intention of trapping, filtering and removing hydrocarbons by biodegradation. Moreover, use of petrol interceptor to the yard hardstanding to trap and filter hydrocarbons and pollutants is proposed to prevent them from entering the watercourse.

9.7.9. The Assessment sets out that foul water drainage would be conveyed from the development by below ground private gravity drains prior to connection into the existing United Utilities combined sewers located along the western boundary of the site within Wilsons Road. Where available any existing connections into the sewer shall be utilised.

9.7.10. The proposals are therefore wholly compliant with Policy CS24 and NPPF (2021)

9.8. Air Quality Assessment

9.8.1. An Air Quality Assessment has been prepared by Aether Ltd.

9.8.2. The Assessment has been undertaken using two different modelling approaches:

- A conservative approach where no improvement in the pollutant background concentrations or road transport emission factors has been assumed between the base year (2019) and the first year of occupation (2024); and
- A 'with improvements' scenario, where improvements in the pollutant background concentrations and in the vehicle fleet have been considered.

9.8.3. The 'with' development scenario estimates that the development will cause annual mean NO₂ and PM₁₀ concentrations to increase by a negligible amount.

9.8.4. Recent precedent confirms that it is now reasonable to assume an improvement in pollutant concentrations going forward. Therefore, the assessment concludes that no mitigation is required as the air quality objectives are predicted to be met and a negligible impact is predicted.

9.8.5. The proposals are therefore wholly compliant with Policy CS8 and the NPPF (2021).

9.9. Trees

9.9.1. A Tree Survey and Arboricultural Constraints Appraisal has been prepared by Bowland Tree Consultancy Ltd.

9.9.2. The ACA concludes that a total of nine trees will be removed as part of the proposed development. One such trees sits within the highway, T1. This is a sycamore, category C1. It is require to remove the tree to allow for the proposed site access to be delivered.

9.9.3. The majority of trees (x6) are category U which are considered of poor condition that typically cannot be retained as living trees for longer than ten years. There are x3 category C trees which are considered of low-quality value or young trees with a stem diameter below 150mm.

9.9.4. Trees will be replaced with enhanced landscaping across the site. This will be agreed by condition during the detailed design stage of the proposal as the reserved matters are progressed.

9.9.5. The proposals are considered to be in accordance with Policy CS21 and the NPPF (2021).

9.10. Archaeology

9.10.1. An Archaeological Desk-Based Assessment has been prepared by Wessex archaeology.

9.10.2. The assessment has established that there is an archaeological interest within the site. This relates to the Logwood Farm complex, which dates to at least the 18th century and was later demolished in the 1970s. There is also limited potential for Neolithic, Iron Age and Romano-British finds, given there a known presence from these periods in the wider area.

9.10.3. The Historic Landscape Character of the proposed development site is of limited significance and the redevelopment of the site would not fundamentally change its character.

9.10.4. The Assessment sets out that due to a lack of previous archaeological investigation, the presence, location and significance of any buried heritage assets within the site could not currently be confirmed on the basis of the available information. As such it is likely that additional

archaeological investigations may be required by the planning archaeologist for Knowsley Metropolitan Borough Council.

9.10.5. Overall, the study has identified no overriding archaeological constraints which are likely to prohibit development at the site. However, the Assessment concluded that the need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities.

9.10.6. The proposals are considered to be in accordance with Policy CS20 and para 194 of the NPPF (2021).

9.11. Ground Conditions

9.11.1. A Desk Study/Preliminary Risk Assessment and Coal Mining Risk Assessment Report has been prepared by Jomas Engineering Environmental.

9.11.2. The Report concludes that the risk estimation matrix indicates a moderate risk.

9.11.3. Due to the potential presence of asbestos containing materials, an asbestos survey should be undertaken, with any asbestos containing materials found, removed under suitably controlled conditions. There should be no risk to end users from asbestos if the potential asbestos containing materials are removed by suitably qualified and experienced specialists under controlled conditions.

9.11.4. Jomas Engineering Environmental recommended that an intrusive investigation is undertaken to clarify potential risks to the identified receptors, and assess the extent of made ground soils present at the site.

9.11.5. With regards to Coal Mining Risk, it is noted that there is no direct evidence of shallow workings being present on site, however, the site is within a Coal Authority “Development High Risk Area” and given that coal reportedly subcrops on site and close to site, it is considered possible that unrecorded shallow workings, surface workings and/or mine entries could be present at the site.

9.11.6. The Report concludes that, subject to the outcome of the investigation, it is likely that the site could be made safe and stable for redevelopment by measures potentially including grouting of shallow underground workings, spanning/designing around surface workings, capping of identified shafts/bell pits and incorporation of gas protection measures into buildings, if necessary.

9.12. Conclusion

9.12.1. Having regard to the above assessment of the relevant planning policies, it is concluded that the proposal will deliver a high quality, flexible and sustainable development which is compatible with the character of the area and neighbouring uses.

9.12.2. The proposed use is in accordance with UDP ‘saved’ Policy EC3. Moreover, the proposed works will enhance an already established employment location, future proofing the site for future use by Linden Hill – Capital Assets – ALX Limited and local people through increased employment opportunities. The proposals are therefore in line with Local Plan Core Strategy Policy CS4 which supports sustainable economic growth to meet the development needs of established and

emerging employment sectors, as well as enhance the quality and efficiency of land use within existing employment areas.

9.12.3. The site provides excellent connectivity to the M57 and M6 as well as surrounding communities on foot and by a range of modes of transport. This is therefore considered to provide a sustainable and accessible location for an employment site.

9.12.4. In summary and taking account of the material considerations and evidence provided in support of the planning application, it is concluded that the proposal complies with objectives of the Development Plan and national policy.

10. Conclusions

10.1.1. The proposed development is described on the application as follows:

'Outline planning permission for demolition of existing buildings and construction of a logistics/warehouse building, use class B8 including access. All other matters are reserved.'

- 10.1.2. The proposal seeks to create a market leading, modern warehouse facility with high green credentials which will provide additional floor space with the prospect of increased jobs as well as the opportunity to maximise this brownfield site's efficiency by delivering a larger building which may also be subdivided into more than one unit. The applicant is aiming to achieve BREEAM Excellent and biodiversity net gains ahead of the new guidelines.
- 10.1.3. The proposed works are considered to be appropriate for the location, in keeping with the local character and are compatible with the surrounding uses. Moreover, pre-application discussions have been held with the Council in advance of submission, during which it was confirmed that the principle of the proposed development for B8 use was acceptable at this site.
- 10.1.4. The proposed B8 use accords with Local Plan Core Strategy Policy CS4 which supports sustainable economic growth to meet the development needs of established and emerging employment sectors, as well as enhance the quality and efficiency of land use within existing employment areas.
- 10.1.5. A Transport Assessment has been undertaken which concludes that the site is in a sustainable location whilst also being suitably located to the strategic road network. Moreover, the assessment concluded that whilst there will be an increase in the number of vehicle trips to and from the site, the number of these trips will have a nominal impact on the local highway network.
- 10.1.6. An Preliminary Ecological Appraisal and Preliminary Roost Assessment was undertaken which identified the need for a further Bat Emergence Survey. The survey was undertaken in August 2021 and concluded that the risk to bats from the demolition of the buildings on site is considered negligible. The development as a whole will also lead to a clear net increase in landscaping over the existing use on site which is currently very poor
- 10.1.7. The Flood Risk Assessment was undertaken and concludes that the proposed industrial unit is above the modelled flood level of the local watercourses and sits within Flood Zone 1 and is such it is at low risk of flooding.
- 10.1.8. An AQA was undertaken and concludes that no mitigation is required as the air quality objectives are predicted to be met and a negligible impact is predicted.
- 10.1.9. An Archaeological Desk-Based Assessment was undertaken and has identified no overriding archaeological constraints which are likely to prohibit development at the site. However, further assessment and/or archaeological works may be required and should be agreed through consultation with the statutory authorities.

- 10.1.10. A Desk Study/Preliminary Risk Assessment and Coal Mining Risk Assessment Report has been prepared which concludes that the risk estimation matrix indicates a moderate risk. It is recommended that an intrusive investigation is undertaken to clarify potential risks to the identified receptors and assess the extent of made ground soils present at the site.
- 10.1.11. Taking on board all technical assessments provided, the application proposal is considered to be in accordance with the relevant policies of the Development Plan. On that basis, taking account of the material considerations and evidence provided in support of the planning application, it is concluded that the proposal complies with objectives of the Development Plan and national policy.
- 10.1.12. It is concluded that the proposal will deliver a high quality, flexible and sustainable development which is compatible with the character of the area, neighbouring uses and complies with the objectives of the Development Plan and National Policy.
- 10.1.13. We trust the information submitted with the application is sufficient to support the proposals and we look forward to receiving confirmation that the application has been validated. The applicant is keen to work with the Council to ensure outline planning permission including access is granted for this proposal which is acceptable in principle. Should you have any queries in the meantime, please do not hesitate to contact me.

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