

Knowsley Council
Regeneration and Economic Development Directorate.
Delegated Planning Report

<u>APPLICATION NO:</u>	25/00054/FUL	<u>CASE OFFICER:</u>	Andrew Hunt
<u>WARD:</u>	Prescot North	<u>PARISH:</u>	Knowsley Parish Council
<u>LOCATION:</u>	Peter Gilding And Co Ltd, Caddick Road, Knowsley Business Park Knowsley, L34 9HP		
<u>PROPOSAL:</u>	PROPOSED NEW VEHICULAR ACCESS TO EXISTING MAST COMPOUND		

Site Description

The application site is part of a large industrial unit within Knowsley Business Park. The site is a small area to the north of the site facing onto the B1954. It consists of grass verge and hardstanding. It is surrounded by other industrial units to the north, south, east and west. There are trees located opposite and undeveloped land to the south east.

Proposal

The proposal is for a proposed new vehicular access to existing mast compound. The access would be between 6.5 metres (at its widest point) and 3.5m wide. The proposal would involve the loss of a small grass verge area.

Consultations

Highways - Highways have no objections to the following development, as the kerbs are to be dropped the applicant is reminded it is an offence to carry out any works within the public highway without the permission of the highway authority. The cutting back of trees / shrubs is required for visibility and safety. This will be secured by a condition. This is sufficient for visibility and the fence does not need to be altered.

Representations

This application has been publicised by letters sent to 16 neighbours. No representations have been received.

Planning History

Many applications have been approved at the site, however, none of these are directly relevant to the current proposal.

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

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

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

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles
CS4 - Economy and Employment
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 Statement

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

Assessment

Highway Safety

NPPF para 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

The proposal involves the creation of a new entrance onto the B1954, (School Lane) which is the main road connecting Knowsley Village and Junction 4 of the M57. The proposal would not significantly impact the traffic movement in the area and therefore is appropriate turning provision.

Appropriate visibility splays have been demonstrated, however, in order to maintain the visibility splays, a condition is required to ensure maintenance of the trees and shrubs. The current fence is a metallic fence with vertical gaps in between, this allows sufficient visibility to ensure adequate sightlines for traffic entering and exiting the site.

This is supported by the views of the council's highways department who have no objection to the proposal. Overall, there would be no harm to highways safety.

Other Issues.

The grassed area is below 25sqm and therefore biodiversity net gain does not apply.

Conclusion

The proposal would be acceptable in relation to highways. The application complies with local planning policies and is recommended for approval.

Recommendation

That planning permission be granted subject to the following conditions.

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

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

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents :-
 - a. Existing & Proposed Yard Elevations - G03 (received 11/03/2025).
 - b. Existing & Proposed Road Elevations - G02 (received 11/03/2025).
 - c. Compound Plan - G01 (received 11/03/2025).
 - d. Proposed Site Plan – L03 (received 11/03/2025).
 - e. Location Plan – (received 11/03/2025).

Reason: For the avoidance of doubt.

- 3) Visibility Splays

No part of the development shall be brought into use until visibility splays of 2.4 metres by 90 metres, have been provided at the proposed site entrance in both directions. The splays shall be provided clear of obstructions to visibility above the height of 0.6 metres measured from the footway/verge level. Once created, the visibility splays shall be maintained clear of any obstruction greater than 600mm in height and shall be retained at all times.

Reason: To ensure adequate visibility at the junction or site access is made and maintained, and to comply with Policy CS19 of the Core Strategy, adopted January 2016.

Signed Case Officer¹:

Andrew Hunt

**Signed Authorising
Officer²:**

Jo Sheridan

Date:

09/04/2025

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

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

Informatives

1) Dropped Kerb Crossings

To request a quote for a dropped crossing from our contractor Tarmac they can be contacted via 0800 023 2334 or knowsley.highways@tarmac.com. Tarmac will then instruct an Inspector to attend the location and scope out the works.

The applicant is reminded that it is an offence to carry out any works within the public highway without the permission of the Highway Authority.

