

REGENERATION AND ECONOMIC DEVELOPMENT DEPARTMENT

APPLICATION NO: 22/00379/FUL

APPLICANT: Georgesons

WARD AFFECTED: Prescot North

DEVELOPMENT: CHANGE OF USE TO FORM VEHICLE SALES AND REPAIR CENTRE INCLUDING MOT TESTING FACILITY (RETROSPECTIVE) TOGETHER WITH THE ERECTION OF 1NO. OUT-BUILDING TO REAR

LOCATION OF SITE: Georgesons, 42 Randles Road, Knowsley Business Park, Knowsley, Knowsley, L34 9HX

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

An advert consent application was recently approved (22/00380/ADV – approved 12/09/2022).

TECHNICAL CONSULTATIONS:

Cadent Gas – No objection subject to an informative.

Environmental Health – No objection subject to a condition in relation to fixed plant noise and an informative in relation to permitting for the spray booth.

Merseyside Fire and Rescue Service – An Informative is required in relation to water supplies for firefighting.

Highways – No objection subject to a condition to secure cycle and motorcycle parking.

Document Reference	Document Issue Number	Document Issue Date
PS/DC/OP04/05	003	23/9/02

c:\users\bidej\appdata\local\microsoft\windows\inetcache\content.outlook\54noi01n\22-00379 - ful - georgesons 42 randles road knowlsey business park knowsley l34 9hx.doc

NEIGHBOUR NOTIFICATION:

This application has been publicised by letters sent to 10 neighbours. No representations have been received.

ISSUES AND ASSESSMENT:

PROPOSAL

The application is for the change of use to form a vehicle sales and repair centre including MOT testing facility (retrospective) together with the erection of 1 no out building to rear.

EMPLOYMENT LAND

Saved Policy EC3 in the UDP states that primarily industrial areas are appropriate locations for Business, General Industry and Storage and Distribution Uses. Proposals for development for other uses will only be permitted where they would:

- Be complimentary to and compatible with the surrounding employment uses
- Be consistent with the approved regeneration strategy for the area
- Preserve or enhance the image of the industrial area, and
- Avoid causing an unacceptable loss of land available for industrial development

Policy CS4 in the Core Strategy states that provision will be made for at least 164 hectares of land to be developed for employment uses between 2010 and 2028, and that land will be made available to ensure that at all times there is a sufficient range of available and deliverable sites and premises to meet the needs of employment development over the following five year period. The policy goes on to states that land which is currently in use or allocated for employment development will be safeguarded from changes to other types of development, except where: there is no current or likely future demand for employment uses on the land; or where other uses would bring wider regeneration, environmental and amenity benefits.

This application proposes a retrospective change of use of an industrial building to a vehicle sales and repair centre. Although vehicle sales businesses have the potential to affect the character of an area due to cars for sale being located in visible areas, this application proposes that the majority of the cars for sale would not be readily visible from public areas and the proposed use does not have an unacceptable impact on the amenity of the area.

The application identifies that the site has been used for the sale of cars since June 2016 when it was used as an online vehicle retailer where vehicles were delivered to the purchasers home, but since the pandemic, the site has been used for physical sales. There have not been any enforcement complaints about the use in this time.

Whilst the proposed use is outside the B1,B2 and B8 uses normally considered appropriate in an industrial area. It is a related and similar use to an employment use and an industrial estate is considered the most appropriate location for such a use. The site has been used (unlawfully) for car sales since 2017 and although it would result in 0.38ha of employment land being used for 'other purposes' this would not have a significant impact on the Council's employment land supply and the site could easily be returned to an employment use were the current use to cease.

The business employs 32 people and are looking to recruit an additional 3 people and were permission to be refused these jobs could be lost – it is considered that these jobs are a 'wider regeneration' benefit of the development. The applicant has also improved the appearance of the unit since they

Document Reference	Document Issue Number	Document Issue Date
PS/DC/OP04/05	003	23/9/02

have been operating from the site and this can be considered a wider environmental and amenity benefit.

Overall, the proposal is consistent with UDP Policy EC3 and Core Strategy Policy CS4.

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 subject to conditions. 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.

Randles Road has plenty of on-street parking capacity and with a carriageway width of approximately 9m the road can still function adequately even with on street parking. Some of the on-street parking in the vicinity of the unit takes place partly on the footway. Whilst this is not endorsed, Randles Road has wide footways of approximately 2.5-2.7m in width, and so footway users are not unduly inconvenienced. The effect of the change of use and small scale extension would be minor and would not adversely affect highway safety. This is supported by the views of the council's highways department who have no objection subject to a condition to secure cycle and motorcycle parking.

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) Vehicle Sales and Repair

The site shall be used solely as a vehicle sales and repair centre and for no other purpose.

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

- 3) Cycle and Motorcycle Parking

Document Reference	Document Issue Number	Document Issue Date
PS/DC/OP04/05	003	23/9/02

c:\users\bidej\appdata\local\microsoft\windows\inetcache\content.outlook\54noi01n\22-00379 - ful - georgeson 42
randles road knowlsey business park knowsley l34 9hx.doc

Within 3 months of the date of this permission, the scheme for the provision of cycle and motorcycle parking, as shown in drawing 0986/22/ dated 9/10/22 shall be implemented in full and shall be retained as such thereafter.

Reason: To ensure that adequate provision is made for parking cycles and motorcycles on the site and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

4) Fixed Plant Noise

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

Reason: To prevent excess noise in the interests of neighbour amenity.

5) Restriction on Cars Parked

All parked cars shall only be parked within the areas shown in drawing (0983/22/B). No cars may be parked outside these areas.

Reason: In order to avoid overspill of car parking.

Informatives

1) Spray Booth

It is noted that a spray booth is in use at the site, it is the responsibility of the applicant to check whether an Environmental Permit is required in relation to substances released to the atmosphere. For further information please see the DEFRA website.

2) Cadent Gas

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.lineearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Document Reference	Document Issue Number	Document Issue Date
PS/DC/OP04/05	003	23/9/02

3) Fire Services

The plans relating to the above application have been examined and below are the Fire Authority's observations:

☐ Access for fire appliances should comply with the requirements of Approved Document B5 of the Building Regulations.

* Water supplies for firefighting purposes should be risk assessed in accordance with the undermentioned guidance in liaison with the water undertakers (United Utilities - 0161 907 7351) with suitable and sufficient fire hydrants supplied.

Shopping, offices, recreation and tourism

Commercial developments of this type should have a water supply capable of delivering a minimum flow of 20 to 75 litres per second to the development site.

☐ The premises should comply with Section 55 of the County of Merseyside Act 1980

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
16/08/2022	-	-	Fan Details N24
16/08/2022	-	-	Flue Details N29
16/08/2022	-	-	Smart Repair Bay
16/08/2022	-	-	Smart Repair Booth Spray and Prep
08/08/2022	0985/22	-	Elevations
02/08/2022	0983/22/B	-	Floor Plans and Site Plan
24/06/2022	-	-	Bay Detail 1
24/06/2022	-	-	Bay Detail 2
23/06/2022	0984/22	-	Location Plan
23/06/2022	-	-	Planning Statement

Andrew Hunt

15 September 2022

Document Reference	Document Issue Number	Document Issue Date
PS/DC/OP04/05	003	23/9/02

c:\users\bidej\appdata\local\microsoft\windows\inetcache\content.outlook\54noi01n\22-00379 - ful - georgesons 42 randles road knowlsey business park knowsley l34 9hx.doc